

SUBCHAPTER D—AIRMEN

PART 60—[RESERVED]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

SPECIAL FEDERAL AVIATION REGULATIONS

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APPENDIX A TO PART 61—PRACTICAL TEST REQUIREMENTS FOR AIRPLANE AIRLINE TRANSPORT PILOT CERTIFICATES AND ASSOCIATED CLASS AND TYPE RATINGS (FOR PARTS 121 AND 135 USE ONLY)

AUTHORITY: 49 U.S.C. 106(g), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

SOURCE: Docket No. 11802, 38 FR 3161, Feb. 1, 1973, unless otherwise noted.

**SPECIAL FEDERAL AVIATION
REGULATIONS**

SFAR No. 58

EDITORIAL NOTE: For the text of SFAR No. 58, see part 121 of this chapter.

SFAR No. 63—RELIEF FOR PARTICIPANTS IN OPERATION DESERT SHIELD/STORM

Sections

1. Applicability.
2. Required documents.
3. Expiration date.

1. Applicability. Contrary provisions of part 61 notwithstanding, under the procedures prescribed herein, Flight Standards District Offices (FSDO) are authorized to accept an expired flight instructor certificate to show eligibility for the renewal of a person's flight instructor certificate in accordance with the provisions of §61.197, or an expired written test report to show eligibility under part 61 to take a flight/ practical test, provided—

a. It is submitted by a civilian or military person who served in support of Operation Desert Shield/Storm during the time period from August 2, 1990 to December 31, 1992;

b. The person's flight instructor certificate and/or airman written test report expired

within the time period from 60 days prior to assignment to 60 days after reassignment from support of Operation Desert Shield/Storm; and

c. The person complies with the appropriate requirements of §61.197 or completes the required flight/practical test, as appropriate, within 6 calendar months following the date of reassignment from Operation Desert Shield/Storm or by December 31, 1992, whichever date is sooner.

2. Required documents. The FSDO and applicant shall include one of the following documents with the airman application, and the documents must show the dates of assignment to and reassignment from support of Operation Desert Shield/Storm:

a. Official government documents showing the person was a civilian on official duty for the United States Government in support of Operation Desert Shield/Storm during the time period from August 2, 1990 to December 31, 1992;

b. Military orders showing the person was a member of the uniformed services assigned to duty in support of Operation Desert Shield/Storm during the time period from August 2, 1990 to December 31, 1992;

c. Military orders showing the person was an active member of the National Guard or Reserve called to active duty in support of Operation Desert Shield/Storm during the time period from August 2, 1990 to December 31, 1992; or

d. A letter from the unit commander providing inclusive dates during which the person served in support of Operation Desert Shield/Storm during the time period from August 2, 1990 to December 31, 1992.

3. Expiration date. This SFAR expires December 31, 1992, unless sooner superseded or rescinded.

[SFAR 63, 56 FR 27162, June 12, 1991]

SFAR No. 73—ROBINSON R-22/R-44 SPECIAL TRAINING AND EXPERIENCE REQUIREMENTS

1. *Applicability.* Under the procedures prescribed herein, this SFAR applies to all persons who seek to manipulate the controls or act as pilot in command of a Robinson model R-22 or R-44 helicopter. The requirements stated in this SFAR are in addition to the current requirements of part 61.

2. *Required training, aeronautical experience, endorsements, and flight review.*

(a) Awareness Training:

(1) Except as provided in paragraph (a)(2) of this section, no person may manipulate the controls of a Robinson model R-22 or R-44 helicopter after March 27, 1995 for the purpose of flight unless the awareness training specified in paragraph (a)(3) of this section is completed and the person's logbook has been endorsed by a certified flight instructor au-

thorized under paragraph (b)(5) of this section.

(2) A person who holds a rotorcraft category and helicopter class rating on their pilot certificate and meets the experience requirements of paragraph (b)(1) or (b)(2) of this section may not manipulate the controls of a Robinson model R-22 or R-44 helicopter for the purpose of flight after April 26, 1995 unless the awareness training specified in paragraph (a)(3) of this section is completed and the person's logbook has been endorsed by a certified flight instructor authorized under paragraph (b)(5) of this section.

(3) Awareness training must be conducted by a certified flight instructor who has been endorsed under paragraph (b)(5) of this section and consists of instruction in the following general subject areas:

- (i) Energy management;
- (ii) Mast bumping;
- (iii) Low rotor RPM (blade stall);
- (iv) Low G hazards; and
- (v) Rotor RPM decay.

(4) A person who can show satisfactory completion of the manufacturer's safety course after January 1, 1994, may obtain an endorsement from an FAA aviation safety inspector in lieu of completing the awareness training required in paragraphs (a)(1) and (a)(2) of this section.

(b) Aeronautical Experience:

(1) No person may act as pilot in command of a Robinson model R-22 unless that person:

(i) Has had at least 200 flight hours in helicopters, at least 50 flight hours of which were in the Robinson R-22; or

(ii) Has had at least 10 hours dual instruction in the Robinson R-22 and has received an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that the individual has been given the training required by this paragraph and is proficient to act as pilot in command of an R-22. Beginning 12 calendar months after the date of the endorsement, the individual may not act as pilot in command unless the individual has completed a flight review in an R-22 within the preceding 12 calendar months and obtained an endorsement for that flight review. The dual instruction must include at least the following abnormal and emergency procedures flight training:

- (A) Enhanced training in autorotation procedures,
- (B) Engine rotor RPM control without the use of the governor,
- (C) Low rotor RPM recognition and recovery, and
- (D) Effects of low G maneuvers and proper recovery procedures.

(2) No person may act as pilot in command of a Robinson model R-44 unless that person:

(i) Has had at least 200 flight hours in helicopters, at least 50 flight hours of which were in the Robinson R-44; or

(ii) Has had at least 10 hours dual instruction in the Robinson R-44 and has received an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that the individual has been given the training required by this paragraph and is proficient to act as pilot in command of an R-44. Beginning 12 calendar months after the date of the endorsement, the individual may not act as pilot in command unless the individual has completed a flight review in an R-44 within the preceding 12 calendar months and obtained an endorsement for that flight review. The dual instruction must include at least the following abnormal and emergency procedures flight training:

(A) Enhanced training in autorotation procedures,

(B) Engine rotor RPM control without the use of the governor,

(C) Low rotor RPM recognition and recovery, and

(D) Effects of low G maneuvers and proper recovery procedures.

(3) A person who does not hold a rotorcraft category and helicopter class rating must have had at least 20 hours of dual instruction in a Robinson R-22 helicopter prior to operating it in solo flight. In addition, the person must obtain an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that instruction has been given in those maneuvers and procedures, and the instructor has found the applicant proficient to solo a Robinson R-22. This endorsement is valid for a period of 90 days. The dual instruction must include at least the following abnormal and emergency procedures flight training:

(i) Enhanced training in autorotation procedures,

(ii) Engine rotor RPM control without the use of the governor,

(iii) Low rotor RPM recognition and recovery, and

(iv) Effects of low G maneuvers and proper recovery procedures.

(4) A person who does not hold a rotorcraft category and helicopter class rating must have had at least 20 hours of dual instruction in a Robinson R-44 helicopter prior to operating it in solo flight. In addition, the person must obtain an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that instruction has been given in those maneuvers and procedures, and the instructor has found the applicant proficient to solo a Robinson R-44. This endorsement is valid for a period of 90 days. The dual instruction must include at least the following abnormal and emergency procedures flight training:

(i) Enhanced training in autorotation procedures,

(ii) Engine rotor RPM control without the use of the governor,

(iii) Low rotor RPM recognition and recovery, and

(iv) Effects of low G maneuvers and proper recovery procedures.

(5) No certificated flight instructor may provide instruction or conduct a flight review in a Robinson model R-22 or R-44 unless that instructor:

(i) Completes the awareness training in paragraph 2(a) of this SFAR,

(ii) Meets the experience requirements of paragraphs 2(b)(1)(i) of this SFAR for the R-22, or 2(b)(2)(i) of this SFAR for the R-44,

(iii) Has completed flight training in an R-22, R-44, or both, on the following abnormal and emergency procedures:

(A) Enhanced training in autorotation procedures,

(B) Engine rotor RPM control without the use of the governor,

(C) Low rotor RPM recognition and recovery, and

(D) Effects of low G maneuvers and proper recovery procedures.

(iv) Been authorized by endorsement from an FAA aviation safety inspector or authorized designated examiner that the instructor has completed the appropriate training, meets the experience requirements and has satisfactorily demonstrated an ability to provide instruction on the general subject areas of paragraph 2(a)(3) of this SFAR, and the flight training identified in paragraph 2(b)(5)(iii) of this SFAR.

(c) Flight Review:

(1) No flight review completed to satisfy §61.56 by an individual after becoming eligible to function as pilot in command in a Robinson R-22 helicopter shall be valid for the operation of R-22 helicopter unless that flight review was taken in an R-22.

(2) No flight review completed to satisfy §61.56 by individual after becoming eligible to function as pilot in command in a Robinson R-44 helicopter shall be valid for the operation of R-44 helicopter unless that flight review was taken in the R-44.

(3) The flight review will include a review of the awareness training subject areas of paragraph 2(a)(3) of this SFAR and the flight training identified in paragraph 2(b) of this SFAR.

(d) Currency Requirements: No person may act as pilot in command of a Robinson model R-22 or R-44 helicopter carrying passengers unless the pilot in command has met the recency of flight experience requirements of §61.57 in an R-22 or R-44, as appropriate.

3. *Expiration date.* This SFAR expires December 31, 1997, unless sooner superseded or rescinded.

[SFAR 73, 60 FR 11256, Mar. 1, 1995]

Subpart A—General

§ 61.1 Applicability.

(a) This part prescribes the requirements for issuing pilot and flight instructor certificates and ratings, the conditions under which those certificates and ratings are necessary, and the privileges and limitations of those certificates and ratings.

(b) Except as provided in § 61.71, an applicant for a certificate or rating must meet the requirements of this part.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-63, 39 FR 20057, June 6, 1974; Amdt. 61-490, 56 FR 11324, Mar. 15, 1991]

§ 61.2 Definition of terms.

For the purpose of this part:

(a) *Authorized instructor* means—

(1) An instructor who has a valid ground instructor certificate or current flight instructor certificate with appropriate ratings issued by the Administrator;

(2) An instructor authorized under part 121 (SFAR 58), part 135, or part 142 of this chapter to give instruction under those parts; or

(3) Any other person authorized by the Administrator to give instruction under this part.

(b) *Flight simulator, airplane* means a device that—

(1) Is a full-sized airplane cockpit replica of a specific type of airplane, or make, model, and series of airplane;

(2) Includes the hardware and software necessary to represent the airplane in ground operations and flight operations;

(3) Utilizes a force cueing system that provides cues at least equivalent to those cues provided by a 3 degree freedom of motion system;

(4) Utilizes a visual system that provides at least a 45° horizontal field of view and a 30° vertical field of view simultaneously for each pilot; and

(5) Has been evaluated, qualified, and approved by the Administrator.

(c) *Flight simulator, helicopter* means a device that—

(1) Is a full-sized helicopter cockpit replica of a specific type of aircraft, or make, model, and series of helicopter;

(2) Includes the hardware and software necessary to represent the heli-

copter in ground operations and flight operations;

(3) Utilizes a force cueing system that provides cues at least equivalent to those cues provided by a 3 degree freedom of motion system;

(4) Utilizes a visual system that provides at least a 45° horizontal field of view and 30° vertical field of view simultaneously for each pilot; and

(5) Has been evaluated, qualified, and approved by the Administrator.

(d) *Flight training device* means a device that—

(1) Is a full-sized replica of instruments, equipment, panels, and controls of an airplane or rotorcraft, or set of airplanes or rotorcraft, in an open flight deck area or in an enclosed cockpit, including the hardware and software for systems installed, necessary to simulate the airplane or rotorcraft in ground operations and flight operations;

(2) Need not have a force (motion) cueing or visual system; and

(3) Has been evaluated, qualified, and approved by the Administrator.

(e) *Set of airplanes or rotorcraft* means airplanes or rotorcraft which all share similar performance characteristics, such as similar airspeed and altitude operating envelope, similar handling characteristics, and the same number and type of propulsion systems.

[Doc. No. 26933, 61 FR 34547, July 2, 1996]

§ 61.3 Certification of foreign pilots and flight instructors.

(a) A person who is neither a U.S. citizen nor a resident alien may be issued a pilot certificate or flight instructor certificate under this part (other than under § 61.75 or § 61.77), outside the United States, only when the Administrator finds that—

(1) The pilot certificate is needed for the operation of a U.S.-registered civil aircraft; or

(2) The flight instructor certificate is needed for the training of students who are citizens of the United States.

(b) Training centers, and their satellite training centers certificated under part 142 of this chapter, may, outside the United States—

(1) Prepare and recommend applicants for additional ratings and endorsements to certificates issued by

the Administrator under the provisions of this part, and award additional ratings and endorsements within the authority granted to that training center by the Administrator; and

(2) Prepare and recommend U.S. citizen applicants for airman certificates, and issue certificates to U.S. citizens within the authority granted to that training center by the Administrator.

[Doc. No. 26933, 61 FR 34547, July 2, 1996]

§61.4 Qualification and approval of flight simulators and flight training devices.

Each flight simulator and each flight training device used for training, for which an airman is to receive credit to satisfy any training, testing, or checking requirement under this chapter, must be qualified and approved by the Administrator for—

(a) The training, testing, and checking for which it is used;

(b) Each particular maneuver, procedure, or crewmember function performed; and

(c) The representation of the specific category and class of aircraft, type of aircraft, particular variation within type of aircraft, or set of aircraft in the case of some flight training devices.

[Doc. No. 26933, 61 FR 34548, July 2, 1996]

§61.5 Requirement for certificates, rating, and authorizations.

(a) *Pilot certificate.* No person may act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of United States registry unless he has in his personal possession a current pilot certificate issued to him under this part. However, when the aircraft is operated within a foreign country a current pilot license issued by the country in which the aircraft is operated may be used.

(b) *Pilot certificate: foreign aircraft.* No person may, within the United States, act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of foreign registry unless he has in his personal possession a current pilot certificate issued to him under this part, or a pilot license issued to him or validated

for him by the country in which the aircraft is registered.

(c) *Medical certificate.* Except for free balloon pilots piloting balloons and glider pilots piloting gliders, no person may act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft under a certificate issued to him under this part, unless he has in his personal possession an appropriate current medical certificate issued under part 67 of this chapter. However, when the aircraft is operated within a foreign country with a current pilot license issued by that country, evidence of current medical qualification for that license, issued by that country, may be used. In the case of a pilot certificate issued on the basis of a foreign pilot license under §61.75, evidence of current medical qualification accepted for the issue of that license is used in place of a medical certificate.

(d) *Flight instructor certificate.* Unless otherwise authorized by the Administrator, and except for lighter-than-air instruction in lighter-than-air aircraft, no person other than the holder of a flight instructor certificate issued in accordance with subpart G of this part, with an appropriate rating on that certificate, may—

(1) Give any of the flight instruction required to qualify for a solo flight, solo cross-country flight, or for the issue of a pilot or flight instructor certificate or rating;

(2) Endorse a pilot logbook to show that he has given any flight instruction; or

(3) Endorse a student pilot certificate or logbook for solo operating privileges.

(e) *Instrument rating.* No person may act as pilot in command of a civil aircraft under instrument flight rules, or in weather conditions less than the minimums prescribed for VFR flight unless—

(1) In the case of an airplane, he holds an instrument rating or an airline transport pilot certificate with an airplane category rating on it;

(2) In the case of a helicopter, he holds a helicopter instrument rating or an airline transport pilot certificate with a rotorcraft category and helicopter class rating not limited to VFR;

(3) In the case of a glider, he holds an instrument rating (airplane) or an airline transport pilot certificate with an airplane category rating; or

(4) In the case of an airship, he holds a commercial pilot certificate with lighter-than-air category and airship class ratings.

(f) *Category II pilot authorization.* (1) No person may act as pilot in command of a civil aircraft during Category II operations unless—

(i) That person holds a current Category II pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or

(ii) In the case of a civil aircraft of foreign registry, that person is authorized by the country of registry to act as pilot in command of that aircraft in Category II operations.

(2) No person may act as second in command of a civil aircraft during Category II operations unless that person—

(i) Holds a valid pilot certificate with category and class ratings for that aircraft and a current instrument rating for that category aircraft;

(ii) Holds an airline transport pilot certificate with category and class ratings for that aircraft; or

(iii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category II operations.

(g) *Category A aircraft pilot authorization.* The Administrator may issue a certificate of authorization to the pilot of a small aircraft identified as a Category A aircraft in § 97.3(b)(1) of this chapter to use that aircraft in a Category II operation, if he finds that the proposed operation can be safely conducted under the terms of the certificate. Such authorization does not permit operation of the aircraft carrying persons or property for compensation or hire.

(h) *Inspection of certificate.* Each person who holds a pilot certificate, flight instructor certificate, medical certificate, authorization, or license required by this part shall present it for inspection upon the request of the Administrator, an authorized representative of the National Transportation Safety

Board, or any Federal, State, or local law enforcement officer.

(i) *Category III pilot authorization.* (1) No person may act as pilot in command of a civil aircraft during Category III operations unless—

(i) That person holds a current Category III pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or

(ii) In the case of a civil aircraft of foreign registry, that person is authorized by the country of registry to act as pilot in command of that aircraft in Category III operations.

(2) No person may act as second in command of a civil aircraft during Category III operations unless that person—

(i) Holds a valid pilot certificate with category and class ratings for that aircraft and a current instrument rating for that category aircraft;

(ii) Holds an airline transport pilot certificate with category and class ratings for that aircraft; or

(iii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category III operations.

(j) *Exceptions.* Paragraphs (f) and (i) of this section do not apply to operations conducted by the holder of a certificate issued under part 121 or part 135 of this chapter.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40703, Nov. 7, 1986. Redesignated and amended by Amdt. 61-100, 61 FR 34547, July 2, 1996]

§ 61.6 Certificates and ratings issued under this part.

(a) The following certificates are issued under this part:

(1) Pilot certificates:

(i) Student pilot.

(ii) Recreational pilot.

(iii) Private pilot.

(iv) Commercial pilot.

(v) Airline transport pilot.

(2) Flight instructor certificates.

(b) The following ratings are placed on pilot certificates (other than student pilot) where applicable:

(1) Aircraft category ratings:

(i) Airplane.

(ii) Rotorcraft.

(iii) Glider.

- (iv) Lighter-than-air.
- (2) Airplane class ratings:
 - (i) Single-engine land.
 - (ii) Multiengine land.
 - (iii) Single-engine sea.
 - (iv) Multiengine sea.
- (3) Rotorcraft class ratings:
 - (i) Helicopter.
 - (ii) Gyroplane.
- (4) Lighter-than-air class ratings:
 - (i) Airship.
 - (ii) Free balloon.
- (5) Aircraft type ratings are listed in Advisory Circular 61-1 entitled "Aircraft Type Ratings." This list includes ratings for the following:
 - (i) Large aircraft, other than lighter-than-air.
 - (ii) Small turbojet-powered airplanes.
 - (iii) Small helicopters for operations requiring an airline transport pilot certificate.
 - (iv) Other aircraft type ratings specified by the Administrator through aircraft type certificate procedures.
- (6) Instrument ratings (on private and commercial pilot certificates only):
 - (i) Instrument—airplanes.
 - (ii) Instrument—helicopter.
- (c) The following ratings are placed on flight instructor certificates where applicable:
 - (1) Aircraft category ratings:
 - (i) Airplane.
 - (ii) Rotorcraft.
 - (iii) Glider.
 - (2) Airplane class ratings:
 - (i) Single-engine.
 - (ii) Multiengine.
 - (3) Rotorcraft class ratings:
 - (i) Helicopter.
 - (ii) Gyroplane.
 - (4) Instrument ratings:
 - (i) Instrument—airplane.
 - (ii) Instrument—helicopter.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-64, 41 FR 51392, Nov. 22, 1976; Amdt. 61-82, 54 FR 13037, Mar. 29, 1989. Redesignated by Amdt. 61-100, 61 FR 34547, July 2, 1996]

§ 61.7 Obsolete certificates and ratings.

- (a) The holder of a free balloon pilot certificate issued before November 1, 1973, may not exercise the privileges of that certificate.
- (b) The holder of a pilot certificate that bears any of the following cat-

egory ratings without an associated class rating, may not exercise the privileges of that category rating:

- (1) Rotorcraft.
- (2) Lighter-than-air.
- (3) Helicopter.
- (4) Autogiro.

§ 61.9 Exchange of obsolete certificates and ratings for current certificates and ratings.

(a) The holder of an unexpired free balloon pilot certificate, or an unexpired pilot certificate with an obsolete category rating listed in § 61.7(b) may exchange that certificate for a certificate with the following applicable category and class rating, without a further showing of competency, until October 31, 1975. After that date, a free balloon pilot certificate or certificate with an obsolete rating expires.

(b) *Private or commercial pilot certificate with rotorcraft category rating.* The holder of a private or commercial pilot certificate with a rotorcraft category rating is issued that certificate with a rotorcraft category rating, and a helicopter or gyroplane class rating, depending upon whether a helicopter or a gyroplane is used to qualify for the rotorcraft category rating.

(c) *Private or commercial pilot certificate with helicopter or autogiro category rating.* The holder of a private or commercial pilot certificate with a helicopter or autogiro category rating is issued that certificate with a rotorcraft category rating and a helicopter class rating (in the case of a helicopter category rating), or a gyroplane class rating (in the case of an autogiro rating).

(d) *Airline transport pilot certificate with helicopter or autogiro category rating.* The holder of an airline transport pilot certificate with a helicopter or autogiro category rating is issued that certificate with a rotorcraft category rating (limited to VFR) and a helicopter class and type rating (in the case of a helicopter category rating), or a gyroplane class rating (in the case of an autogiro category rating).

(e) *Airline transport pilot certificate with a rotorcraft category rating (without a class rating).* The holder of an airline transport pilot certificate with a rotorcraft category rating (without a class

rating) is issued that certificate with a rotorcraft category rating limited to VFR, and a helicopter and type rating or a gyroplane class rating, depending upon whether a helicopter or gyroplane is used to qualify for the rotorcraft category rating.

(f) *Free balloon pilot certificate.* The holder of a free balloon pilot certificate is issued a commercial pilot certificate with a lighter-than-air category rating and a free balloon class rating. However, a free balloon class rating may be issued with the limitations provided in § 61.141.

(g) *Lighter-than-air pilot certificate or pilot certificate with lighter-than-air category (without a class rating).* (1) In the case of an application made before November 1, 1975, the holder of a lighter-than-air pilot certificate or a pilot certificate with a lighter-than-air category rating (without a class rating) is issued a private or commercial pilot certificate, as appropriate, with a lighter-than-air category rating and airship and free balloon class ratings.

(2) In the case of an application made after October 31, 1975, the holder of a lighter-than-air pilot certificate with an airship rating issued prior to November 1, 1973, may be issued a free balloon class rating upon passing the appropriate flight test in a free balloon.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-64, 41 FR 51392, Nov. 22, 1976]

§ 61.11 Expired pilot certificates and reissuance.

(a) No person who holds an expired pilot certificate or rating may exercise the privileges of that pilot certificate, or rating.

(b) Except as provided, the following certificates and ratings have expired and are not reissued:

(1) An airline transport pilot certificate issued before May 1, 1949, or containing a horsepower rating. However, an airline transport pilot certificate bearing an expiration date and issued after April 30, 1949, may be reissued without an expiration date if it does not contain a horsepower rating.

(2) A private or commercial pilot certificate, or a lighter-than-air or free balloon pilot certificate, issued before

July 1, 1945. However, each of those certificates issued after June 30, 1945, and bearing an expiration date, may be reissued without an expiration date.

(c) A private or commercial pilot certificate or a special purpose pilot certificate, issued on the basis of a foreign pilot license, expires on the expiration date stated thereon. A certificate without an expiration date is issued to the holder of the expired certificate only if he meets the requirements of § 61.75 for the issue of a pilot certificate based on a foreign pilot license.

§ 61.13 Application and qualification.

(a) An application for a certificate and rating or for an additional rating under this part is made on a form and in a manner prescribed by the Administrator. Each person who is neither a United States citizen nor a resident alien must show evidence that the fee prescribed by appendix A of part 187 of this chapter has been paid if that person—

(1) Applies for a student pilot certificate to be issued outside the United States; or

(2) Applies for a written or practical test to be administered outside the United States for any certificate or rating issued under this part.

(b) An applicant who meets the requirements of this part is entitled to an appropriate pilot certificate with aircraft ratings. Additional aircraft category, class, type and other ratings, for which the applicant is qualified, are added to his certificate. However, the Administrator may refuse to issue certificates to persons who are not citizens of the United States and who do not reside in the United States.

(c) An applicant who cannot comply with all of the flight proficiency requirements prescribed by this part because the aircraft used by him for his flight training or flight test is characteristically incapable of performing a required pilot operation, but who meets all other requirements for the certificate or rating sought, is issued the certificate or rating with appropriate limitations.

(d) An applicant for a pilot certificate who holds a medical certificate under § 67.19 of this chapter with special limitations on it, but who meets

all other requirements for that pilot certificate, is issued a pilot certificate containing such operating limitations as the Administrator determines are necessary because of the applicant's medical deficiency.

(e) The following requirements apply to a Category II pilot authorization and to a Category III pilot authorization:

(1) The authorization is issued by a letter of authorization as a part of the applicant's instrument rating or airline transport pilot certificate.

(2) Upon original issue the authorization contains a visibility limitation—

(i) For Category II operations, the limitation is 1,600 feet RVR and a 150-foot decision height; and

(ii) For Category III operations, each initial limitation is specified in the authorization document.

(3) Limitations on an authorization may be removed as follows:

(i) In the case of Category II limitations, a limitation is removed when the holder shows that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions.

(ii) In the case of Category III limitations, a limitation is removed as specified in the authorization.

(4) To meet the experience requirement of paragraph (e)(3) of this section, and for the practical test required by this part for a Category II or a Category III authorization, a flight simulator or flight training device may be used if it is approved by the Administrator for such use.

(f) Unless authorized by the Administrator—

(1) A person whose pilot certificate is suspended may not apply for any pilot or flight instructor certificate or rating during the period of suspension; and

(2) A person whose flight instructor certificate only is suspended may not apply for any rating to be added to that certificate during the period of suspension.

(g) Unless the order of revocation provides otherwise—

(1) A person whose pilot certificate is revoked may not apply for any pilot or

flight instructor certificate or rating for 1 year after the date of revocation; and

(2) A person whose flight instructor certificate only is revoked may not apply for any flight instructor certificate for 1 year after the date of revocation.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-72, 47 FR 35693, Aug. 16, 1982; Amdt. 61-100, 61 FR 34548, July 2, 1996]

§61.14 Refusal to submit to a drug or alcohol test.

(a) This section applies to an employee who performs a function listed in appendix I or appendix J to part 121 of this chapter directly or by contract for a part 121 certificate holder, a part 135 certificate holder, or an operator as defined in §135.1(c) of this chapter.

(b) Refusal by the holder of a certificate issued under this part to take a drug test required under the provisions of appendix I to part 121 or an alcohol test required under the provisions of appendix J to part 121 is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of such refusal; and

(2) Suspension or revocation of any certificate or rating issued under this part.

[Amdt. 61-94, 59 FR 7389, Feb. 15, 1994]

§61.15 Offenses involving alcohol or drugs.

(a) A conviction for the violation of any Federal or state statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marihuana, or depressant or stimulant drugs or substances is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(b) The commission of an act prohibited by §91.17(a) or §91.19(a) of this chapter is grounds for—

(1) Denial of an application for a certificate or rating issued under this part

for a period of up to 1 year after the date of that act; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(c) For the purposes of paragraphs (d) and (e) of this section, a motor vehicle action means—

(1) A conviction after November 29, 1990, for the violation of any Federal or state statute relating to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug;

(2) The cancellation, suspension, or revocation of a license to operate a motor vehicle by a state after November 29, 1990, for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug; or

(3) The denial after November 29, 1990, of an application for a license to operate a motor vehicle by a state for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug.

(d) Except in the case of a motor vehicle action that results from the same incident or arises out of the same factual circumstances, a motor vehicle action occurring within 3 years of a previous motor vehicle action is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of the last motor vehicle action; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(e) Each person holding a certificate issued under this part shall provide a written report of each motor vehicle action to the FAA, Civil Aviation Security Division (AAC-700), P.O. Box 25810, Oklahoma City, OK 73125, not later than 60 days after the motor vehicle action. The report must include—

(1) The person's name, address, date of birth, and airman certificate number;

(2) The type of violation that resulted in the conviction or the administrative action;

(3) The date of the conviction or administrative action;

(4) The state that holds the record of conviction or administrative action; and

(5) A statement of whether the motor vehicle action resulted from the same incident or arose out of the same factual circumstances related to a previously-reported motor vehicle action.

(f) Failure to comply with paragraph (e) of this section is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of the motor vehicle action; or

(2) Suspension or revocation of any certificate or rating issued under this part.

[Doc. No. 21956, 50 FR 15379, Apr. 17, 1985, as amended by Amdt. 61-84, 54 FR 34330, Aug. 18, 1989; Amdt. 61-87, 55 FR 31309, Aug. 1, 1990; Amdt. 61-87, 55 FR 41415, Oct. 11, 1990]

§ 61.16 Refusal to submit to an alcohol test or to furnish test results.

A refusal to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer in accordance with § 91.11(c) of this chapter, or a refusal to furnish or authorize the release of the test results requested by the Administrator in accordance with § 91.17 (c) or (d) of this chapter, is grounds for—

(a) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of that refusal; or

(b) Suspension or revocation of any certificate or rating issued under this part.

[Doc. No. 21956, 51 FR 1229, Jan. 9, 1986, as amended by Amdt. 61-84, 54 FR 34330, Aug. 18, 1989]

§ 61.17 Temporary certificate.

(a) A temporary pilot or flight instructor certificate, or a rating, effective for a period of not more than 120 days, is issued to a qualified applicant pending a review of his qualifications and the issuance of a permanent certificate or rating by the Administrator. The permanent certificate or rating is

issued to an applicant found qualified and a denial thereof is issued to an applicant found not qualified.

(b) A temporary certificate issued under paragraph (a) of this section expires—

(1) At the end of the expiration date stated thereon; or

(2) Upon receipt by the applicant, of—

(i) The certificate or rating sought; or

(ii) Notice that the certificate or rating sought is denied.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-66, 43 FR 22639, May 25, 1978]

§ 61.19 Duration of pilot and flight instructor certificates.

(a) *General.* The holder of a certificate with an expiration date may not, after that date, exercise the privileges of that certificate.

(b) *Student pilot certificate.* A student pilot certificate expires at the end of the 24th month after the month in which it is issued.

(c) *Other pilot certificates.* Any pilot certificate (other than a student pilot certificate) issued under this part is issued without a specific expiration date. However, the holder of a pilot certificate issued on the basis of a foreign pilot license may exercise the privileges of that certificate only while the foreign pilot license on which that certificate is based is effective.

(d) *Flight instructor certificate.* A flight instructor certificate—

(1) Is effective only while the holder has a current pilot certificate and a medical certificate appropriate to the pilot privileges being exercised; and

(2) Expires at the end of the 24th month after the month in which it was last issued or renewed.

(e) *Surrender, suspension, or revocation.* Any pilot certificate or flight instructor certificate issued under this part ceases to be effective if it is surrendered, suspended, or revoked.

(f) *Return of certificate.* The holder of any certificate issued under this part that is suspended or revoked shall, upon the Administrator's request, return it to the Administrator.

§ 61.21 Duration of Category II and Category III pilot authorization (for other than part 121 and part 135 use).

A Category II pilot authorization and a Category III pilot authorization expire on the last day of the sixth month after the month last issued or renewed. Upon passing a practical test it is renewed for each type aircraft for which an authorization is held. However, an authorization for any particular type aircraft for which an authorization is held will not be renewed to extend beyond the end of the 12th month after the practical test was passed in that type aircraft. If the holder of the authorization passes the practical test for a renewal in the month before the authorization expires, he is considered to have passed it during the month the authorization expired.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40703, Nov. 7, 1986; Amdt. 61-100, 61 FR 34548, July 2, 1996]

§ 61.23 Duration of medical certificates.

(a) A first-class medical certificate expires at the end of the last day of—

(1) The sixth month after the month of the date of examination shown on the certificate, for operations requiring an airline transport pilot certificate;

(2) The 12th month after the month of the date of examination shown on the certificate, for operations requiring only a commercial pilot certificate; and

(3) The period specified in paragraph (c) of this section for operations requiring only a private, recreational, or student pilot certificate.

(b) A second-class medical certificate expires at the end of the last day of—

(1) The 12th month after the month of the date of examination shown on the certificate, for operations requiring a commercial pilot certificate or an air traffic control tower operator certificate; and

(2) The period specified in paragraph (c) of this section for operations requiring only a private, recreational, or student pilot certificate.

(c) A third-class medical certificate for operations requiring a private, recreational or student pilot certificate issued—

(1) Before September 16, 1996, expires at the end of the 24th month after the month of the date of examination shown on the certificate.

(2) On or after September 16, 1996, expires at the end of the:

(i) 36th month after the month of the date of the examination shown on the certificate if the person has not reached his or her 40th birthday on or before the date of the examination; or

(ii) 24th month after the month of the date of the examination shown on the certificate if the person has reached his or her 40th birthday on or before the date of the examination.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-68, 45 FR 18911, Mar. 24, 1980; Amdt. 61-82, 54 FR 13037, Mar. 29, 1989; Amdt. 61-99, 61 FR 11256, Mar. 19, 1996]

§ 61.25 Change of name.

An application for the change of a name on a certificate issued under this part must be accompanied by the applicant's current certificate and a copy of the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.

§ 61.27 Voluntary surrender or exchange of certificate.

The holder of a certificate issued under this part may voluntarily surrender it for cancellation, or for the issue of a certificate of lower grade, or another certificate with specific ratings deleted. If he so requests, he must include the following signed statement or its equivalent:

This request is made for my own reasons, with full knowledge that my (insert name of certificate or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issue.

§ 61.29 Replacement of lost or destroyed certificate.

(a) An application for the replacement of a lost or destroyed airman certificate issued under this part is made by letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125. The letter must—

(1) State the name of the person to whom the certificate was issued, the

permanent mailing address (including zip code), social security number (if any), date and place of birth of the certificate holder, and any available information regarding the grade, number, and date of issue of the certificate, and the ratings on it; and

(2) Be accompanied by a check or money order for \$2, payable to the Federal Aviation Administration.

(b) An application for the replacement of a lost or destroyed medical certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Aeromedical Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, accompanied by a check or money order for \$2.

(c) A person who has lost a certificate issued under this part, or a medical certificate issued under part 67 of this chapter, or both, may obtain a telegram from the FAA confirming that it was issued. The telegram may be carried as a certificate for a period not to exceed 60 days pending his receipt of a duplicate certificate under paragraph (a) or (b) of this section, unless he has been notified that the certificate has been suspended or revoked. The request for such a telegram may be made by letter or prepaid telegram, including the date upon which a duplicate certificate was previously requested, if a request had been made, and a money order for the cost of the duplicate certificate. The request for a telegraphic certificate is sent to the office listed in paragraph (a) or (b) of this section, as appropriate. However, a request for both airman and medical certificates at the same time must be sent to the office prescribed in paragraph (a) of this section.

§ 61.31 General limitations.

(a) *Type ratings required.* A person may not act as pilot in command of any of the following aircraft unless he holds a type rating for that aircraft:

(1) A large aircraft (except lighter-than-air).

(2) A helicopter, for operations requiring an airline transport pilot certificate.

(3) A turbojet powered airplane.

(4) Other aircraft specified by the Administrator through aircraft type certificate procedures.

(b) *Authorization in lieu of a type rating.* (1) In lieu of a type rating required under paragraphs (a) (1), (3), and (4) of this section, an aircraft may be operated under an authorization issued by the Administrator, for a flight or series of flights within the United States, if—

(i) The particular operation for which the authorization is requested involves a ferry flight, a practice or training flight, a flight test for a pilot type rating, or a test flight of an aircraft, for a period that does not exceed 60 days;

(ii) The applicant shows that compliance with paragraph (a) of this section is impracticable for the particular operation; and

(iii) The Administrator finds that an equivalent level of safety may be achieved through operating limitations on the authorization.

(2) Aircraft operated under an authorization issued under this paragraph—

(i) May not be operated for compensation or hire; and

(ii) May carry only flight crewmembers necessary for the flight.

(3) An authorization issued under this paragraph may be reissued for an additional 60-day period for the same operation if the applicant shows that he was prevented from carrying out the purpose of the particular operation before his authorization expired.

The prohibition of paragraph (b)(2)(i) of this section does not prohibit compensation for the use of an aircraft by a pilot solely to prepare for or take a flight test for a type rating.

(c) *Category and class rating: Carrying another person or operating for compensation or hire.* Unless he holds a category and class rating for that aircraft, a person may not act as pilot in command of an aircraft that is carrying another person or is operated for compensation or hire. In addition, he may not act as pilot in command of that aircraft for compensation or hire.

(d) *Category and class rating: Other operations.* No person may act as pilot in command of an aircraft in solo flight in operations not subject to paragraph (c) of this section, unless he meets at least one of the following:

(1) He holds a category and class rating appropriate to that aircraft.

(2) He has received flight instruction in the pilot operations required by this part, appropriate to the category and class of aircraft for first solo, given to him by a certificated flight instructor who found him competent to solo that category and class of aircraft and has so endorsed his pilot logbook.

(3) He has soloed and logged pilot-in-command time in that category and class of aircraft before November 1, 1973.

(e) *High performance airplanes.* A person holding a private or commercial pilot certificate may not act as pilot in command of an airplane that has more than 200 horsepower, or that has a retractable landing gear, flaps, and a controllable propeller, unless he has received flight instruction from an authorized flight instructor who has certified in his logbook that he is competent to pilot an airplane that has more than 200 horsepower, or that has a retractable landing gear, flaps, and a controllable propeller, as the case may be. However, this instruction is not required if he has logged flight time as pilot in command in high performance airplanes before November 1, 1973.

(f) *High altitude airplanes.* (1) Except as provided in paragraph (f)(2) of this section, no person may act as pilot in command of a pressurized airplane that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL unless that person has completed the ground and flight training specified in paragraphs (f)(1) (i) and (ii) of this section and has received a logbook or training record endorsement from an authorized instructor certifying satisfactory completion of the training. The training shall consist of:

(i) Ground training that includes instruction on high altitude aerodynamics and meteorology; respiration; effects, symptoms, and causes of hypoxia and any other high altitude sicknesses; duration of consciousness without supplemental oxygen; effects of prolonged usage of supplemental oxygen; causes and effects of gas expansion and gas bubble formations; preventive measures for eliminating gas expansion, gas bubble formations, and high altitude

sicknesses; physical phenomena and incidents of decompression; and any other physiological aspects of high altitude flight; and

(ii) Flight training in an airplane, or in a simulator that meets the requirements of §121.407 of this chapter, and which is representative of an airplane as described in paragraph (f)(1) of this section. This training shall include normal cruise flight operations while operating above 25,000 feet MSL; the proper emergency procedures for simulated rapid decompression without actually depressurizing the airplane; and emergency descent procedures;

(2) The training required in paragraph (f)(1) of this section is not required if a person can document accomplishment of any of the following in an airplane, or in a simulator that meets the requirements of §121.407 of this section, and that is representative of an airplane described in paragraph (f)(1) of this section:

(i) Served as pilot in command prior to April 15, 1991;

(ii) Completed a pilot proficiency check for a pilot certificate or rating conducted by the FAA prior to April 15, 1991;

(iii) Completed an official pilot-in-command check by the military services of the United States; or

(iv) Completed a pilot-in-command proficiency check under parts 121, 125, or 135 conducted by the FAA or by an approved pilot check airman.

(g) *Tailwheel Airplanes.* No person may act as pilot in command of a tailwheel airplane unless that pilot has received flight instruction from an authorized flight instructor who has found the pilot competent to operate a tailwheel airplane and has made a one time endorsement so stating in the pilot's logbook. The endorsement must certify that the pilot is competent in normal and crosswind takeoffs and landings, wheel landings unless the manufacturer has recommended against such landings, and go-around procedures. This endorsement is not required if a pilot has logged flight time as pilot in command of tailwheel airplanes prior to April 15, 1991.

(h) *Exception.* This section does not require a class rating for gliders, or category and class ratings for aircraft

that are not type certificated as airplanes, rotorcraft, or lighter-than-air aircraft. In addition, the rating limitations of this section do not apply to—

(1) The holder of a student pilot certificate;

(2) The holder of a recreational pilot certificate when operating under the provisions of §61.101 (f), (g), and (h).

(3) The holder of a pilot certificate when operating an aircraft under the authority of an experimental or provisional type certificate;

(4) An applicant when taking a flight test given by the Administrator; or

(5) The holder of a pilot certificate with a lighter-than-air category rating when operating a hot air balloon without an airborne heater.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-82, 54 FR 13037, Mar. 29, 1989; Amdt. 61-490, 56 FR 11324, Mar. 15, 1991]

§61.33 Tests: General procedure.

Tests prescribed by or under this part are given at times and places, and by persons, designated by the Administrator.

§61.35 Written test: Prerequisites and passing grades.

(a) An applicant for a written test must—

(1) Show that he has satisfactorily completed the ground instruction or home study course required by this part for the certificate or rating sought;

(2) Present as personal identification an airman certificate, driver's license, or other official document; and

(3) Present a birth certificate or other official document showing that he meets the age requirement prescribed in this part for the certificate sought not later than 2 years from the date of application for the test.

(b) The minimum passing grade is specified by the Administrator on each written test sheet or booklet furnished to the applicant.

This section does not apply to the written test for an airline transport pilot certificate or a rating associated with that certificate.

§ 61.37 Written tests: Cheating or other unauthorized conduct.

(a) Except as authorized by the Administrator, no person may—

(1) Copy, or intentionally remove, a written test under this part;

(2) Give to another, or receive from another, any part or copy of that test;

(3) Give help on that test to, or receive help on that test from, any person during the period that test is being given;

(4) Take any part of that test in behalf of another person;

(5) Use any material or aid during the period that test is being given; or

(6) Intentionally cause, assist, or participate in any act prohibited by this paragraph.

(b) No person whom the Administrator finds to have committed an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating, or to take any test therefor, under this chapter for a period of 1 year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ 61.39 Prerequisites for flight tests.

(a) To be eligible for a flight test for a certificate, or an aircraft or instrument rating issued under this part, the applicant must—

(1) Have passed any required written test since the beginning of the 24th month before the month in which he takes the flight test;

(2) Have the applicable instruction and aeronautical experience prescribed in this part;

(3) Hold a current medical certificate appropriate to the certificate the applicant seeks or, in the case of a rating to be added to the applicant's pilot certificate, at least a current third-class medical certificate issued under part 67 of this chapter;

(4) Except for a flight test for an airline transport pilot certificate, meet the age requirement for the issuance of the certificate or rating he seeks; and

(5) Have a written statement from an appropriately certificated flight instructor certifying that he has given the applicant flight instruction in

preparation for the flight test within 60 days preceding the date of application, and finds him competent to pass the test and to have satisfactory knowledge of the subject areas in which he is shown to be deficient by his FAA airman written test report. However, an applicant need not have this written statement if he—

(i) Holds a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation that authorizes at least the pilot privileges of the airman certificate sought by him;

(ii) Is applying for a type rating only, or a class rating with an associated type rating; or

(iii) Is applying for an airline transport pilot certificate or an additional aircraft rating on that certificate.

(6) If all increments of the practical test for a certificate or rating are not completed on one date, all remaining increments of the test must be satisfactorily completed not more than 60 calendar days after the date on which the applicant begins the test.

(7) If all increments of the practical test are not satisfactorily completed within 60 calendar days as required by paragraph (a)(6) of this section, the applicant must retake the entire practical test, including those increments satisfactorily completed.

(b) Notwithstanding the provisions of paragraph (a)(1) of this section, an applicant for an airline transport pilot certificate or rating may take the flight test for that certificate or rating if—

(1) The applicant—

(i) Within the period ending 24 calendar months after the month in which the applicant passed the first of any required written tests, was employed as a flight crewmember by a U.S. air carrier or commercial operator operating either under part 121 or as a commuter air carrier under part 135 (as defined in part 298 of this title) and is employed by such a certificate holder at the time of the flight test;

(ii) Has completed initial training, and, if appropriate, transition or upgrade training; and

(iii) Meets the recurrent training requirements of the applicable part; or

(2) Within the period ending 24 calendar months after the month in which the applicant passed the first of any required written tests, the applicant participated as a pilot in a pilot training program of a U.S. scheduled military air transportation service and is currently participating in that program.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-71, 47 FR 13312, Mar. 29, 1982; Amdt. 61-99, 61 FR 11256, Mar. 19, 1996; Amdt. 61-100, 61 FR 34548, July 2, 1996]

§61.41 Flight instruction received from flight instructors not certified by FAA.

Flight instruction may be credited toward the requirements for a pilot certificate or rating issued under this part if it is received from—

(a) An Armed Force of either the United States or a foreign contracting State to the Convention on International Civil Aviation in a program for training military pilots; or

(b) A flight instructor who is authorized to give that flight instruction by the licensing authority of a foreign contracting State to the Convention on International Civil Aviation and the flight instruction is given outside the United States.

§61.43 Flight tests: General procedures.

(a) The ability of an applicant for a private or commercial pilot certificate, or for an aircraft or instrument rating on that certificate to perform the required pilot operations is based on the following:

(1) Executing procedures and maneuvers within the aircraft's performance capabilities and limitations, including use of the aircraft's systems.

(2) Executing emergency procedures and maneuvers appropriate to the aircraft.

(3) Piloting the aircraft with smoothness and accuracy.

(4) Exercising judgment.

(5) Applying his aeronautical knowledge.

(6) Showing that he is the master of the aircraft, with the successful outcome of a procedure or maneuver never seriously in doubt.

(b) If the applicant fails any of the required pilot operations in accordance

with the applicable provisions of paragraph (a) of this section, the applicant fails the flight test. The applicant is not eligible for the certificate or rating sought until he passes any pilot operations he has failed.

(c) The examiner or the applicant may discontinue the test at any time when the failure of a required pilot operation makes the applicant ineligible for the certificate or rating sought. If the test is discontinued the applicant is entitled to credit for only those entire pilot operations that he has successfully performed.

§61.45 Practical tests: Required aircraft and equipment.

(a) *General.* Except when an applicant for a certificate or rating under this part is permitted to accomplish the entire flight increment of the practical test in a qualified and approved flight simulator or in a qualified and approved flight training device:

(1) The applicant must furnish for each required test, except as provided by paragraph (a)(2) of this section, an aircraft of U.S. registry—

(i) Of the category and class aircraft, and type aircraft, if applicable, for which the applicant is applying for a certificate or rating; and

(ii) That has a current standard or limited airworthiness certificate.

(2) At the discretion of the person authorized by the Administrator to conduct the test, the applicant may furnish—

(i) An aircraft that has a current airworthiness certificate other than standard or limited, but that otherwise meets the requirement of paragraph (a)(1) of this section;

(ii) An aircraft of the category and class, and type aircraft, if applicable, of foreign registry that is certificated by the country of registry; or

(iii) A military aircraft of the category and class aircraft, and type aircraft, if applicable, for which the applicant is applying for a certificate or rating.

(b) *Required equipment (other than controls).* Aircraft furnished for a flight test must have—

(1) The equipment for each pilot operation required for the flight test;

(2) No prescribed operating limitations that prohibit its use in any pilot operation required on the test;

(3) Pilot seats with adequate visibility for each pilot to operate the aircraft safely, except as provided in paragraph (d) of this section; and

(4) Cockpit and outside visibility adequate to evaluate the performance of the applicant, where an additional jump seat is provided for the examiner.

(c) *Required controls.* An applicant must furnish for each practical test an aircraft—

(1) (Other than lighter-than-air) listed in paragraph (a) of this section.

(2) That has engine controls and flight controls—

(i) That are easily reached; and

(ii) Unless the evaluator conducting the test accepts otherwise, that can be operated in a conventional manner by the applicant, other required crewmembers, and the evaluator if the evaluator occupies a pilot's seat.

(d) *Simulated instrument flight equipment.* An applicant for any practical test involving flight maneuvers and flight procedures accomplished solely by reference to instruments, must furnish equipment that—

(1) Excludes the applicant's visual reference to objects outside the aircraft; and

(2) Is otherwise acceptable to the Administrator.

(e) *Aircraft with single controls.* At the discretion of the examiner, an aircraft furnished under paragraph (a) of this section for a flight test may, in the cases listed herein, have a single set of controls. In such case, the examiner determines the competence of the applicant by observation from the ground or from another aircraft.

(1) A flight test for addition of a class or type rating, not involving demonstration of instrument skills, to a private or commercial pilot certificate.

(2) A flight test in a single-place gyroplane for—

(i) A private pilot certificate with a rotorcraft category rating and gyroplane class rating, in which case the certificate bears the limitation "rotorcraft single-place gyroplane only"; or

(ii) Addition of a rotorcraft category rating and gyroplane class rating to a pilot certificate, in which case a cer-

tificate higher than a private pilot certificate bears the limitation "rotorcraft single-place gyroplane, private pilot privileges, only".

The limitations prescribed by this subparagraph may be removed if the holder of the certificate passes the appropriate flight test in a gyroplane with two pilot stations or otherwise passes the appropriate flight test for a rotorcraft category rating.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–100, 61 FR 34548, July 2, 1996]

§ 61.47 Flight tests: Status of FAA inspectors and other authorized flight examiners.

An FAA inspector or other authorized flight examiner conducts the flight test of an applicant for a pilot certificate or rating for the purpose of observing the applicant's ability to perform satisfactorily the procedures and maneuvers on the flight test. The inspector or other examiner is not pilot in command of the aircraft during the flight test unless he acts in that capacity for the flight, or portion of the flight, by prior arrangement with the applicant or other person who would otherwise act as pilot in command of the flight, or portion of the flight. Notwithstanding the type of aircraft used during a flight test, the applicant and the inspector or other examiner are not, with respect to each other (or other occupants authorized by the inspector or other examiner), subject to the requirements or limitations for the carriage of passengers specified in this chapter.

§ 61.49 Retesting after failure.

(a) An applicant for a written or practical test who fails that test may not apply for retesting until 30 days after the date the test was failed. However, in the case of a first failure, the applicant may apply for retesting before the 30 days have expired provided the applicant presents a logbook or training record endorsement from an authorized instructor who has given the applicant remedial instruction and finds the applicant competent to pass the test.

(b) An applicant for a flight instructor certificate with an airplane category rating, or for a flight instructor certificate with a glider category rating, who has failed the practical test due to deficiencies of knowledge or skill relating to stall awareness, spin entry, spins, or spin recovery techniques must, during the retest, satisfactorily demonstrate both knowledge and skill in these areas in an aircraft of the appropriate category that is certificated for spins.

[Doc. No. 25910, 56 FR 11324, Mar. 15, 1991]

§ 61.51 Pilot logbooks.

(a) The aeronautical training and experience used to meet the requirements for a certificate or rating, or the recent flight experience requirements of this part must be shown by a reliable record. The logging of other flight time is not required.

(b) *Logbook entries.* Each pilot shall enter the following information for each flight or lesson logged:

- (1) *General.* (i) Date.
- (ii) Total time of flight or flight lesson.
- (iii) Except for simulated flight, the place, or points of departure and arrival.
- (iv) Type and identification of aircraft, flight simulator, or flight training device.
- (2) *Type of pilot experience or training.*
 - (i) Pilot in command or solo.
 - (ii) Second in command.
 - (iii) Flight instruction received from an authorized flight instructor.
 - (iv) Instrument flight instruction from an authorized flight instructor.
 - (v) Pilot ground trainer instruction.
 - (vi) Participating crew (lighter-than-air).
 - (vii) Other pilot time.
 - (viii) Instruction in a flight simulator or instruction in a flight training device.

(3) *Conditions of flight.* (i) Day or night.

- (ii) Actual instrument.
- (iii) Simulated instrument conditions in actual flight, in a flight simulator, or in a flight training device.

(c) *Logging of pilot time—*(1) *Solo flight time.* A pilot may log as solo flight time only that flight time when he is the sole occupant of the aircraft. However,

a student pilot may also log as solo flight time that time during which he acts as the pilot in command of an airship requiring more than one flight crewmember.

(2) *Pilot-in-command flight time.*

(i) A private or commercial pilot may log as pilot-in-command time that flight time when the pilot is—

(A) The sole manipulator of the controls of an aircraft for which the pilot is rated; or

(B) Acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulation under which the flight is conducted.

(ii) An airline transport pilot may log as pilot in command time all of the flight time during which he acts as pilot in command.

(iii) A certificated flight instructor may log as pilot in command time all flight time during which he acts as a flight instructor.

(iv) A recreational pilot may log as pilot-in-command time only that time when the pilot is the sole manipulator of the controls of an aircraft for which the pilot is rated.

(3) *Second-in-command flight time.* A pilot may log as second in command time all flight time during which he acts as second in command of an aircraft on which more than one pilot is required under the type certification of the aircraft, or the regulations under which the flight is conducted.

(4) *Instrument flight time.* (i) Except as provided in paragraph (c)(4)(iv) of this section, a pilot may log as instrument flight time only that time when the pilot operates an aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

(ii) For simulated instrument conditions a qualified and approved flight simulator or qualified and approved flight training device may be used, provided an authorized instructor is present during the simulated flight.

(iii) Each entry in the pilot logbook must include—

(A) The place and type of each instrument approach completed; and

(B) The name of the safety pilot for each simulated instrument flight conducted in flight.

(iv) An instrument flight instructor conducting instrument flight instruction in actual instrument weather conditions may log instrument time.

(5) *Instruction time.* All time logged as instruction time must be certified by the authorized instructor from whom it was received.

(d) *Presentation of logbook.* (1) A pilot must present his logbook (or other record required by this section) for inspection upon reasonable request by the Administrator, an authorized representative of the National Transportation Safety Board, or any State or local law enforcement officer.

(2) A student pilot must carry his logbook (or other record required by this section) with him on all solo cross-country flights, as evidence of the required instructor clearances and endorsements.

(3) A recreational pilot must carry his or her logbook that has the required instructor endorsements on all solo flights—

(i) In excess of 50 nautical miles from an airport at which instruction was received;

(ii) In airspace in which communication with air traffic control is required;

(iii) Between sunset and sunrises; and

(iv) In an aircraft for which the pilot is not rated.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–82, 54 FR 13037, Mar. 29, 1989; Amdt. 61–100, 61 FR 34548, July 2, 1996]

§ 61.53 Operations during medical deficiency.

No person may act as pilot in command, or in any other capacity as a required pilot flight crewmember while he has a known medical deficiency, or increase of a known medical deficiency, that would make him unable to meet the requirements for his current medical certificate.

§ 61.55 Second-in-command qualifications.

(a) Except as provided in paragraph (d) of this section, no person may serve as second in command of an aircraft type certificated for more than one required pilot flight crewmember unless that person holds—

(1) At least a current private pilot certificate with appropriate category and class ratings; and

(2) An appropriate instrument rating in the case of flight under IFR.

(b) Except as provided in paragraph (d) of this section, no person may serve as second in command of an aircraft type certificated for more than one required pilot flight crewmember unless, since the beginning of the 12th calendar month before the month in which the pilot serves, the pilot has, with respect to that type of aircraft—

(1) Become familiar with all information concerning the aircraft's powerplant, major components and systems, major appliances, performance and limitations, standard and emergency operating procedures, and the contents of the approved aircraft flight manual or approved flight manual material, placards, and markings.

(2) Except as provided in paragraph (e) of this section, performed and logged—

(i) Three takeoffs and three landings to a full stop in the aircraft as the sole manipulator of the flight controls; and

(ii) Engine-out procedures and maneuvering with an engine out while executing the duties of a pilot in command.

(3) Except as provided in paragraph (b)(4) of this section, the requirements of this paragraph (b)(3) may be accomplished in a flight simulator that is—

(i) Qualified and approved by the Administrator for such purposes; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(4) An applicant for an initial second-in-command qualification for a particular type of aircraft who is qualifying under the terms of paragraph (b)(3) of this section shall satisfactorily complete a minimum of one takeoff and one landing in an aircraft of the same type for which the qualification is sought.

(c) If a pilot complies with the requirements in paragraph (b) of this section in the calendar month before, or the calendar month after, the month in which compliance with those requirements is due, he is considered to have

complied with them in the month they are due.

(d) This section does not apply to a pilot who—

(1) Meets the pilot in command proficiency check requirements of part 121, 125, 127, or 135 of this chapter;

(2) Is designated as the second in command of an aircraft operated under the provisions of part 121, 125, 127, or 135 of this chapter; or

(3) Is designated as the second in command of an aircraft for the purpose of receiving flight training required by this section and no passengers or cargo are carried on that aircraft.

(e) The holder of a commercial or airline transport pilot certificate with appropriate category and class ratings need not meet the requirements of paragraph (b)(2) of this section for the conduct of ferry flights, aircraft flight tests, or airborne equipment evaluation, if no persons or property other than as necessary for the operation are carried.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-64, 41 FR 51392, Nov. 22, 1976; Amdt. 61-65, 42 FR 18391, Apr. 7, 1977; Amdt. 61-77, 51 FR 40703, Nov. 7, 1986; Amdt. 61-100, 61 FR 34549, July 2, 1996]

§ 61.56 Flight review.

(a) A flight review consists of a minimum of 1 hour of flight instruction and 1 hour of ground instruction. The review must include—

(1) A review of the current general operating and flight rules of part 91 of this chapter; and

(2) A review of those maneuvers and procedures which, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(b) Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a 360-degree turn, in lieu of the 1 hour of flight instruction required in paragraph (a) of this section.

(c) Except as provided in paragraphs (d) and (e) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

(1) Accomplished a flight review given in an aircraft for which that pilot is rated by an appropriately rated instructor certificated under this part or other person designated by the Administrator; and

(2) A logbook endorsed by the person who gave the review certifying that the person has satisfactorily completed the review.

(d) A person who has, within the period specified in paragraph (c) of this section, satisfactorily completed a pilot proficiency check conducted by the FAA, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege, need not accomplish the flight review required by this section.

(e) An applicant who has, within the period specified in paragraphs (c) and (d) of this section, satisfactorily completed a test for a pilot certificate, rating, or operating privilege, need not accomplish the flight review required by this section if the test was conducted by a person authorized by the Administrator, or authorized by a U.S. Armed Force, to conduct the test.

(f) A person who holds a current flight instructor certificate who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions on § 61.197(c), need not accomplish the 1 hour of ground instruction specified in subparagraph (a)(1) of this section.

(g) The requirements of this section may be accomplished in combination with the requirements of § 61.57 and other applicable recency requirements at the discretion of the instructor.

(h) A flight simulator or flight training device may be used to meet the flight review requirements of this section subject to the following conditions:

(1) The flight simulator or flight training device must be approved by the Administrator for that purpose.

(2) The flight simulator or flight training device must be used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(3) Unless the review is undertaken in a flight simulator that is approved for landings, the applicant must meet the

takeoff and landing requirements of § 61.57 (c) or (d).

(4) The flight simulator or flight training device used must represent an aircraft, or set of aircraft, for which the pilot is rated.

[Amdt. 61–93, 58 FR 40566, July 28, 1993, as amended by Amdt. 61–100, 61 FR 34549, July 2, 1996]

§ 61.57 Recent flight experience: Pilot in command.

(a)–(b) [Reserved]

(c) *General experience.* (1) Except as otherwise provided in paragraph (f) of this section, no person may act as pilot in command of an aircraft carrying passengers, or of an aircraft certificated for more than one required pilot flight crewmember, unless that person meets the following requirements—

(i) Within the preceding 90 calendar days, that person must have made three takeoffs and three landings as the sole manipulator of the flight controls in an aircraft of the same category and class and, if a type rating is required, of the same type of aircraft.

(ii) If the aircraft operated under paragraph (c)(1)(i) of this section is a tailwheel airplane, that person must have made to a full stop the landings required by that paragraph.

(2) For the purpose of meeting the requirements of this section, a person may act as pilot in command of a flight under day visual flight rules (VFR) or day instrument flight rules (IFR) if no persons or property are carried other than as necessary for compliance with this part.

(3) The takeoffs and landings required by paragraph (c)(1) of this section may be accomplished in a flight simulator or flight training device—

(i) Qualified and approved by the Administrator for landings; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(d) *Night experience.* (1) Except as provided in paragraph (f) of this section, no person may act as pilot in command of an aircraft carrying passengers at night (the period beginning 1 hour after sunset and ending 1 hour before sunrise (as published in the American Air Almanac) unless, within the preceding 90

days, that person has made not fewer than three takeoffs and three landings to a full stop, at night, as the sole manipulator of the flight controls in the same category and class of aircraft.

(2) The takeoffs and landings required by paragraph (d)(1) of this section may be accomplished in a flight simulator that is—

(i) Qualified and approved by the Administrator for takeoffs and landings, if the visual system is adjusted to represent the time of day described in paragraph (d)(1) of this section; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(e) *Instrument currency.* (1) Except as provided by paragraph (f) of this section, no person may act as pilot in command under IFR, or in weather conditions less than the minimums prescribed for VFR, unless, within the preceding 6 calendar months, that person has—

(i) In the case of an aircraft other than a glider—

(A) Logged at least 6 hours of instrument time including at least six instrument approaches under actual or simulated instrument conditions, not more than 3 hours of which may be in approved simulation representing aircraft other than gliders; or

(B) Passed an instrument competency test as described in paragraphs (e)(2) and (e)(3) of this section; or

(ii) In the case of a glider, the person must have logged at least 3 hours of instrument time, at least half of which was in a glider or an airplane, except that the person may not carry a passenger in the glider until that person has completed at least 3 hours of instrument flight time in a glider.

(2) A person who does not meet the recent instrument experience requirements of paragraph (e)(1) of this section during the prescribed time, or within 6 calendar months thereafter, may not serve as pilot in command under IFR, or in weather conditions less than the minimums prescribed for VFR, until that person passes an instrument competency test in the category and class of aircraft involved, given by a person authorized by the Administrator to conduct the test.

(3) The Administrator may authorize the conduct of all or part of the test required by paragraph (e)(2) of this section in a qualified and approved flight simulator or flight training device.

(f) *Exceptions.* This section does not apply to a pilot in command, employed by a part 121 or 135 air carrier, engaged in a flight operation under part 91, 121, or 135 for the air carrier, if the pilot is in compliance with §§ 121.437 and 121.439 or §§ 135.243 and 135.247 respectively.

[Amdt. 61-96, 59 FR 56387, Nov. 14, 1994, as amended by Amdt. 61-97, 60 FR 34081, June 29, 1995; Amdt. 61-100, 61 FR 34549, July 2, 1996]

§ 61.58 Pilot-in-command proficiency check: Operation of aircraft requiring more than one required pilot.

(a) Except as otherwise provided in this section, to serve as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember, a person must—

(1) Within the preceding 12 calendar months, complete a pilot-in-command check in an aircraft that is type certificated for more than one required pilot crewmember; and

(2) Within the preceding 24 calendar months, complete a pilot-in-command check in the particular type of aircraft in which that person will serve as pilot in command.

(b) This section does not apply to persons conducting operations under part 121, part 125, part 127, part 133, part 135, or part 137 of this chapter.

(c) The pilot-in-command check given in accordance with the provisions of part 121, part 125, part 127, or part 135 of this chapter may be used to satisfy the requirements of this section.

(d) The pilot-in-command check required by paragraph (a) of this section may be accomplished by satisfactory completion of one of the following—

(1) A pilot-in-command proficiency check conducted by a person authorized by the Administrator, consisting of the maneuvers and procedures required for a type rating;

(2) The practical test required for a type rating;

(3) The initial or periodic practical test required for the issuance of a pilot examiner or a check airman designation; or

(4) A military flight check required for a pilot in command with instrument privileges, in an aircraft that the military requires to be operated by more than one pilot.

(e) A check or a test described in paragraphs (d)(1) through (d)(4) of this section may be accomplished in a flight simulator qualified and approved under part 142 of this chapter subject to the following:

(1) Except as allowed in paragraphs (e)(2) and (e)(3) of this section, if an otherwise qualified and approved flight simulator used for a pilot-in-command proficiency check is not qualified and approved for a specific required maneuver—

(i) The training center shall annotate, in the applicant's training record, the maneuver or maneuvers omitted; and

(ii) Prior to acting as pilot in command, the pilot shall demonstrate proficiency in each omitted maneuver in an aircraft or flight simulator qualified and approved for each omitted maneuver.

(2) If the flight simulator used pursuant to this paragraph (e) is not qualified and approved for circling approaches—

(i) The applicant's record shall be annotated with the statement, "Proficiency in circling approaches not demonstrated"; and

(ii) The applicant may not perform circling approaches as pilot in command when weather conditions are less than the basic VFR conditions described in § 91.155 of this chapter, until proficiency in circling approaches has been successfully demonstrated in an approved simulator or aircraft to a person authorized by the Administrator to conduct the check required by this section.

(3) If the flight simulator used pursuant to this paragraph (e) is not qualified and approved for landings the applicant must—

(i) Hold a type rating in the airplane represented by the simulator; and

(ii) Have completed, within the preceding 90 days, at least three takeoffs and three landings (one to a full stop) as the sole manipulator of the flight controls in the type airplane for which

the pilot-in-command proficiency check is sought.

(f) For the purpose of meeting the check requirements of paragraph (a) of this section, a person may act as pilot in command of a flight under day VFR conditions or day IFR conditions if no person or property is carried, other than as necessary to demonstrate compliance with this part.

(g) If a pilot takes the check required by this section in the calendar month before, or the calendar month after, the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next check is due.

[Doc. No. 26933, 61 FR 34550, July 2, 1996]

§ 61.59 Falsification, reproduction, or alteration of applications, certificates, logbooks, reports, or records.

(a) No person may make or cause to be made—

(1) Any fraudulent or intentionally false statement on any application for a certificate, rating, or duplicate thereof, issued under this part;

(2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for the issuance, or exercise of the privileges, or any certificate or rating under this part;

(3) Any reproduction, for fraudulent purpose, of any certificate or rating under this part; or

(4) Any alteration of any certificate or rating under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ 61.60 Change of address.

The holder of a pilot or flight instructor certificate who has made a change in his permanent mailing address may not after 30 days from the date he moved, exercise the privileges of his certificate unless he has notified in writing the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Box

25082, Oklahoma City, OK 73125, of his new address.

Subpart B—Aircraft Ratings and Special Certificates

§ 61.61 Applicability.

This subpart prescribes the requirements for the issuance of additional aircraft ratings after a pilot or instructor certificate is issued, and the requirements and limitations for special pilot certificates and ratings issued by the Administrator.

§ 61.63 Additional aircraft ratings for other than airline transport pilot certificates (for parts 121 and 135 use only).

(a) *General.* To be eligible for an additional aircraft rating to a pilot certificate, an applicant who is a pilot crew-member employee of a part 121 certificate holder or a part 135 certificate holder must meet the requirements of paragraphs (b) through (d) of this section, as applicable to the rating sought.

(b) *Category rating.* An applicant for a category rating to be added on his pilot certificate must meet the requirements of this part for the issue of the pilot certificate appropriate to the privileges for which the category rating is sought. However, the holder of a category rating for powered aircraft is not required to take a written test for the addition of a category rating on his pilot certificate.

(c) *Class rating.* An applicant for an aircraft class rating to be added on his pilot certificate must—

(1) Present a logbook record certified by an authorized flight instructor showing that the applicant has received flight instruction in the class of aircraft for which a rating is sought and has been found competent in the pilot operations appropriate to the pilot certificate to which his category rating applies; and

(2) Pass a flight test appropriate to his pilot certificate and applicable to the aircraft category and class rating sought.

A person who holds a lighter-than-air category rating with a free balloon class rating, who seeks an airship class rating, must meet the requirements of

paragraph (b) of this section as though seeking a lighter-than-air category rating.

(d) *Type rating.* An applicant for a type rating to be added on his pilot certificate must meet the following requirements:

(1) He must hold, or concurrently obtain, an instrument rating appropriate to the aircraft for which a type rating is sought.

(2) He must pass a flight test showing competence in pilot operations appropriate to the pilot certificate he holds and to the type rating sought.

(3) He must pass a flight test showing competence in pilot operations under instrument flight rules in an aircraft of the type for which the type rating is sought or, in the case of a single pilot station airplane, meet the requirements of paragraph (d)(3) (i) or (ii) of this section, whichever is applicable.

(i) The applicant must have met the requirements of this paragraph in a multiengine airplane for which a type rating is required.

(ii) If he does not meet the requirements of paragraph (d)(3)(i) of this section and he seeks a type rating for a single-engine airplane, he must meet the requirements of this subparagraph in either a single or multiengine airplane, and have the recent instrument experience set forth in §61.57(e), when he applies for the flight test under paragraph (d)(2) of this section.

(4) An applicant who does not meet the requirements of paragraphs (d) (1) and (3) of this section may obtain a type rating limited to "VFR only." Upon meeting these instrument requirements or the requirements of §61.73(e)(2), the "VFR only" limitation may be removed for the particular type of aircraft in which competence is shown.

(5) When an instrument rating is issued to the holder of one or more type ratings, the type ratings on the amended certificate bear the limitation described in paragraph (d)(4) of this section for each airplane type rating for which he has not shown his instrument competency under this paragraph.

(6) On and after April 15, 1991, an applicant for a type rating to be added to a pilot certificate must—

(i) Have completed ground and flight training on the maneuvers and procedures of Appendix A of this part that is appropriate to the airplane for which a type rating is sought, and received an endorsement from an authorized instructor in the person's logbook or training records certifying satisfactory completion of the training; or

(ii) For a pilot employee of a part 121 or part 135 certificate holder, have completed the certificate holder's approved ground and flight training that is appropriate to the airplane for which a type rating is sought.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-490, 56 FR 11324, Mar. 15, 1991; Amdt. 61-100, 61 FR 34550, July 2, 1996]

§61.64 Additional aircraft ratings for other than airline transport pilot certificates (for other than parts 121 and 135 use).

(a) *General.* To be eligible for an additional aircraft rating to a pilot certificate, an applicant who is not a crew-member employee applicant of a part 121 training program or a part 135 training program must meet the requirements of paragraphs (b) through (i) of this section, applicable to the rating sought.

(b) *Category rating.* An applicant who holds a pilot certificate and applies to add a category rating must meet the following requirements:

(1) Present a record of training certified by an authorized instructor showing that the applicant has—

(i) Received ground training on the aeronautical knowledge areas applicable to the pilot certificate and aircraft category and class rating sought;

(ii) Received flight training in the category and class of aircraft on the areas of operation applicable to the pilot certificate and aircraft category and class rating sought;

(iii) Been found competent by the certifying flight instructor in the aeronautical knowledge areas required for the pilot certificate to which the added aircraft category rating would apply; and

(iv) Been found competent by the certifying flight instructor in the areas of

operation required for the pilot certificate to which the added aircraft category rating would apply;

(2) Pass the knowledge test applicable to the pilot certificate and aircraft category and class rating sought; and

(3) Pass the practical test required for the pilot certificate held, and category and class rating sought.

(c) *Class rating.* An applicant who holds a pilot certificate and applies to add a class rating must meet the following requirements:

(1) The applicant must present a record certified by an authorized instructor showing that the applicant has—

(i) Received flight instruction in the class of aircraft on the areas of operation applicable to the pilot certificate and aircraft class rating sought;

(ii) Received ground training on the aeronautical knowledge areas applicable to the pilot certificate and aircraft class rating sought;

(iii) Been found competent by the certifying flight instructor in the aeronautical knowledge areas applicable to the pilot certificate to which the category and class rating would apply; and

(iv) Been found competent by the certifying flight instructor in the areas of operation applicable to the pilot certificate to which the aircraft class rating would apply;

(2) Pass a knowledge test applicable to the pilot certificate and aircraft class rating sought; and

(3) Pass a practical test required for the pilot certificate held, and required for the category and class rating sought.

(d) *Type rating.* An applicant who holds a pilot certificate and applies to add a type rating must meet the following requirements—

(1) Present a record of training certified by an authorized instructor that shows that the applicant has—

(i) Received ground training on the aeronautical knowledge areas applicable to the type rating sought;

(ii) Received flight training on the areas of operation applicable to the type rating sought; and

(iii) Been found competent by the certifying flight instructor in the areas of operation required for the issue of

the pilot certificate for which the aircraft type rating is sought.

(2) Passed a required practical test on the areas of operation listed in § 61.158 or § 61.163, as applicable, for the aircraft type rating sought.

(3) If the applicant does not hold an instrument rating, in addition to the tasks required by paragraph (d)(2) of this section, the applicant must also demonstrate competency in the operations required by § 61.65(g).

(e) The tasks required by paragraphs (b), (c), and (d) of this section shall be performed as follows:

(1) Except as provided in paragraph (e)(2) of this section, the tasks must be performed in an aircraft of the same category, class, and type, if applicable, as the aircraft for which the added rating is sought.

(2) Subject to the limitations of paragraph (e)(3) through (e)(12) of this section, the tasks may be performed in a flight simulator or a flight training device that represents the aircraft for which the added rating is sought.

(3) The flight simulator or flight training device use permitted by paragraph (e)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of this chapter.

(4) To complete all training and testing (except preflight inspection) for an unlimited added rating in a flight simulator—

(i) The flight simulator must be qualified as Level C or Level D; and

(ii) The applicant must meet at least one of the following:

(A) Hold a type rating for a turbojet airplane of the same class as the class of airplane for which the type rating is sought, or have been appointed by a military service as a pilot in command of an airplane of the same class as the class of airplane for which the type rating is sought, if a turbojet type rating is sought.

(B) Hold a type rating for a turbo-propeller airplane of the same class as the class of airplane for which the type rating is sought, or have been designated by a military service as a pilot in command of an airplane of the same class as the class of airplane for which

the type rating is sought, if a turbo-propeller airplane type rating is sought.

(C) Have at least 2,000 hours of actual flight time, of which 500 hours must be in turbine-powered airplanes of the same class as the class of airplane for which the type rating is sought.

(D) Have at least 500 hours of actual flight time in the same type airplane as the airplane for which the rating is sought.

(E) Have at least 1,000 hours of flight time in at least two different airplanes requiring a type rating.

(5) Subject to the limitation of paragraph (e) (6) of this section, an applicant who does not meet the requirements of paragraph (e)(4) of this section may complete all training and testing (except for preflight inspection) for an added rating in a flight simulator if—

(i) The flight simulator is qualified as Level C or Level D; and

(ii) The applicant meets at least one of the following:

(A) Holds a type rating in a propeller-driven airplane if a type rating in a turbojet airplane is sought, or holds a type rating in a turbojet airplane if a type rating in a propeller-driven airplane is sought.

(B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for the added rating, has logged—

(1) At least 100 hours of flight time in airplanes in the same class of airplane for which the type rating is sought and which require a type rating; and

(2) At least 25 hours of flight time in airplanes in the same type of airplane for which the rating is sought.

(6) An applicant meeting only the requirements of paragraph (e)(5) of this section will be issued an added rating with a limitation.

(7) The limitation on certificates issued under the provisions of paragraph (e)(6) of this section shall state, "This certificate is subject to pilot-in-command limitations for the added rating."

(8) An applicant gaining a certificate with the limitation specified in paragraph (e)(7) of this section—

(i) May not act as PIC of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an aircraft of the same type as the airplane to which the limitation applies.

(9) An applicant who does not meet the requirements of paragraph (e)(4) or (e)(5) of this section may be awarded an added rating after successful completion of one of the following requirements:

(i) Compliance with paragraph (e)(2) and (e)(3) of this section and the following tasks, applicable to airplane ratings only, which must be successfully completed on a static airplane or in flight, as appropriate:

(A) Preflight inspection;

(B) Normal takeoff;

(C) Normal ILS approach;

(D) Missed approach; and

(E) Normal landing.

(ii) Compliance with paragraphs (e)(2), (e)(3), and (e)(10) through (e)(12) of this section.

(10) An applicant meeting only the requirements of paragraph (e)(9) of this section will be issued an added rating with a limitation.

(11) The limitation on certificates issued under the provisions of paragraph (e)(10) of this section shall state, "This certificate is subject to pilot-in-command limitations for the added rating."

(12) An applicant gaining a certificate with the limitation specified in paragraph (e)(11) of this section—

(i) May not act as PIC of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the PIC, in an

aircraft of the same type as the airplane to which the limitation applies.

(f) An applicant for a type rating who provides an aircraft not capable of the instrument maneuvers and procedures required by § 61.158 or § 61.163 for the practical test may—

(1) Obtain a type rating limited to “VFR only”; and

(2) Remove the “VFR only” limitation for each aircraft type in which the applicant demonstrates compliance with the instrument requirements of § 61.158 or § 61.163 or the requirements of § 61.73(e)(2).

(g) An applicant for a type rating may be issued a certificate with the limitation “VFR only” for each aircraft type not equipped for the applicant to show instrument competency.

(h) An applicant for a type rating in a multiengine, single-pilot-station airplane may meet the requirements of this part in another multiengine airplane.

(i) An applicant for a type rating in a single-engine, single-pilot-station airplane may meet the requirements of this part in another single-engine or multiengine airplane if the applicant meets the instrument currency requirements of § 61.57(e).

[Doc. No. 26933, 61 FR 34550, July 2, 1996]

§ 61.65 Instrument rating requirements.

(a) *General.* To be eligible for an instrument rating (airplane) or an instrument rating (helicopter), an applicant must—

(1) Hold at least a current private pilot certificate with an aircraft rating appropriate to the instrument rating sought;

(2) Be able to read, speak, and understand the English language; and

(3) Comply with the applicable requirements of this section.

(b) *Ground instruction and written test.* An applicant for the written test for an instrument rating must have received ground instruction or have logged home study in, and passed a written test on, at least the following areas of aeronautical knowledge applicable to the rating sought:

(1) The regulations of this chapter that apply to flight under IFR conditions, the Airman’s Information Man-

ual, and the IFR air traffic system and procedures;

(2) Dead reckoning appropriate to IFR navigation, IFR navigation by radio aids using the VOR, ADF, and ILS systems, and the use of IFR charts and instrument approach plates;

(3) The procurement and use of aviation weather reports and forecasts, and the elements of forecasting weather trends on the basis of that information and personal observation of weather conditions; and

(4) The safe and efficient operation of airplanes or helicopters, as appropriate, under instrument weather conditions.

(c) *Flight instruction.* Except as otherwise provided in this paragraph, an applicant for the practical test for an instrument rating must present a record certified by an authorized instructor showing instrument flight instruction and competency in an aircraft of the same category for which the instrument rating is sought, in each of the following areas of operations:

(1) Control and accurate maneuvering of the aircraft solely by reference to instruments.

(2) IFR navigation by the use of the VOR and ADF systems, including compliance with air traffic control instructions and procedures.

(3) Instrument approaches to published minimums using two different nonprecision approach systems and one precision approach system.

(4) Cross-country flight in an aircraft in simulated or actual IFR conditions, on Federal airways or as routed by air traffic control, subject to the following:

(i) The flight must be at least 250 nautical miles (100 nautical miles for helicopters) including a minimum of one precision instrument approach and two nonprecision instrument approaches.

(ii) Each instrument approach must be accomplished at a different airport.

(iii) If the departure and final destination airports are the same airport, the destination airport may be considered as the third airport.

(iv) No approach need be done more than once.

(5) Simulated emergencies involving equipment or instrument malfunctions,

missed approach procedures, deviations to unplanned alternates, recovery from unusual attitudes, loss of communications, and simulated loss of power on at least one-half of the engines if a multiengine aircraft is used.

(6) Flight instruction required by paragraphs (c)(1), (c)(2), (c)(3), and (c)(5) of this section may be accomplished in a qualified and approved flight simulator or in a qualified and approved flight training device.

(d) [Reserved]

(e) *Flight experience.* Except as provided in paragraph (h) of this section, an applicant for an instrument rating must have at least the following flight time as a pilot:

(1) A total of 125 hours of pilot flight time, of which 50 hours are as pilot in command in cross-country flight in a powered aircraft with other than a student pilot certificate. Each cross-country flight must have a landing at a point more than 50 nautical miles from the original departure point.

(2) 40 hours of simulated or actual instrument time, which may include—

(i) Not more than a combined total of 20 hours of instrument instruction by an authorized instructor in a qualified and approved flight simulator or in a qualified and approved flight training device; or

(ii) Not more than 30 hours of instrument instruction accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(3) 15 hours of instrument flight instruction by an authorized flight instructor, including at least 5 hours in an airplane or a helicopter, as appropriate.

(f) [Reserved]

(g) *Practical test.* An applicant for an instrument rating must pass a practical test consisting of an oral increment and a flight increment, as follows:

(1) The flight increment required by this paragraph (g) (1) may be accomplished in any category, class, and type aircraft that is certificated for flight in instrument conditions, or in a qualified and approved flight simulator or qualified and approved flight training device.

(2) The practical test required by this paragraph (g) (2) must include instrument flight procedures, selected by the person authorized by the Administrator to conduct the practical test, to determine the applicant's ability to perform competently the IFR operations described in paragraph (c) of this section.

(3) The following requirements of the practical test must be accomplished in an aircraft or in a qualified and approved flight simulator:

(i) At least one published precision, nonprecision, and circling approach.

(ii) At least one landing.

(iii) At least one cross-country flight.

(h) *Training qualifications.* An applicant for the instrument rating who has satisfactorily completed an approved curriculum conducted at a training center certificated under part 142 of this chapter must have—

(1) A total of at least 95 hours of pilot flight time, including at least 35 hours of simulated or actual instrument flight time; or

(2) Satisfactorily completed the requirements of an approved instrument rating course at a part 142 certified training center that has received approval from the Administrator to conduct a curriculum satisfying the requirements of the instrument rating in—

(i) Fewer than 95 hours of pilot flight time; or

(ii) Fewer than 35 hours of simulated instrument time or actual instrument time.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-70, 47 FR 3486, Jan. 25, 1982; Amdt. 61-75, 50 FR 19294, May 7, 1985; Amdt. 61-100, 61 FR 34552, July 2, 1996]

§ 61.67 Category II pilot authorization requirements.

(a) *General.* An applicant for a Category II pilot authorization must hold—

(1) A pilot certificate with an instrument rating or an airline transport pilot certificate; and

(2) A type rating for the aircraft for which the authorization is sought if that aircraft requires a type rating.

(b) *Experience requirements.* An applicant for a Category II authorization must have at least—

(1) 50 hours of night flight time as pilot in command;

(2) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than—

(i) A combination of 25 hours of simulated instrument flight time in qualified and approved flight simulators or qualified and approved flight training devices; or

(ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated training center certificated under part 142 of this chapter.

(3) 250 hours of cross-country flight time as pilot in command.

Night flight and instrument flight time used to meet the requirements of paragraphs (b) (1) and (2) of this section may also be used to meet the requirements of paragraph (b)(3) of this section.

(c) *Practical test required.* (1) The practical test must be passed by—

(i) An applicant for issue or renewal of an authorization; and

(ii) An applicant for the addition of another type aircraft to his authorization.

(2) To be eligible for the practical test, an applicant must—

(i) Meet the requirements of paragraphs (a) and (b) of this section;

(ii) Hold the appropriate class rating; and

(iii) If the applicant has not passed a practical test for this authorization since the beginning of the twelfth calendar month, meet the following recent experience requirements—

(A) The requirements of § 61.57(e); and

(B) At least six ILS approaches since the beginning of the sixth month before the practical test, subject to the following:

(1) The approaches must be conducted under actual or simulated instrument flight conditions.

(2) The approaches must be conducted down to the minimum decision height for the ILS approach in the type aircraft in which the practical test is to be conducted.

(3) Except as provided in paragraph (c)(4) of this section, the approaches must be accomplished in an aircraft of the same category and class, and type,

as applicable, as the aircraft in which the practical test is to be conducted.

(4) The approaches may be accomplished in a flight simulator that—

(i) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(ii) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(5) The approaches need not be conducted down to the decision height authorized for Category II operations if conducted in a qualified and approved flight simulator or qualified and approved flight training device.

(6) At least three of the approaches required by paragraph (c)(2)(iii)(B) of this section must be conducted manually, without the use of an approach coupler.

(7) The flight time acquired in meeting the requirements of paragraph (c)(2)(iii)(B) of this section may be used to meet the requirements of paragraph (c)(2)(iii)(A) of this section.

(d) *Practical test procedures.* Oral questioning may be conducted at any time during the practical test. The practical test consists of two increments:

(1) *Oral increment.* The applicant must demonstrate knowledge of the following:

(i) Required landing distance.

(ii) Recognition of the decision height.

(iii) Missed approach procedures and techniques utilizing computed or fixed attitude guidance displays.

(iv) RVR, its use and limitations.

(v) Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings.

(vi) Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR.

(vii) Effects of vertical and horizontal wind shear.

(viii) Characteristics and limitations of the ILS and runway lighting system.

(ix) Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system

(if equipped), and other required Category II equipment.

(x) Assigned duties of the second in command during Category II approaches.

(xi) Instrument and equipment failure warning systems.

(2) *Flight increment.* The following requirements apply to the flight increment of a practical test:

(i) The flight increment may be conducted in an aircraft of the same category and class and type, as applicable, as the aircraft in which the authorization is sought or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(ii) At least two ILS approaches to 100 feet AGL including at least one landing and one missed approach.

(iii) All approaches must be made with the approved flight control guidance system, except that if an approved automatic approach coupler is installed, at least one approach must be hand flown using flight director commands.

(iv) If a multiengine airplane with the performance capability to execute a missed approach with one engine inoperative is used, one missed approach must be executed with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.

(v) If a flight simulator is used, the missed approach must be executed with an engine, which shall be the most critical engine, if applicable, failed.

(vi) For authorizations for aircraft that require a type rating, the test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorization is sought.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40703, Nov. 7, 1986; Amdt. 61-100, 61 FR 34553, July 2, 1996]

§ 61.68 Category III pilot authorization requirements.

(a) *General.* An applicant for a Category III pilot authorization must hold—

(1) A pilot certificate with an instrument rating or airline transport pilot certificate;

(2) A valid medical certificate;

(3) A category and class rating for the aircraft for which the authorization is sought; and

(4) A type rating for the aircraft for which the authorization is sought, if that aircraft requires a type rating.

(b) *Experience requirements.* An applicant for a Category III authorization must have at least—

(1) 50 hours of night flight time as pilot in command;

(2) Except as provided in paragraph (c) of this section, 75 hours of instrument flight time during actual or simulated instrument conditions that may include not more than a combination of 25 hours of simulated instrument flight time in qualified and approved flight simulators or qualified and approved flight training devices; and

(3) 250 hours of cross-country flight time as pilot in command.

(c) *Increasing instrument flight time hours.* The instrument flight time allowed in flight simulators or flight training devices under paragraph (b)(2) of this section may be increased to not more than 40 hours if accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(d) *Practical test required.* (1) An applicant for the issuance or renewal of a Category III authorization or for the addition of another type aircraft to an authorization must pass a practical test.

(2) If the applicant has not passed a practical test for this authorization since the beginning of the twelfth calendar month, the applicant must meet the following recency of experience requirements:

(i) The requirements of § 61.57(e).

(ii) At least six ILS approaches since the beginning of the sixth month before the practical test, subject to the following:

(A) The approaches must be conducted under actual or simulated instrument flight conditions and flown down to the minimum altitude for the ILS approach.

(B) Except as provided in paragraph (d)(2)(ii)(C) of this section, the approaches must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted.

(C) The approaches may be accomplished in a flight simulator or flight training device that—

(1) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought; and

(2) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(D) Conducted down to the alert height or decision height, as applicable, authorized for Category III operations only if conducted in a qualified and approved flight simulator or qualified and approved flight training device.

(e) *Practical test procedures.* Oral questioning may be conducted at any time during the practical test. The practical test consists of two increments:

(1) *Oral increment.* The applicant must demonstrate knowledge of the following:

(i) Required landing distance.

(ii) Determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter.

(iii) Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable.

(iv) Missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around and initiation altitude, as applicable.

(v) The use and limitations of RVR, including determination of controlling RVR and required transmissometers.

(vi) The use, availability, or limitations of visual cues and the altitude at

which they are normally discernible at reduced RVR readings including—

(A) Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;

(B) Demonstration of expected visual references with weather at minimum conditions; and

(C) The expected sequence of visual cues during an approach in which visibility is at or above landing minima.

(vii) Procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR.

(viii) Effects of vertical and horizontal wind shear.

(ix) Characteristics and limitations of the ILS and runway lighting system.

(x) Characteristics and limitations of the flight director system auto approach coupler (including split axis type if so equipped), auto throttle system, if applicable, and other Category III equipment, as applicable.

(xi) Assigned duties of the second in command during Category III operations, unless the aircraft for which authorization is sought does not require a second in command.

(xii) Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout.

(xiii) Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

(2) *Flight increment.* The following requirements apply to the flight increment of the practical test:

(i) The flight increment may be conducted in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought, or in a flight simulator that—

(A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(ii) All approaches must be made with the approved automatic landing

system or an equivalent landing system approved by the Administrator and must consist of the following:

(A) At least two ILS approaches to 100 feet AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around maneuver.

(B) If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used, a missed approach shall be executed with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle or outer marker.

(C) If a flight simulator or flight training device is used, a missed approach must be executed with an engine, which shall be the most critical engine, if applicable, failed.

(D) Subject to the limitations of paragraph (e)(2)(ii)(E) of this section, for Category IIb operations predicated on the use of a fail-passive rollout control system, at least one manual rollout using visual reference or a combination of visual and instrument references.

(E) The maneuver required by paragraph (e)(2)(ii)(D) of this section shall be initiated by a fail-passive disconnect of the rollout control system—

(1) After main gear touchdown;

(2) Prior to nose gear touchdown;

(3) In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and

(4) In weather conditions anticipated in Category IIb operations.

(iii) For authorizations for aircraft that require a type rating, the practical test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorization is sought.

[Doc. No. 26933, 61 FR 34553, July 2, 1996]

§ 61.69 Glider towing: Experience and instruction requirements.

No person may act as pilot in command of an aircraft towing a glider unless he meets the following requirements:

(a) He holds a current pilot certificate (other than a student or rec-

reational pilot certificate) issued under this part.

(b) He has an endorsement in his pilot logbook from a person authorized to give flight instruction in gliders, certifying that he has received ground and flight instruction in gliders and is familiar with the techniques and procedures essential to the safe towing of gliders, including airspeed limitations, emergency procedures, signals used, and maximum angles of bank.

(c) He has made and entered in his pilot logbook—

(1) At least three flights as sole manipulator of the controls of an aircraft towing a glider while accompanied by a pilot who has met the requirements of this section and made and logged at least 10 flights as pilot-in-command of an aircraft towing a glider; or

(2) At least three flights as sole manipulator of the controls of an aircraft simulating glider towing flight procedures (while accompanied by a pilot who meets the requirements of this section), and at least three flights as pilot or observer in a glider being towed by an aircraft.

However, any person who, before May 17, 1967, made, and entered in his pilot logbook, 10 or more flights as pilot in command of an aircraft towing a glider in accordance with a certificate of waiver need not comply with paragraphs (c)(1) and (2) of this section.

(d) If he holds only a private pilot certificate he must have had, and entered in his pilot logbook at least—

(1) 100 hours of pilot flight time in powered aircraft; or

(2) 200 total hours of pilot flight time in powered or other aircraft.

(e) Within the preceding 12 months he has—

(1) Made at least three actual or simulated glider tows while accompanied by a qualified pilot who meets the requirements of this section; or

(2) Made at least three flights as pilot in command of a glider towed by an aircraft.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-64, 41 FR 51392, Nov. 22, 1976; Amdt. 61-82, 54 FR 13038, Mar. 29, 1989]

§ 61.71 Graduates of certificated flying schools: Special rules.

(a) A graduate of a flying school that is certificated under part 141 of this chapter is considered to meet the applicable aeronautical experience requirements of this part if he presents an appropriate graduation certificate within 60 days after the date he is graduated. However, if he applies for a flight test for an instrument rating he must hold a commercial pilot certificate, or hold a private pilot certificate and meet the requirements of §§ 61.65(e)(1) and 61.123 (except paragraphs (d) and (e) thereof). In addition, if he applies for a flight instructor certificate he must hold a commercial pilot certificate.

(b) An applicant for a certificate or rating under this part is considered to meet the aeronautical knowledge and skill requirements, or both, applicable to that certificate or rating if the applicant applies within 90 days after graduation from an appropriate course given by a pilot school that is certificated under part 141 of this chapter and is authorized to test applicants on aeronautical knowledge or skill, or both.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–63, 39 FR 20057, June 6, 1974; Amdt. 61–490, 56 FR 11325, Mar. 15, 1991]

§ 61.73 Military pilots or former military pilots: Special rules.

(a) *General.* A rated military pilot or former rated military pilot who applies for a private or commercial pilot certificate, or an aircraft or instrument rating, is entitled to that certificate with appropriate ratings or to the addition of a rating on the pilot certificate he holds, if he meets the applicable requirements of this section. This section does not apply to a military pilot or former military pilot who has been removed from flying status for lack of proficiency or because of disciplinary action involving aircraft operations.

(b) *Military pilots on active flying status within 12 months.* A rated military pilot or former rated military pilot who has been on active flying status within the 12 months before he applies must pass a written test on the parts of this chapter relating to pilot privileges and limitations, air traffic and general

operating rules, and accident reporting rules. In addition, he must present documents showing that he meets the requirements of paragraph (d) of this section for at least one aircraft rating, and that he is, or was at any time since the beginning of the twelfth month before the month in which he applies—

(1) A rated military pilot on active flying status in an armed force of the United States; or

(2) A rated military pilot of an armed force of a foreign contracting State to the Convention on International Civil Aviation, assigned to pilot duties (other than flight training) with an armed force of the United States who holds, at the time he applies, a current civil pilot license issued by that foreign State authorizing at least the privileges of the pilot certificate he seeks.

(c) *Military pilots not on active flying status within previous 12 months.* A rated military pilot or former military pilot who has not been on active flying status within the 12 months before he applies must pass the appropriate written and flight tests prescribed in this part for the certificate or rating he seeks. In addition, he must show that he holds an FAA medical certificate appropriate to the pilot certificate he seeks and present documents showing that he was, before the beginning of the twelfth month before the month in which he applies, a rated military pilot as prescribed by either paragraph (b) (1) or (2) of this section.

(d) *Aircraft ratings: Other than airplane category and type.* An applicant for a category, class, or type rating (other than airplane category and type rating) to be added on the pilot certificate he holds, or for which he has applied, is issued that rating if he presents documentary evidence showing one of the following:

(1) That he has passed an official United States military checkout as pilot in command of aircraft of the category, class, or type for which he seeks a rating since the beginning of the twelfth month before the month in which he applies.

(2) That he has had at least 10 hours of flight time serving as pilot in command of aircraft of the category, class, or type for which he seeks a rating

since the beginning of the twelfth month before the month in which he applies and previously has had an official United States military checkout as pilot in command of that aircraft.

(3) That he has met the requirements of paragraph (b) (1) or (2) of this section, has had an official United States military checkout in the category of aircraft for which he seeks a rating, and that he passes an FAA flight test appropriate to that category and the class or type rating he seeks. To be eligible for that flight test, he must have a written statement from an authorized flight instructor, made not more than 60 days before he applies for the flight test, certifying that he is competent to pass the test. A type rating is issued only for aircraft types that the Administrator has certificated for civil operations. Any rating placed on an airline transport pilot certificate is limited to commercial pilot privileges.

(e) *Airplane category and type ratings.*

(1) An applicant for a commercial pilot certificate with an airplane category rating, or an applicant for the addition of an airplane category rating on his commercial pilot certificate, must hold an airplane instrument rating, or his certificate is endorsed with the following limitation: "Not valid for the carriage of passengers or property for hire in airplanes on cross-country flights of more than 50 nautical miles, or at night."

(2) An applicant for a private or commercial pilot certificate with an airplane type rating, or for the addition of an airplane type rating on his private or commercial pilot certificate who holds an instrument rating (airplane), must present documentary evidence showing that he has demonstrated instrument competency in the type of airplane for which the type rating is sought, or his certificate is endorsed with the following limitation: "VFR only."

(f) *Instrument rating.* An applicant for an airplane instrument rating or a helicopter instrument rating to be added on the pilot certificate he holds, or for which he has applied, is entitled to that rating if he has, within the 12 months preceding the month in which he applies, satisfactorily accomplished an instrument flight check of a U.S.

Armed Force in an aircraft of the category for which he seeks the instrument rating and is authorized to conduct IFR flights on Federal airways. A helicopter instrument rating added on an airline transport pilot certificate is limited to commercial pilot privileges.

(g) *Evidentiary documents.* The following documents are satisfactory evidence for the purposes indicated:

(1) To show that the applicant is a member of the armed forces, an official identification card issued to the applicant by an armed force may be used.

(2) To show the applicant's discharge or release from an armed force, or his former membership therein, an original or a copy of a certificate of discharge or release may be used.

(3) To show current or previous status as a rated military pilot on flying status with a U.S. Armed Force, one of the following may be used:

(i) An official U.S. Armed Force order to flight duty as a military pilot.

(ii) An official U.S. Armed Force form or logbook showing military pilot status.

(iii) An official order showing that the applicant graduated from a U.S. military pilot school and is rated as a military pilot.

(4) To show flight time in military aircraft as a member of a U.S. Armed Force, an appropriate U.S. Armed Force form or summary of it, or a certified United States military logbook may be used.

(5) To show pilot-in-command status, an official U.S. Armed Force record of a military checkout as pilot in command, may be used.

(6) To show instrument pilot qualification, a current instrument card issued by a U.S. Armed Force, or an official record of the satisfactory completion of an instrument flight check within the 12 months preceding the month of the application may be used. However, a Tactical (Pink) instrument card issued by the U.S. Army is not acceptable.

§ 61.75 Pilot certificate issued on basis of a foreign pilot license.

(a) *Purpose.* The holder of a current private, commercial, senior commercial, or airline transport pilot license issued by a foreign contracting State

to the Convention on International Civil Aviation may apply for a pilot certificate under this section authorizing him to act as a pilot of a civil aircraft of U.S. registry.

(b) *Certificate issued.* A pilot certificate is issued to an applicant under this section, specifying the number and State of issuance of the foreign pilot license on which it is based. An applicant who holds a foreign private pilot license is issued a private pilot certificate, and an applicant who holds a foreign commercial, senior commercial, or airline transport pilot license is issued a commercial pilot certificate, if—

(1) He meets the requirements of this section;

(2) His foreign pilot license does not contain an endorsement that he has not met all of the standards of ICAO for that license; and

(3) He does not hold a U.S. pilot certificate of private pilot grade or higher.

(c) *Limitation on licenses used as basis for U.S. certificate.* Only one foreign pilot license may be used as a basis for issuing a pilot certificate under this section.

(d) *Aircraft ratings issued.* Aircraft ratings listed on the applicant's foreign pilot license, in addition to any issued after testing under the provisions of this part, are placed on the applicant's pilot certificate.

(e) *Instrument rating issued.* An instrument rating is issued to an applicant if—

(1) His foreign pilot license authorizes instrument privileges; and

(2) Within 24 months preceding the month in which he makes application for a certificate, he passed a test on the instrument flight rules in subpart B of part 91 of this chapter, including the related procedures for the operation of the aircraft under instrument flight rules.

(f) *Medical standards and certification.* An applicant must submit evidence that he currently meets the medical standards for the foreign pilot license on which the application for a certificate under this section is based. A current medical certificate issued under part 67 of this chapter is accepted as evidence that the applicant meets

those standards. However, a medical certificate issued under part 67 of this chapter is not evidence that the applicant meets those standards outside the United States, unless the State that issued the applicant's foreign pilot license also accepts that medical certificate as evidence of meeting the medical standards for his foreign pilot license.

(g) *Limitations placed on pilot certificate.* (1) If the applicant cannot read, speak, and understand the English language, the Administrator places any limitation on the certificate that he considers necessary for safety.

(2) A certificate issued under this section is not valid for agricultural aircraft operations, or the operation of an aircraft in which persons or property are carried for compensation or hire. This limitation is also placed on the certificate.

(h) *Operating privileges and limitations.* The holder of a pilot certificate issued under this section may act as a pilot of a civil aircraft of U.S. registry in accordance with the pilot privileges authorized by the foreign pilot license on which that certificate is based, subject to the limitations of this part and any additional limitations placed on his certificate by the Administrator. He is subject to these limitations while he is acting as a pilot of the aircraft within or outside the United States. However, he may not act as pilot in command, or in any other capacity as a required pilot flight crewmember, of a civil aircraft of U.S. registry that is carrying persons or property for compensation or hire.

(i) *Flight instructor certificate.* A pilot certificate issued under this section does not satisfy any of the requirements of this part for the issuance of a flight instructor certificate.

§ 61.77 Special purpose pilot certificate: Operation of U.S.-registered civil airplanes leased by a person not a U.S. citizen.

(a) *General.* The holder of a current foreign pilot certificate or license issued by a foreign contracting State to the Convention on International Civil Aviation, who meets the requirements of this section, may hold a special purpose pilot certificate authorizing the

holder to perform pilot duties on a civil airplane of U.S. registry, leased to a person not a citizen of the United States, carrying persons or property for compensation or hire. Special purpose pilot certificates are issued under this section only for airplane types that can have a maximum passenger seating configuration, excluding any flight crewmember seat, of more than 30 seats or a maximum payload capacity (as defined in §135.2(e) of this chapter) of more than 7,500 pounds.

(b) *Eligibility.* To be eligible for the issuance or renewal of a certificate under this section, an applicant or a representative of the applicant must present the following to the Administrator:

(1) A current foreign pilot certificate or license, issued by the aeronautical authority of a foreign contracting State to the Convention on International Civil Aviation, or a facsimile acceptable to the Administrator. The certificate or license must authorize the applicant to perform the pilot duties to be authorized by a certificate issued under this section on the same airplane type as the leased airplane.

(2) A current certification by the lessee of the airplane—

(i) Stating that the applicant is employed by the lessee;

(ii) Specifying the airplane type on which the applicant will perform pilot duties; and

(iii) Stating that the applicant has received ground and flight instruction which qualifies the applicant to perform the duties to be assigned on the airplane.

(3) Documentation showing that the applicant has not reached the age of 60 and that the applicant currently meets the medical standards for the foreign pilot certificate or license required by paragraph (b)(1) of this section, except that a U.S. medical certificate issued under part 67 of this chapter is not evidence that the applicant meets those standards unless the State which issued the applicant's foreign pilot certificate or license accepts a U.S. medical certificate as evidence of medical fitness for a pilot certificate or license.

(c) *Privileges.* The holder of a special purpose pilot certificate issued under this section may exercise the same

privileges as those shown on the certificate or license specified in paragraph (b)(1) of this section, subject to the limitations specified in this section. The certificate holder is not subject to the requirements of §§61.55, 61.57, and 61.58 of this part.

(d) *Limitations.* Each certificate issued under this section is subject to the following limitations:

(1) It is valid only—

(i) For flights between foreign countries or for flights in foreign air commerce;

(ii) While it and the foreign pilot certificate or license required by paragraph (b)(1) of this section are in the certificate holder's personal possession and are current;

(iii) While the certificate holder is employed by the person to whom the airplane described in the certification required by paragraph (b)(2) of this section is leased;

(iv) While the certificate holder is performing pilot duties on the U.S.-registered civil airplane described in the certification required by paragraph (b)(2) of this section;

(v) While the medical documentation required by paragraph (b)(3) of this section is in the certificate holder's personal possession and is currently valid; and

(vi) While the certificate holder is under 60 years of age.

(2) Each certificate issued under this section contains the following:

(i) The name of the person to whom the U.S.-registered civil aircraft is leased.

(ii) The type of aircraft.

(iii) The limitation: "Issued under, and subject to, §61.77 of the Federal Aviation Regulations."

(iv) The limitation: "Subject to the privileges and limitations shown on the holder's foreign pilot certificate or license."

(3) Any additional limitations placed on the certificate which the Administrator considers necessary.

(e) *Termination.* Each special purpose pilot certificate issued under this section terminates—

(1) When the lease agreement for the airplane described in the certification required by paragraph (b)(2) of this section terminates;

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(2) When the foreign pilot certificate or license, or the medical documentation, required by paragraph (b) of this section is suspended, revoked, or no longer valid;

(3) When the certificate holder reaches the age of 60; or

(4) After 24 months after the month in which the special purpose pilot certificate was issued.

(f) *Surrender of certificate.* The certificate holder shall surrender the special purpose pilot certificate to the Administrator within 7 days after the date it terminates.

(g) *Renewal.* The certificate holder may have the certificate renewed by complying with the requirements of paragraph (b) of this section at the time of application for renewal.

[Doc. No. 19300, 45 FR 5671, Jan. 24, 1980]

Subpart C—Student and Recreational Pilots

§ 61.81 Applicability.

This subpart prescribes the requirements for the issuance of student pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the general operating rules and limitations for the holders of those certificates and ratings.

[Doc. No. 24695, 54 FR 13038, Mar. 29, 1989]

§ 61.83 Eligibility requirements: Student pilots.

To be eligible for a student pilot certificate, a person must—

(a) Be at least 16 years of age, or at least 14 years of age for a student pilot certificate limited to the operation of a glider or free balloon;

(b) Be able to read, speak, and understand the English language, or have such operating limitations placed on his pilot certificate as are necessary for the safe operation of aircraft, to be removed when he shows that he can read, speak, and understand the English language; and

(c) Hold at least a current third-class medical certificate issued under part 67 of this chapter, or, in the case of glider or free balloon operations, certify that he has no known medical defect that

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makes him unable to pilot a glider or a free balloon.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–64, 41 FR 51392, Nov. 22, 1976; Amdt. 61–82, 54 FR 13038, Mar. 29, 1989]

§ 61.85 Application.

An application for a student pilot certificate is made on a form and in a manner provided by the Administrator and is submitted to—

(a) A designated aviation medical examiner when applying for an FAA medical certificate in the United States; or

(b) An FAA operations inspector or designated pilot examiner, accompanied by a current FAA medical certificate, or in the case of an application for a glider or free balloon pilot certificate it may be accompanied by a certification by the applicant that he has no known medical defect that makes him unable to pilot a glider or free balloon.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–72, 47 FR 35693, Aug. 16, 1982]

§ 61.87 Solo flight requirements for student pilots.

(a) *General.* A student pilot may not operate an aircraft in solo flight unless that student meets the requirements of this section. The term “solo flight,” as used in this subpart, means that flight time during which a student pilot is the sole occupant of the aircraft, or that flight time during which the student acts as pilot-in-command of an airship requiring more than one flight crewmember.

(b) *Aeronautical knowledge.* A student pilot must have demonstrated satisfactory knowledge to an authorized instructor, of the appropriate portions of parts 61 and 91 of the Federal Aviation Regulations that are applicable to student pilots. This demonstration must include the satisfactory completion of a written examination to be administered and graded by the instructor who endorses the student's pilot certificate for solo flight. The written examination must include questions on the applicable regulations and the flight characteristics and operational limitations for the make and model aircraft to be flown.

(c) *Pre-solo flight training.* Prior to being authorized to conduct a solo flight, a student pilot must have received and logged instruction in at least the applicable maneuvers and procedures listed in paragraphs (d) through (j) of this section for the make and model of aircraft to be flown in solo flight, and must have demonstrated proficiency to an acceptable performance level as judged by the instructor who endorses the student's pilot certificate.

(d) For all aircraft (as appropriate to the aircraft to be flown in solo flight), the student pilot must have received pre-solo flight training in—

(1) Flight preparation procedures, including preflight inspections, powerplant operation, and aircraft systems;

(2) Taxiing or surface operations, including runups;

(3) Takeoffs and landings, including normal and crosswind;

(4) Straight and level flight, shallow, medium, and steep banked turns in both directions;

(5) Climbs and climbing turns;

(6) Airport traffic patterns including entry and departure procedures, and collision and wake turbulence avoidance;

(7) Descents with and without turns using high and low drag configurations;

(8) Flight at various airspeeds from cruising to minimum controllable airspeed;

(9) Emergency procedures and equipment malfunctions; and

(10) Ground reference maneuvers.

(e) For airplanes, in addition to the maneuvers and procedures in paragraph (d) of this section, the student pilot must have received pre-solo flight training in—

(1) Approaches to the landing area with engine power at idle and with partial power;

(2) Slips to a landing;

(3) Go-arounds from final approach and from the landing flare in various flight configurations including turns;

(4) Forced landing procedures initiated on takeoff, during initial climb, cruise, descent, and in the landing pattern; and

(5) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication

of a stall, and recovery from a full stall.

(f) For rotorcraft (other than single-place gyroplanes), in addition to the maneuvers and procedures in paragraph (d) of this section and as allowed by the aircraft's performance and maneuver limitations, the student pilot must have received pre-solo flight training in—

(1) Approaches to the landing area;

(2) Hovering turns and air taxiing (for helicopters only) and ground maneuvers;

(3) Go-arounds from landing hover and from final approach;

(4) Simulated emergency procedures, including autorotational descents with a power recovery or running landing in gyroplanes, a power recovery to a hover in a single engine helicopter, or approaches to a hover or landing with one engine inoperative in multiengine helicopters; and

(5) Rapid decelerations (helicopters only).

(g) For single-place gyroplanes, in addition to the appropriate maneuvers and procedures in paragraph (d) of this section, the student pilot must have received pre-solo flight training in—

(1) Simulated emergency procedures, including autorotational descents with a power recovery or a running landing;

(2) At least three successful flights in gyroplanes under the observation of a qualified instructor; and

(3) For nonpowered single-place gyroplanes only, at least three successful flights in a gyroplane towed from the ground under the observation of the flight instructor who endorses the student's pilot certificate.

(h) For gliders, in addition to the appropriate maneuvers and procedures in paragraph (d) of this section, the student pilot must have received pre-solo flight training in—

(1) Preflight inspection of towline rigging, review of signals, and release procedures to be used;

(2) Aerotows, ground tows, or self-launch;

(3) Principles of glider disassembly and assembly;

(4) Stall entries from various flight attitudes with recovery initiated at the first indication of a stall, and recovery from a full stall;

- (5) Straight glides, turns, and spirals;
- (6) Slips to a landing;
- (7) Procedures and techniques for thermalling in convergence lift or ridge lift as appropriate to the training area; and

(8) Emergency operations including towline break procedures.

(i) In airships, in addition to the appropriate maneuvers and procedures in paragraph (d) of this section, the student pilot must have received pre-solo flight training in—

- (1) Rigging, ballasting, controlling pressure in the ballonets, and superheating; and

(2) Landings with positive and with negative static balance.

(j) In free balloons, in addition to the appropriate maneuvers and procedures in paragraph (d) of this section, the student pilot must have received pre-solo flight training in—

- (1) Operation of hot air or gas source, ballast, valves, and rip panels, as appropriate;

(2) Emergency use of rip panel (may be simulated);

(3) The effects of wind on climb and approach angles; and

(4) Obstruction detection and avoidance techniques.

(k) The instruction required by this section must be given by an authorized flight instructor who is certificated—

- (1) In the category and class of airplanes, for airplanes;

(2) Except as provided in paragraph (k)(3) of this section, in helicopters or gyroplanes, as appropriate, for rotorcraft;

(3) In airplanes or gyroplanes, for single-place gyroplanes; and

(4) In gliders for gliders.

(l) The holder of a commercial pilot certificate with a lighter-than-air category rating may give the instruction required by this section in—

- (1) Airships, if that commercial pilot holds an airship class rating; and

(2) Free balloons, if that commercial pilot holds a free balloon class rating.

(m) Flight instructor endorsements. No student pilot may operate an aircraft in solo flight unless that student's pilot certificate and logbook have been endorsed for the specific make and model aircraft to be flown by an authorized flight instructor certi-

cated under this part, and the student's logbook has been endorsed, within the 90 days prior to the student operating in solo flight, by an authorized flight instructor certificated under this part who has flown with the student. No flight instructor may authorize solo flight without endorsing the student's logbook. The instructor's endorsement must certify that the instructor—

(1) Has given the student instruction in the make and model aircraft in which the solo flight is to be made;

(2) Finds that the student has met the flight training requirements of this section; and

(3) Finds that the student is competent to make a safe solo flight in that aircraft.

(n) Notwithstanding the requirements of paragraphs (a) through (m) of this section, each student pilot, whose student pilot certificate and logbook are endorsed for solo flight by an authorized flight instructor on or before August 30, 1989, may operate an aircraft in solo flight until the 90th day after the date on which the logbook was endorsed for solo flight.

[Doc. No. 24695, 54 FR 13038, Mar. 29, 1989, as amended by Amdt. 61-86, 54 FR 41236, Oct. 5, 1989]

§ 61.89 General limitations.

(a) A student pilot may not act as pilot in command of an aircraft—

- (1) That is carrying a passenger;

(2) That is carrying property for compensation or hire;

- (3) For compensation or hire;

(4) In furtherance of a business;

(5) On an international flight, except that a student pilot may make solo training flights from Haines, Gustavus, or Juneau, Alaska, to White Horse, Yukon, Canada, and return, over the province of British Columbia;

(6) With a flight or surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;

(7) When the flight cannot be made with visual reference to the surface; or

(8) In a manner contrary to any limitations placed in the pilot's logbook by the instructor.

(b) A student pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate

of the aircraft or regulations under which the flight is conducted, except when receiving flight instruction from an authorized flight instructor on board an airship and no person other than a required flight crewmember is carried on the aircraft.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-82, 54 FR 13039, Mar. 29, 1989]

§61.91 Aircraft limitations: Pilot in command.

A student pilot may not serve as pilot in command of any airship requiring more than one flight crewmember unless he has met the pertinent requirements prescribed in §61.87.

§61.93 Cross-country flight requirements (for student and recreational pilots seeking private pilot certification).

(a) *General.* No student pilot may operate an aircraft in solo cross-country flight, nor may that student, except in an emergency, make a solo flight landing at any point other than the airport of takeoff, unless the student has met the requirements of this section. The term cross-country flight, as used in this section, means a flight beyond a radius of 25 nautical miles from the point of departure.

(b) Notwithstanding paragraph (a) of this section, an authorized flight instructor, certificated under this part, may permit the student to practice solo takeoffs and landings at another airport within 25 nautical miles from the airport at which the student receives instruction if the flight instructor—

(1) Determines that the student pilot is competent and proficient to make those landings and takeoffs;

(2) Has flown with that student prior to authorizing those takeoffs and landings; and

(3) Endorses the student pilot's logbook with an authorization to make those landings and takeoffs.

(c) *Flight training.* A student pilot, in addition to the pre-solo flight training maneuvers and procedures required by §61.87(c), must have received and logged instruction from an authorized flight instructor in the appropriate pilot maneuvers and procedures of this

section. Additionally, a student pilot must have demonstrated an acceptable standard of performance, as judged by the authorized flight instructor certificated under this part, who endorses the student's pilot certificate in the appropriate pilot maneuvers and procedures of this section.

(1) For all aircraft—

(i) The use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(ii) Aircraft cross-country performance, and procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(iii) Cross-country emergency conditions including lost procedures, adverse weather conditions, and simulated precautionary off-airport approaches and landing procedures;

(iv) Traffic pattern procedures, including normal area arrival and departure, collision avoidance, and wake turbulence precautions;

(v) Recognition of operational problems associated with the different terrain features in the geographical area in which the cross-country flight is to be flown; and

(vi) Proper operation of the instruments and equipment installed in the aircraft to be flown.

(2) For airplanes, in addition to paragraph (c)(1) of this section—

(i) Short and soft field takeoff, approach, and landing procedures, including crosswind takeoffs and landings;

(ii) Takeoffs at best angle and rate of climb;

(iii) Control and maneuvering solely by reference to flight instruments including straight and level flight, turns, descents, climbs, and the use of radio aids and radar directives;

(iv) The use of radios for VFR navigation and for two-way communication; and

(v) For those student pilots seeking night flying privileges, night flying procedures including takeoffs, landings, go-arounds, and VFR navigation.

(3) For rotorcraft, in addition to paragraph (c)(1) of this section and as appropriate to the aircraft being flown—

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(i) High altitude takeoff and landing procedures;

(ii) Steep and shallow approaches to a landing hover;

(iii) Rapid decelerations (helicopters only); and

(iv) The use of radios for VFR navigation and two-way communication.

(4) For gliders, in addition to the appropriate maneuvers and procedures in paragraph (c)(1) of this section—

(i) Landings accomplished without the use of the altimeter from at least 2,000 feet above the surface;

(ii) Recognition of weather conditions and conditions favorable for cross-country soaring; and

(iii) The use of radios for two-way radio communications.

(5) For airships, in addition to the appropriate maneuvers and procedures in paragraph (c)(1) of this section—

(i) Control of gas pressure with regard to superheating and altitude; and

(ii) Control of the airship solely by reference to flight instruments.

(6) For free balloons, the appropriate maneuvers and procedures in paragraph (c)(1) of this section.

(d) No student pilot may operate an aircraft in solo cross-country flight, unless—

(1) The instructor is an authorized instructor certificated under this part and the student's certificate has been endorsed by the instructor attesting that the student has received the instruction and demonstrated an acceptable level of competency and proficiency in the maneuvers and procedures of this section for the category of aircraft to be flown; and

(2) The instructor has endorsed the student's logbook—

(i) For each solo cross-country flight, after reviewing the student's preflight planning and preparation, attesting that the student is prepared to make the flight safely under the known circumstances and subject to any conditions listed in the logbook by the instructor; and

(ii) For repeated specific solo cross-country flights that are not greater than 50 nautical miles from the point of departure, after giving that student flight instruction in both directions over the route, including takeoffs and landings at the airports to be used, and

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has specified the conditions for which the flights can be made.

[Doc. No. 24695, 54 FR 13039, Mar. 29, 1989]

§ 61.95 Operations in a terminal control area and at airports located within a terminal control area.

(a) A student pilot may not operate an aircraft on a solo flight in Class B airspace unless—

(1) The pilot has received both ground and flight instruction from an authorized instructor on that Class B airspace area and the flight instruction was received in the specific Class B airspace area for which solo flight is authorized;

(2) The logbook of that pilot has been endorsed within the preceding 90 days for conducting solo flight in that Class B airspace area by the instructor who gave the flight training; and

(3) The logbook endorsement specifies that the pilot has received the required ground and flight instruction and has been found competent to conduct solo flight in that specific Class B airspace area.

(b) Pursuant to § 91.131(b), a student pilot may not operate an aircraft on a solo flight to, from, or at an airport located within Class B airspace unless—

(1) That student pilot has received both ground and flight instruction from an authorized instructor to operate at that airport and the flight and ground instruction has been received at the specific airport for which the solo flight is authorized;

(2) The logbook of that student pilot has been endorsed within the preceding 90 days for conducting solo flight at that specific airport by the instructor who gave the flight training; and

(3) The logbook endorsement specifies that the student pilot has received the required ground and flight instruction and has been found competent to conduct solo flight operations at that specific airport.

[Doc. No. 25304, 53 FR 40322, Oct. 14, 1988, as amended by Amdt. 61-92, 56 FR 65653, Dec. 17, 1991]

§ 61.96 Eligibility requirements: Recreational pilots.

To be eligible for a recreational pilot certificate, a person must—

(a) Be at least 17 years of age;

(b) Be able to read, speak, and understand the English language, or have such operating limitations placed on the pilot certificate as are necessary for the safe operation of aircraft, to be removed when the recreational pilot shows the ability to read, speak, and understand the English language;

(c) Hold at least a current third-class medical certificate issued under part 67 of this chapter;

(d) Pass a written test on the subject areas on which instruction or home study is required by § 61.97;

(e) Pass an oral and flight test on maneuvers and procedures selected by an FAA inspector or designated pilot examiner to determine the applicant's competency in the appropriate flight operations listed in § 61.98; and

(f) Comply with the sections of this part that apply to the rating sought.

[Doc. No. 24695, 54 FR 13040, Mar. 29, 1989]

§ 61.97 Aeronautical knowledge.

An applicant for a recreational pilot certificate must have logged ground instruction from an authorized instructor, or must present evidence showing satisfactory completion of a course of instruction or home study in at least the following areas of aeronautical knowledge appropriate to the category and class of aircraft for which a rating is sought:

(a) The Federal Aviation Regulations applicable to recreational pilot privileges, limitations, and flight operations, the accident reporting requirements of the National Transportation Safety Board, and the use of the applicable portions of the "Airman's Information Manual" and the FAA advisory circulars;

(b) The use of aeronautical charts for VFR navigation using piloting with the aid of a magnetic compass;

(c) The recognition of critical weather situations from the ground and in flight and the procurement and use of aeronautical weather reports and forecasts;

(d) The safe and efficient operation of aircraft including collision and wake turbulence avoidance;

(e) The effects of density altitude on takeoff and climb performance;

(f) Weight and balance computations;

(g) Principles of aerodynamics, powerplants, and aircraft systems; and

(h) Stall awareness, spin entry, spins, and spin recovery techniques.

[Doc. No. 24695, 54 FR 13040, Mar. 29, 1989, as amended by Amdt. 61-490, 56 FR 11325, Mar. 15, 1991]

§ 61.98 Flight proficiency.

The applicant for a recreational pilot certificate must have logged instruction from an authorized flight instructor in at least the pilot operations listed in this section. In addition, the applicant's logbook must contain an endorsement by an authorized flight instructor who has found the applicant competent to perform each of those operations safely as a recreational pilot.

(a) *In airplanes.* (1) Preflight operations, including weight and balance determination, line inspection, airplane servicing, powerplant operations, and aircraft systems;

(2) Airport and traffic pattern operations, collision and wake turbulence avoidance;

(3) Flight maneuvering by reference to ground objects;

(4) Pilotage with the aid of magnetic compass;

(5) Flight at slow airspeeds with realistic distractions and the recognition of and recovery from stalls entered from straight flight and from turns;

(6) Emergency operations, including simulated aircraft and equipment malfunctions;

(7) Maximum performance takeoffs and landings; and

(8) Normal and crosswind takeoffs and landings.

(b) *In helicopters.* (1) Preflight operations including weight and balance determination, line inspection, helicopter servicing, powerplant operations, and aircraft systems;

(2) Airport and traffic pattern operations, collision and wake turbulence avoidance;

(3) Hovering, air taxiing, and maneuvering by reference to ground objects;

(4) Pilotage with the aid of magnetic compass;

(5) High altitude takeoffs and roll-on landings, and rapid decelerations; and

(6) Emergency operations, including auto-rotative descents.

(c) *In gyroplanes.* (1) Preflight operations including weight and balance determination, line inspection, gyroplane servicing, powerplant operations, and aircraft systems;

(2) Airport and traffic pattern operations, collision and wake turbulence avoidance;

(3) Flight maneuvering by reference to ground objects;

(4) Pilotage with the aid of a magnetic compass;

(5) Maneuvering at critically slow air speeds, and the recognition of and recovery from high rates of descent at low airspeeds; and

(6) Emergency procedures, including maximum performance takeoffs and landings.

[Doc. No. 24695, 54 FR 13040, Mar. 29, 1989, as amended at Amdt. 61–490, 56 FR 11325, Mar. 15, 1991]

§ 61.99 Airplane rating: Aeronautical experience.

(a) An applicant for a recreational pilot certificate with an airplane rating must have had at least a total of 30 hours of flight instruction and solo flight time which must include the following:

(1) Fifteen hours of flight instruction from an authorized flight instructor, including at least—

(i) Except as provided for in paragraph (b), 2 hours outside of the vicinity of the airport at which instruction is given, including at least three landings at another airport that is located more than 25 nautical miles from the airport of departure; and

(ii) Two hours in airplanes in preparation for the recreational pilot flight test within the 60-day period before the test.

(2) Fifteen hours of solo flight time in airplanes.

(b) Pilots based on small islands.

(1) An applicant who is located on an island from which the flight required in § 61.99(a)(1)(i) cannot be accomplished without flying over water more than 10 nautical miles from the nearest shoreline need not comply with § 61.99(a)(1)(i). However, if other airports that permit civil operations are available to which a flight may be made without flying over water more than 10 nautical miles from the nearest

shoreline, the applicant must show completion of a dual flight between those two airports which must include three landings at the other airport.

(2) The pilot certificate issued to a person under paragraph (b)(1) of this section contains an endorsement with the following limitation which may subsequently be amended to include another island if the applicant complies with paragraph (b)(1) of this section with respect to that island:

Passenger carrying prohibited in flights more than 10 nautical miles from (appropriate island).

(3) The holder of a recreational pilot certificate with an endorsement described in paragraph (b)(2) of this section is entitled to removal of the endorsement if the holder presents satisfactory evidence of compliance with the applicable flight requirements of § 61.93(c) to an FAA inspector or designated pilot examiner.

[Doc. No. 24695, 54 FR 13041, Mar. 29, 1989]

§ 61.100 Rotorcraft rating: Aeronautical experience.

An applicant for a recreational pilot certificate with a rotorcraft category rating must have at least the following aeronautical experience:

(a) For a helicopter rating, an applicant must have a minimum of 30 hours of flight instruction and solo flight time in aircraft, which must include the following:

(1) Fifteen hours of flight instruction from an authorized flight instructor including at least—

(i) Two hours of flight instruction in helicopters from an authorized flight instructor outside the vicinity of the airport at which instruction is given, including at least three landings at another airport that is located more than 25 nautical miles from the airport of departure; and

(ii) Two hours of flight instruction in preparation for the flight test within the 60-day period preceding the test.

(2) Fifteen hours of solo time in helicopters including—

(i) A takeoff and landing at an airport that serves both airplanes and helicopters; and

(ii) A flight with a landing at a point other than an airport.

(b) For a gyroplane rating, an applicant must have a minimum of 30 hours of flight instruction and solo flight time in aircraft, which must include the following:

(1) Fifteen hours of flight instruction from an authorized flight instructor including at least—

(i) Two hours of flight instruction in gyroplanes from an authorized flight instructor outside the vicinity of the airport at which instruction is given, including at least three landings at another airport that is located more than 25 nautical miles from the airport of departure; and

(ii) Two hours of flight instruction in preparation for the flight test within the 60-day period preceding the test.

(2) Ten hours of solo flight time in a gyroplane, including flights with take-offs and landings at paved and unpaved airports.

[Doc. No. 24695, 54 FR 13041, Mar. 29, 1989]

§ 61.101 Recreational pilot privileges and limitations.

(a) A recreational pilot may—

(1) Carry not more than one passenger; and

(2) Share the operating expenses of the flight with the passenger.

(3) Act as pilot-in-command of an aircraft only when—

(i) The flight is within 50 nautical miles of an airport at which the pilot has received ground and flight instruction from an authorized instructor certificated under this part;

(ii) The flight lands at an airport within 50 nautical miles of the departure airport; and

(iii) The pilot carries, in that pilot's personal possession, a logbook that has been endorsed by the instructor attesting to the instruction required by paragraph (a)(3)(i) of this section.

(b) Except as provided in paragraphs (f) and (g) of this section, a recreational pilot may not act as pilot-in-command of an aircraft—

(1) That is certificated—

(i) For more than four occupants;

(ii) With more than one powerplant;

(iii) With a powerplant of more than 180 horsepower; or

(iv) With retractable landing gear.

(2) That is classified as a glider, airship, or balloon;

(3) That is carrying a passenger or property for compensation or hire;

(4) For compensation or hire;

(5) In furtherance of a business;

(6) Between sunset and sunrise;

(7) In airspace in which communication with air traffic control is required;

(8) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;

(9) When the flight or surface visibility is less than 3 statute miles;

(10) Without visual reference to the surface;

(11) On a flight outside the United States;

(12) To demonstrate that aircraft in flight to a prospective buyer;

(13) That is used in a passenger-carrying airlift and sponsored by a charitable organization; and

(14) That is towing any object.

(c) A recreational pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted, except when receiving flight instruction from an authorized flight instructor on board an airship and no person other than a required flight crewmember is carried on the aircraft.

(d) A recreational pilot who has logged fewer than 400 flight hours and who has not logged pilot-in-command time in an aircraft within the preceding 180 days may not act as pilot-in-command of an aircraft until the pilot has received flight instruction from an authorized flight instructor who certifies in the pilot's logbook that the pilot is competent to act as pilot-in-command of the aircraft. This requirement can be met in combination with the requirements of §§ 61.56 and 61.57 at the discretion of the instructor.

(e) The recreational pilot certificate issued under this subpart carries the notation "Holder does not meet ICAO requirements."

(f) For the purpose of obtaining additional certificates or ratings, while under the supervision of an authorized flight instructor, a recreational pilot may fly as sole occupant of an aircraft—

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(1) For which the pilot does not hold an appropriate category or class rating;

(2) Within airspace that requires communication with air traffic control; or

(3) Between sunset and sunrise, provided the flight or surface visibility is at least 5 statute miles.

(g) In order to fly solo as provided in paragraph (f) of this section, the recreational pilot must meet the appropriate aeronautical knowledge and flight training requirements of § 61.87 for that aircraft. When operating an aircraft under the conditions specified in paragraph (f) of this section, the recreational pilot shall carry the logbook that has been endorsed for each flight by an authorized pilot instructor who—

(1) Has given the recreational pilot instruction in the make and model of aircraft in which the solo flight is to be made;

(2) Has found that the recreational pilot has met the applicable requirements of § 61.87; and

(3) Has found that the recreational pilot is competent to make solo flights in accordance with the logbook endorsement.

(h) Notwithstanding paragraph 61.101(a)(3), a recreational pilot may, for the purpose of obtaining an additional certificate or rating, while under the supervision of an authorized flight instructor, act as pilot-in-command of an aircraft on a flight in excess of 50 nautical miles from an airport at which flight instruction is received if the pilot meets the flight training requirements of § 61.93 and in that pilot's personal possession is the logbook that has been endorsed by an authorized instructor attesting that:

(1) The recreational pilot has received instruction in solo cross-country flight and the training described in § 61.93 applicable to the aircraft to be operated, and is competent to make solo cross-country flights in the make and model of aircraft to be flown; and

(2) The instructor has reviewed the student's preflight planning and preparation for the specific solo cross-country flight and that the recreational pilot is prepared to make the flight safely under the known circumstances

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and subject to any conditions listed in the logbook by the instructor.

[Doc. No. 24695, 54 FR 13041, Mar. 29, 1989]

Subpart D—Private Pilots

§ 61.102 Applicability.

This subpart prescribes the requirements for the issuance of private pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the general operating rules for the holders of those certificates and ratings.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973. Redesignated by Amdt. 61-82, 54 FR 13041, Mar. 29, 1989]

§ 61.103 Eligibility requirements: General.

To be eligible for a private pilot certificate, a person must—

(a) Be at least 17 years of age, except that a private pilot certificate with a free balloon or a glider rating only may be issued to a qualified applicant who is at least 16 years of age;

(b) Be able to read, speak, and understand the English language, or have such operating limitations placed on his pilot certificate as are necessary for the safe operation of aircraft, to be removed when he shows that he can read, speak, and understand the English language;

(c) Hold at least a current third-class medical certificate issued under part 67 of this chapter, or, in the case of a glider or free balloon rating, certify that he has no known medical defect that makes him unable to pilot a glider or free balloon, as appropriate;

(d) Pass a written test on the subject areas on which instruction or home study is required by § 61.105;

(e) Pass an oral and flight test on procedures and maneuvers selected by an FAA inspector or examiner to determine the applicant's competency in the flight operations on which instruction is required by the flight proficiency provisions of § 61.107; and

(f) Comply with the sections of this part that apply to the rating he seeks.

§ 61.105 Aeronautical knowledge.

An applicant for a private pilot certificate must have logged ground instruction from an authorized instructor, or must present evidence showing that he has satisfactorily completed a course of instruction or home study in at least the following areas of aeronautical knowledge appropriate to the category of aircraft for which a rating is sought.

(a) *Airplanes and rotorcraft.* (1) The accident reporting requirements of the National Transportation Safety Board and the Federal Aviation Regulations applicable to private pilot privileges, limitations, and flight operations for airplanes or rotorcraft, as appropriate, the use of the "Airman's Information Manual," and FAA advisory circulars;

(2) VFR navigation using pilotage, dead reckoning, and radio aids;

(3) The recognition of critical weather situations from the ground and in flight, the procurement and use of aeronautical weather reports and forecasts;

(4) The safe and efficient operation of airplanes or rotorcraft, as appropriate, including high-density airport operations, collision avoidance precautions, and radio communication procedures;

(5) Basic aerodynamics and the principles of flight which apply to airplanes or rotorcraft, as appropriate; and

(6) Stall awareness, spin entry, spins, and spin recovery techniques for airplanes.

(b) *Glider.* (1) The accident reporting requirements of the National Transportation Safety Board and the Federal Aviation Regulations applicable to glider pilot privileges, limitations, and flight operations;

(2) Glider navigation, including the use of aeronautical charts and the magnetic compass;

(3) Recognition of weather situations of concern to the glider pilot, and the procurement and use of aeronautical weather reports and forecasts;

(4) The safe and efficient operation of gliders, including ground and/or aerotow procedures as appropriate, signals, and safety precautions; and

(5) Stall awareness, spin entry, spins, and spin recovery techniques for gliders.

(c) *Airships.* (1) The Federal Aviation Regulations applicable to private lighter-than-air pilot privileges, limitations, and airship flight operations;

(2) Airship navigation, including pilotage, dead reckoning, and the use of radio aids;

(3) The recognition of weather conditions of concern to the airship pilot, and the procurement and use of aeronautical weather reports and forecasts; and

(4) Airship operations, including free ballooning, the effects of superheating, and positive and negative lift.

(d) *Free balloons.* (1) The Federal Aviation Regulations applicable to private free balloon pilot privileges, limitations, and flight operations;

(2) The use of aeronautical charts and the magnetic compass for free balloon navigation;

(3) The recognition of weather conditions of concern to the free balloon pilot, and the procurement and use of aeronautical weather reports and forecasts appropriate to free balloon operations; and

(4) Operating principles and procedures of free balloons, including gas and hot air inflation systems.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40703, Nov. 7, 1986; Amdt. 61-490, 56 FR 11325, Mar. 15, 1991]

§ 61.107 Flight proficiency.

The applicant for a private pilot certificate must have logged instruction from an authorized flight instructor in at least the following pilot operations. In addition, his logbook must contain an endorsement by an authorized flight instructor who has found him competent to perform each of those operations safely as a private pilot.

(a) *In airplanes.* (1) Preflight operations, including weight and balance determination, line inspection, and airplane servicing;

(2) Airport and traffic pattern operations, including operations at controlled airports, radio communications, and collision avoidance precautions;

(3) Flight maneuvering by reference to ground objects;

(4) Flight at slow airspeeds with realistic distractions, and the recognition

of and recovery from stalls entered from straight flight and from turns;

(5) Normal and crosswind takeoffs and landings;

(6) Control and maneuvering an airplane solely by reference to instruments, including descents and climbs using radio aids or radar directives;

(7) Cross-country flying, using pilotage, dead reckoning, and radio aids, including one 2-hour flight;

(8) Maximum performance takeoffs and landings;

(9) Night flying, including takeoffs, landings, and VFR navigation; and

(10) Emergency operations, including simulated aircraft and equipment malfunctions.

(b) *In helicopters.* (1) Preflight operations, including the line inspection and servicing of helicopters;

(2) Hovering, air taxiing, and maneuvering by ground references;

(3) Airport and traffic pattern operations, including collision avoidance precautions;

(4) Cross-country flying, using pilotage, dead reckoning, and radio aids, including one 1-hour flight;

(5) Operations in confined areas and on pinnacles, rapid decelerations, landings on slopes, high-altitude takeoffs, and run-on landings;

(6) Night flying, including takeoffs, landings, and VFR navigation; and

(7) Simulated emergency procedures, including aircraft and equipment malfunctions, approaches to a hover or landing with an engine inoperative in a multiengine helicopter, or autorotational descents with a power recovery to a hover in single-engine helicopters.

(c) *In gyroplanes.* (1) Preflight operations, including the line inspection and servicing of gyroplanes;

(2) Flight maneuvering by ground references;

(3) Maneuvering at critically slow airspeeds, and the recognition of and recovery from high rates of descent at low airspeeds;

(4) Airport and traffic pattern operations, including collision avoidance precautions and radio communication procedures;

(5) Cross-country flying by pilotage, dead reckoning, and the use of radio aids; and

(6) Emergency procedures, including maximum performance takeoffs and landings.

(d) *In gliders.* (1) Preflight operations, including the installation of wings and tail surfaces specifically designed for quick removal and installation by pilots, and line inspection;

(2) Ground (auto or winch) tow or aero tow (the applicant's certificate is limited to the kind of tow selected);

(3) Precision maneuvering, including steep turns and spirals in both directions;

(4) The correct use of critical sailplane performance speeds;

(5) Flight at slow airspeeds with realistic distractions, and the recognition of and recovery from stalls entered from straight flight and from turns; and

(6) Accuracy approaches and landings with the nose of the glider stopping short of and within 200 feet of a line or mark.

(e) *In airships.* (1) Ground handling, mooring, rigging, and preflight operations;

(2) Takeoffs and landing with static lift, and with negative and positive lift, and the use of two-way radio;

(3) Straight and level flight, climbs, turns, and descents;

(4) Precision flight maneuvering;

(5) Navigation, using pilotage, dead reckoning, and radio aids; and

(6) Simulated emergencies, including equipment malfunction, the valving of gas, and the loss of power on one engine.

(f) *In free balloons.* (1) Rigging and tethering, including the installation of baskets and burners specifically designed for quick removal or installation by a pilot and the interchange of baskets or burners, when provided for in the type certificate data, classified as preventive maintenance, and subject to the recording requirements of § 43.9 of this chapter;

(2) Operation of burner, if airborne heater used;

(3) Ascents and descents;

(4) Landing; and

(5) Emergencies, including the use of the ripcord (may be simulated).

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40704, Nov. 7, 1986; Amdt. 61-79, 52 FR 17277, May 6, 1987; Amdt. 61-490, 56 FR 11325, Mar. 15, 1991]

§ 61.109 Airplane rating: Aeronautical experience.

(a) Except as provided in paragraph (h) of this section, an applicant for a private pilot certificate with an airplane category rating must have at least the following aeronautical experience:

(1) At least 20 hours of flight instruction from an authorized instructor, including at least—

(i) 3 hours of cross-country flight.

(ii) 3 hours of flight at night, including ten takeoffs and ten landings for applicants seeking night flying privileges.

(iii) 3 hours in airplanes in preparation for the private pilot practical test within 60 calendar days prior to that test.

(2) At least 20 hours of solo flight time, including at least—

(i) 10 hours of flight in airplanes;

(ii) 10 hours of cross-country flight; and

(iii) Three solo takeoffs and landings to a full stop at an airport with an operating control tower.

(b) Each flight required by paragraph (a)(2)(ii) of this section must include—

(1) A landing at a point more than 50 nautical miles from the original departure point; and

(2) One flight of at least 300 nautical miles with landings at a minimum of three points, one of which is at least 100 nautical miles from the original departure point.

(c) An applicant who does not meet the night flying requirement of paragraph (a)(1)(ii) of this section may be issued a private pilot certificate bearing the limitation “night flying prohibited.” The limitation may be removed if the holder of the certificate shows that he or she has met the requirements of paragraph (a)(1)(ii) of this section.

(d) Except as provided in paragraph (e) of this section, a maximum of 2.5 hours of instruction in a flight simulator or flight training device represent-

ing an airplane from an authorized instructor may be credited toward the total hours required by paragraph (a) of this section.

(e) A maximum of 5 hours of instruction in a flight simulator or flight training device representing an airplane may be credited toward the total hours required by paragraph (a) of this section if the instruction is accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(f)-(g) [Reserved]

(h) Except where fewer hours are approved by the Administrator, an applicant for a private pilot certificate with an airplane rating who has satisfactorily completed an approved private pilot course conducted by a training center certificated under part 142 of this chapter need have only a total of at least 35 hours of pilot flight time in aircraft, flight simulators, or flight training devices.

[Doc. No. 26933, 61 FR 34554, July 2, 1996]

§ 61.111 Cross-country flights: Pilots based on small islands.

(a) An applicant who shows that he is located on an island from which the required flights cannot be accomplished without flying over water more than 10 nautical miles from the nearest shoreline need not comply with paragraph (b)(2) of § 61.109. However, if other airports that permit civil operations are available to which a flight may be made without flying over water more than 10 nautical miles from the nearest shoreline, he must show that he has completed two round trip solo flights between those two airports that are farthest apart, including a landing at each airport on both flights.

(b) The pilot certificate issued to a person under paragraph (a) of this section contains an endorsement with the following limitation which may be subsequently amended to include another island if the applicant complies with paragraph (a) of this section with respect to that island:

Passenger carrying prohibited on flights more than 10 nautical miles from (appropriate island).

(c) If an applicant for a private pilot certificate under paragraph (a) of this

section does not have at least 3 hours of solo cross-country flight time, including a round trip flight to an airport at least 50 nautical miles from the place of departure with at least two full stop landings at different points along the route, his pilot certificate is also endorsed as follows:

Holder does not meet the cross-country flight requirements of ICAO.

(d) The holder of a private pilot certificate with an endorsement described in paragraph (b) or (c) of this section, is entitled to a removal of the endorsement, if he presents satisfactory evidence to an FAA inspector or designated pilot examiner that he has complied with the applicable solo cross-country flight requirements and has passed a practical test on cross-country flying.

§ 61.113 Rotorcraft rating: Aeronautical experience.

(a) Except as provided in paragraph (g) of this section, an applicant for a private pilot certificate with a rotorcraft category rating must have at least the following aeronautical experience:

(1) For a helicopter class rating, 40 hours of flight instruction and solo flight time including at least—

(i) 20 hours of flight instruction from an authorized flight instructor, 15 hours of which must be in a helicopter, including—

(A) 3 hours of cross-country flying in helicopters; and

(B) 3 hours of night flying in helicopters, including 10 takeoffs and 10 landings, each of which must be separated by an en-route phase of flight;

(ii) 3 hours in helicopters in preparation for the private pilot practical test within 60 calendar days before that test;

(iii) A flight in a helicopter with a landing at a point other than an airport; and

(2) 20 hours of solo flight time, 15 hours of which must be in a helicopter, including at least—

(i) 3 hours of cross-country flying in helicopters, including one flight with a landing at three or more points, each of which must be more than 25 nautical

miles from each of the other landing points; and

(ii) Three takeoffs and three landings in helicopters at airports or heliports with operating control towers, each separated by an en-route phase of flight.

(b) Except as provided in paragraph (c) of this section, a maximum of 2.5 hours of instruction in a flight simulator or flight training device representing a helicopter from an authorized instructor may be credited toward the total hour requirement of paragraph (a) of this section.

(c) A maximum of 5 hours of instruction in a flight simulator or flight training device representing a helicopter may be credited toward the total hours required by paragraph (a) of this section if the instruction is accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(d) The applicant for a gyroplane class rating must have a total of at least—

(1) 20 hours of flight instruction from an authorized flight instructor, 15 hours of which must be in a gyroplane, including at least the following—

(i) 3 hours of cross-country flying in gyroplanes;

(ii) 3 hours of night flying in gyroplanes, including ten takeoffs and ten landings; and

(iii) 3 hours in gyroplanes in preparation for the private pilot flight test within 60 calendar days before that test.

(2) 20 hours of solo flight time, 10 hours of which must be in a gyroplane, including—

(i) 3 hours of cross-country flying in gyroplanes, including one flight with a landing at three or more points, each of which must be more than 25 nautical miles from each of the other two points; and

(ii) Three takeoffs and three landings in gyroplanes at an airport with an operating control tower.

(3) Except as provided in paragraph (d)(4) of this section, a maximum of 2.5 hours of instruction in a flight simulator or flight training device representing a gyroplane may be credited toward the total hours required by paragraph (d)(1) of this section.

(4) A maximum of 5 hours of instruction in a flight simulator or flight training device representing a gyroplane may be credited toward the total hours required by paragraph (d)(1) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(e) An applicant who does not meet the night flying requirements of paragraph (a)(1)(i)(B) or paragraph (d)(1)(ii) of this section will be issued a private pilot certificate bearing the limitation "night flying prohibited."

(f) The limitation required by paragraph (e) of this section may be removed if the holder of the certificate demonstrates compliance with the requirements of paragraph (a)(1)(i)(B) or paragraph (d)(1)(ii) of this section, as applicable.

(g) Except where fewer hours are approved by the Administrator, an applicant for a private pilot certificate with a rotorcraft category rating who has satisfactorily completed an approved private pilot course conducted by a training center certificated under part 142 of this chapter need have only a total of at least 35 hours of pilot flight time in aircraft, flight simulators, or flight training devices.

[Doc. No. 26933, 61 FR 34555, July 2, 1996]

§ 61.115 Glider rating: Aeronautical experience.

An applicant for a private pilot certificate with a glider rating must have logged at least one of the following:

(a) Seventy solo glider flights, including 20 flights during which 360° turns were made.

(b) Seven hours of solo flight in gliders, including 35 glider flights launched by ground tows, or 20 glider flights launched by aero tows.

(c) Forty hours of flight time in gliders and single-engine airplanes, including 10 solo glider flights during which 360° turns were made.

§ 61.117 Lighter-than-air rating: Aeronautical experience.

An applicant for a private pilot certificate with a lighter-than-air category rating must have at least the aeronautical experience prescribed in

paragraph (a) or (b) of this section, appropriate to the rating sought.

(a) *Airships.* A total of 50 hours of flight time as pilot with at least 25 hours in airships, which must include 5 hours of solo flight time in airships, or time performing the functions of pilot in command of an airship for which more than one pilot is required.

(b) *Free balloons.* (1) If a gas balloon or a hot air balloon with an airborne heater is used, a total of 10 hours in free balloons with at least six flights under the supervision of a person holding a commercial pilot certificate with a free balloon rating. These flights must include—

(i) Two flights, each of at least 1 hour's duration, if a gas balloon is used, or of 30 minutes' duration, if a hot air balloon with an airborne heater is used;

(ii) One ascent under control to 5,000 feet above the point of takeoff, if a gas balloon is used, or 3,000 feet above the point of takeoff, if a hot air balloon with an airborne heater is used; and

(iii) One solo flight in a free balloon.

(2) If a hot air balloon without an airborne heater is used, six flights in a free balloon under the supervision of a commercial balloon pilot, including at least one solo flight.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-60, 38 FR 9292, Apr. 13, 1973]

§ 61.118 Private pilot privileges and limitations: Pilot in command.

Except as provided in paragraphs (a) through (d) of this section, a private pilot may not act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may he, for compensation or hire, act as pilot in command of an aircraft.

(a) A private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if the flight is only incidental to that business or employment and the aircraft does not carry passengers or property for compensation or hire.

(b) A private pilot may share the operating expenses of a flight with his passengers.

(c) A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

(d) A private pilot may act as pilot in command of an aircraft used in a passenger-carrying airlift sponsored by a charitable organization, and for which the passengers make a donation to the organization, if—

(1) The sponsor of the airlift notifies the FAA Flight Standards District Office having jurisdiction over the area concerned, at least 7 days before the flight, and furnishes any essential information that the office requests;

(2) The flight is conducted from a public airport adequate for the aircraft used, or from another airport that has been approved for the operation by an FAA inspector;

(3) He has logged at least 200 hours of flight time;

(4) No acrobatic or formation flights are conducted;

(5) Each aircraft used is certificated in the standard category and complies with the 100-hour inspection requirement of § 91.409 of this chapter; and

(6) The flight is made under VFR during the day.

For the purpose of paragraph (d) of this section, a “charitable organization” means an organization listed in Publication No. 78 of the Department of the Treasury called the “Cumulative List of Organizations described in section 170(c) of the Internal Revenue Code of 1954,” as amended from time to time by published supplemental lists.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–84, 54 FR 34330, Aug. 18, 1989; Amdt. 61–85, 54 FR 39291, Sept. 25, 1989]

§ 61.119 Free balloon rating: Limitations.

(a) If the applicant for a free balloon rating takes his flight test in a hot air balloon with an airborne heater, his pilot certificate contains an endorsement restricting the exercise of the privilege of that rating to hot air balloons with airborne heaters. The restriction may be deleted when the holder of the certificate obtains the pilot experience required for a rating on a gas balloon.

(b) If the applicant for a free balloon rating takes his flight test in a hot air balloon without an airborne heater, his pilot certificate contains an endorsement restricting the exercise of the privileges of that rating to hot air balloons without airborne heaters. The restriction may be deleted when the holder of the certificate obtains the pilot experience and passes the tests required for a rating on a free balloon with an airborne heater or a gas balloon.

§ 61.120 Private pilot privileges and limitations: Second in command of aircraft requiring more than one required pilot.

Except as provided in paragraphs (a) through (d) of § 61.118 a private pilot may not, for compensation or hire, act as second in command of an aircraft that is type certificated for more than one required pilot, nor may he act as second in command of such an aircraft that is carrying passengers or property for compensation or hire.

Subpart E—Commercial Pilots

§ 61.121 Applicability.

This subpart prescribes the requirements for the issuance of commercial pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the limitations upon those certificates and ratings.

§ 61.123 Eligibility requirements: General.

To be eligible for a commercial pilot certificate, a person must—

(a) Be at least 18 years of age;

(b) Be able to read, speak, and understand the English language, or have such operating limitations placed on his pilot certificate as are necessary for safety, to be removed when he shows that he can read, speak, and understand the English language;

(c) Hold at least a valid second-class medical certificate issued under part 67 of this chapter, or, in the case of a glider or free balloon rating, certify that he has no known medical deficiency that makes him unable to pilot a glider or a free balloon, as appropriate;

(d) Pass a written examination appropriate to the aircraft rating sought on the subjects in which ground instruction is required by § 61.125;

(e) Pass an oral and flight test appropriate to the rating he seeks, covering items selected by the inspector or examiner from those on which training is required by § 61.127; and

(f) Comply with the provisions of this subpart which apply to the rating he seeks.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-64, 41 FR 51392, Nov. 22, 1976]

§ 61.125 Aeronautical knowledge.

An applicant for a commercial pilot certificate must have logged ground instruction from an authorized instructor, or must present evidence showing that he has satisfactorily completed a course of instruction or home study, in at least the following areas of aeronautical knowledge appropriate to the category of aircraft for which a rating is sought.

(a) *Airplanes.* (1) The regulations of this chapter governing the operations, privileges, and limitations of a commercial pilot, and the accident reporting requirements of the National Transportation Safety Board;

(2) Basic aerodynamics and the principles of flight which apply to airplanes;

(3) Airplane operations, including the use of flaps, retractable landing gears, controllable propellers, high altitude operation with and without pressurization, loading and balance computations, and the significance and use of airplane performance speeds; and

(4) Stall awareness, spin entry, spins, and spin recovery techniques for airplanes.

(b) *Rotorcraft.* (1) The regulations of this chapter which apply to the operations, privileges, and limitations of a commercial rotorcraft pilot, and the accident reporting requirements of the National Transportation Safety Board;

(2) Meteorology, including the characteristics of air masses and fronts, elements of weather forecasting, and the procurement and use of aeronautical weather reports and forecasts;

(3) The use of aeronautical charts and the magnetic compass for pilotage and

dead reckoning, and the use of radio aids for VFR navigation;

(4) The safe and efficient operation of helicopters or gyroplanes, as appropriate to the rating sought; and

(5) Basic aerodynamics and principles of flight which apply to rotorcraft and the significance and use of performance charts.

(c) *Glider.* (1) The regulations of this chapter pertinent to commercial glider pilot operations, privileges, and limitations, and the accident reporting requirements of the National Transportation Safety Board;

(2) Glider navigation, including the use of aeronautical charts and the magnetic compass, and radio orientation;

(3) The recognition of weather situations of concern to the glider pilot from the ground and in flight, and the procurement and use of aeronautical weather reports and forecasts;

(4) The safe and efficient operation of gliders, including ground and/or aero tow procedures as appropriate, signals, critical glider performance speeds, and safety precautions; and

(5) Stall awareness, spin entry, spins, and spin recovery techniques for gliders.

(d) *Airships.* (1) The regulations of this chapter pertinent to airship operations, VFR and IFR, including the privileges and limitations of a commercial airship pilot;

(2) Airship navigation, including pilotage, dead reckoning, and the use of radio aids for VFR and IFR navigation, and IFR approaches;

(3) The use and limitations of the required flight instruments;

(4) ATC procedures for VFR and IFR operations, and the use of IFR charts and approach plates;

(5) Meteorology, including the characteristics of air masses and fronts, and the procurement and use of aeronautical weather reports and forecasts;

(6) Airship ground and flight instruction procedures; and

(7) Airship operating procedures and emergency operations, including free ballooning procedures.

(e) *Free balloons.* (1) The regulations of this chapter pertinent to commercial free balloon piloting privileges, limitations, and flight operations;

(2) The use of aeronautical charts and the magnetic compass for free balloon navigation;

(3) The recognition of weather conditions significant to free balloon flight operations, and the procurement and use of aeronautical weather reports and forecasts appropriate to free ballooning;

(4) Free balloon flight and ground instruction procedures; and

(5) Operating principles and procedures for free balloons, including emergency procedures such as crowd control and protection, high wind and water landings, and operations in proximity to buildings and power lines.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40704, Nov. 7, 1986; Amdt. 61-490, 56 FR 11325, Mar. 15, 1991]

§ 61.127 Flight proficiency.

The applicant for a commercial pilot certificate must have logged instruction from an authorized flight instructor in at least the following pilot operations. In addition, his logbook must contain an endorsement by an authorized flight instructor who has given him the instruction certifying that he has found the applicant prepared to perform each of those operations competently as a commercial pilot.

(a) *Airplanes*. (1) Preflight duties, including load and balance determination, line inspection, and aircraft servicing;

(2) Flight at slow airspeeds with realistic distractions, and the recognition of and recovery from stalls entered from straight flight and from turns;

(3) Normal and crosswind takeoffs and landings, using precision approaches, flaps, power as appropriate, and specified approach speeds;

(4) Maximum performance takeoffs and landings, climbs, and descents;

(5) Operation of an airplane equipped with a retractable landing gear, flaps, and controllable propeller(s), including normal and emergency operations; and

(6) Emergency procedures, such as coping with power loss or equipment malfunctions, fire in flight, collision avoidance precautions, and engine-out procedures if a multiengine airplane is used.

(b) *Helicopters*. (1) Preflight duties, including line inspection and helicopter servicing;

(2) Straight and level flight, climbs, turns, and descents;

(3) Air taxiing, hovering, and maneuvering by ground references;

(4) Normal and crosswind takeoffs and landings;

(5) Recognition of and recovery from imminent flight at critical/rapid descent with power (settling with power);

(6) Airport and traffic pattern operations, including collision avoidance precautions and radio communications;

(7) Cross-country flight operations;

(8) Operations in confined areas and on pinnacles, rapid decelerations, landing on slopes, high-altitude takeoffs, and run-on landings; and

(9) Simulated emergency procedures, including failure of an engine or other component or system, and approaches to a hover or landing with one engine inoperative in multiengine helicopters, or autorotational descents with a power recovery to a hover in single-engine helicopters.

(c) *Gyroplanes*. (1) Preflight operations, including line inspection and gyroplane servicing;

(2) Straight and level flight, turns, climbs, and descents;

(3) Flight maneuvering by ground references;

(4) Maneuvering at critically slow airspeeds, and the recognition of and recovery from high rates of descent at slow airspeeds;

(5) Normal and crosswind takeoffs and landings;

(6) Airport and traffic pattern operations, including collision avoidance precautions and radio communications;

(7) Cross-country flight operations; and

(8) Emergency procedures, such as power failures, equipment malfunctions, maximum performance takeoffs and landings and simulated liftoffs at low airspeed and high angles of attack.

(d) *Gliders*. (1) Preflight duties, including glider assembly and preflight inspection;

(2) Glider launches by ground (auto or winch) or by aero tows (the applicant's certificate is limited to the kind of tow selected);

(3) Precision maneuvering, including straight glides, turns to headings, steep turns, and spirals in both directions;

(4) The correct use of the glider's performance speeds, flight at slow airspeeds with realistic distractions, and the recognition of and recovery from stalls entered from straight flight and from turns; and

(5) Accuracy approaches and landings, with the nose of the glider coming to rest short of and within 100 feet of a line or mark.

(e) *Airships.* (1) Ground handling, mooring, and preflight operations;

(2) Straight and level flight, turns, climbs, and descents, under VFR and simulated IFR conditions;

(3) Takeoffs and landings with positive and with negative static lift;

(4) Turns and figure eights;

(5) Precision turns to headings under simulated IFR conditions;

(6) Preparing and filing IFR flight plans, and complying with IFR clearances;

(7) IFR radio navigation and instrument approach procedures;

(8) Cross-country flight operations, using pilotage, dead reckoning, and radio aids; and

(9) Emergency operations, including engine-out operations, free ballooning an airship, and ripcord procedures (may be simulated).

(f) *Free balloons.* (1) Assembly of basket and burner to the envelope, and rigging, inflating, and tethering of a free balloon;

(2) Ground and flight crew briefing;

(3) Ascents;

(4) Descents;

(5) Landings;

(6) Operation of airborne heater, if balloon is so equipped; and

(7) Emergency operations, including the use of the ripcord (may be simulated), and recovery from a terminal velocity descent if a balloon with an airborne heater is used.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-77, 51 FR 40704, Nov. 7, 1986; Amdt. 61-79, 52 FR 17277, May 6, 1987; Amdt. 61-490, 56 FR 11325, Mar. 15, 1991]

§ 61.129 Airplane rating: Aeronautical experience.

(a) *General.* An applicant for a commercial pilot certificate with an airplane rating must hold a private pilot certificate with an airplane rating. If he does not hold that certificate and rating he must meet the flight experience requirements for a private pilot certificate and airplane rating and pass the applicable written and practical test prescribed in Subpart D of this part. In addition, the applicant must hold an instrument rating (airplane), or the commercial pilot certificate that is issued is endorsed with a limitation prohibiting the carriage of passengers for hire in airplanes on cross-country flights of more than 50 nautical miles, or at night.

(b) *Flight time as pilot.* Except as provided in paragraph (c) of this section, an applicant for a commercial pilot certificate with an airplane rating must have at least the following aeronautical experience:

(1) A total of at least 250 hours of flight time as a pilot that may include not more than—

(i) Except as provided in paragraph (b)(1)(ii) of this section, 50 hours of flight simulator instruction or flight training device instruction from an authorized instructor; or

(ii) 100 hours of flight simulator instruction or flight training device instruction, if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(2) The flight time required by paragraph (b)(1) of this section must include—

(i) 10 hours of instrument instruction, of which at least 5 hours must be in flight in airplanes, and

(ii) 10 hours of instruction in preparation for the commercial pilot flight test; and

(3) 100 hours of pilot in command time, including at least:

(i) 50 hours in airplanes.

(ii) 50 hours of cross-country flights, each flight with a landing at a point more than 50 nautical miles from the original departure point. One flight must have landings at a minimum of three points, one of which is at least

150 nautical miles from the original departure point if the flight is conducted in Hawaii, or at least 250 nautical miles from the original departure point if it is conducted elsewhere.

(iii) 5 hours of night flying including at least 10 takeoffs and landings as sole manipulator of the controls.

(4) Flight simulator instruction and flight training device instruction must be accomplished in a qualified and approved flight simulator or in a qualified and approved flight training device representing an airplane.

(c) Except where fewer hours are approved by the Administrator, an applicant for a commercial pilot certificate with an airplane rating who has satisfactorily completed an approved commercial pilot course conducted by a training center certificated under part 142 of this chapter must have a total of at least 190 hours of pilot flight time in aircraft, flight simulators, or flight training devices.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-73, 47 FR 46066, Oct. 14, 1982; Amdt. 61-100, 61 FR 34555, July 2, 1996]

§ 61.131 Rotorcraft ratings: Aeronautical experience.

Except as provided in paragraph (c) of this section, an applicant for a commercial pilot certificate with a rotorcraft category rating must have at least the following aeronautical experience:

(a) *Helicopter class rating.* A total of 150 hours of flight time, including at least 100 hours in powered aircraft, 50 hours of which must be in a helicopter, including at least—

(1) 40 hours of flight instruction from an authorized flight instructor, 15 hours of which must be in a helicopter, including—

(i) 3 hours of cross-country flying in helicopters;

(ii) 3 hours of night flying in helicopters, including 10 takeoffs and landings, each of which must be separated by an en route phase of flight;

(iii) 3 hours in helicopters preparing for the commercial pilot flight test within 60 days before that test; and

(iv) Takeoffs and landings at three points other than airports; and

(2) 100 hours of pilot-in-command flight time, 35 hours of which must be in a helicopter, including at least—

(i) 10 hours of cross-country flying in helicopters, including one flight with a landing at three or more points, each of which must be more than 50 nautical miles from each of the other two points; and

(ii) Three takeoffs and landings in helicopters, each of which must be separated by an en route phase of flight, at an airport with an operating control tower.

(3) Except as provided in paragraph (a)(4) of this section, a maximum of 35 hours of flight simulator instruction or flight training device instruction from an authorized instructor may be credited toward the total hour requirement for a pilot certificate.

(4) A maximum of 50 hours of flight simulator instruction or flight training device instruction may be credited toward the total hours required by paragraph (a)(1) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(b) For a gyroplane class rating:

(1) An applicant must have at least 150 hours of flight time in aircraft, including at least 100 hours in powered aircraft, 25 hours of which must be in a gyroplane, including at least—

(i) 3 hours of cross-country flying in gyroplanes;

(ii) 3 hours of night flying in gyroplanes, including 10 takeoffs and landings; and

(iii) 3 hours in gyroplanes preparing for the commercial pilot flight test within 60 days before that test; and

(2) 100 hours of pilot-in-command flight time, 15 hours of which must be in a gyroplane, including at least—

(i) 10 hours of cross-country flying in gyroplanes, including one flight with a landing at three or more points, each of which is more than 50 nautical miles from each of the other two points; and

(ii) Three takeoffs and landings in gyroplanes at an airport with an operating control tower.

(3) Except as provided in paragraph (b)(4) of this section, a maximum of 35 hours of flight simulator instruction or flight training device instruction from

an authorized instructor may be credited toward the total requirement for a pilot certificate if the instruction is accomplished in a flight simulator or in a flight training device representing a gyroplane.

(4) A maximum of 50 hours of flight simulator instruction or flight training device if instruction may be credited toward the total hours required by paragraph (b)(1) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(c) Except as otherwise approved by the Administrator, an applicant for a commercial pilot certificate with a rotorcraft rating and a helicopter class rating who has satisfactorily completed an approved commercial pilot course conducted by a training center certificated under part 142 of this chapter must have a total of at least 150 hours of pilot flight time in aircraft, flight simulators, or flight training devices.

[Doc. No. 24550, 51 FR 40704, Nov. 7, 1986, as amended by Amdt. 61-78, 52 FR 4847, Feb. 17, 1987; Amdt. 61-490, 56 FR 11326, Mar. 15, 1991; Amdt. 61-100, 61 FR 34556, July 2, 1996]

§61.133 Glider rating: Aeronautical experience.

An applicant for a commercial pilot certificate with a glider rating must meet either of the following aeronautical experience requirements:

(a) A total of at least 25 hours of pilot time in aircraft, including 20 hours in gliders, and a total of 100 glider flights as pilot in command, including 25 flights during which 360° turns were made; or

(b) A total of 200 hours of pilot time in heavier-than-air aircraft, including, 20 glider flights as pilot in command during which 360° turns were made.

§61.135 Airship rating: Aeronautical experience.

An applicant for a commercial pilot certificate with an airship rating must have a total of at least 200 hours of flight time as pilot, including—

(a) Fifty hours of flight time as pilot in airships;

(b) 30 hours of flight time performing the duties of pilot in command in airships, including—

(1) 10 hours of cross-country flight; and

(2) 10 hours of night flight; and

(c) 40 hours of instrument time, of which at least 20 hours must be in flight with 10 hours of that flight time in airships.

§61.137 Free balloon rating: Aeronautical experience.

An applicant for a commercial pilot certificate with a free balloon rating must have the following flight time as pilot:

(a) If a gas balloon or a hot air balloon with an airborne heater is used, a total of at least 35 hours of flight time as pilot including—

(1) 20 hours in free balloons; and

(2) 10 flights in free balloons, including—

(i) Six flights under the supervision of a commercial free balloon pilot;

(ii) Two solo flights;

(iii) Two flights of at least 2 hours duration if a gas balloon is used, or at least 1 hour duration if a hot air balloon with an airborne heater is used; and

(iv) One ascent under control to more than 10,000 feet above the take-off point if a gas balloon is used or 5,000 feet above the take off point if a hot air balloon with an airborne heater is used.

(b) If a hot air balloon without an airborne heater is used, 10 flights in free balloons including—

(1) Six flights under the supervision of a commercial free balloon pilot; and

(2) Two solo flights.

§61.139 Commercial pilot privileges and limitations: General.

The holder of a commercial pilot certificate may:

(a) Act as pilot in command of an aircraft carrying persons or property for compensation or hire;

(b) Act as pilot in command of an aircraft for compensation or hire; and

(c) Give flight instruction in an airship if he holds a lighter-than-air category and an airship class rating, or in a free balloon if he holds a free balloon class rating.

§61.141 Airship and free balloon ratings: Limitations.

(a) If the applicant for a free balloon class rating takes his flight test in a hot air balloon without an airborne heater, his pilot certificate contains an endorsement restricting the exercise of the privileges of that rating to hot air balloons without airborne heaters. The restriction may be deleted when the holder of the certificate obtains the pilot experience and passes the test required for a rating on a free balloon with an airborne heater or a gas balloon.

(b) If the applicant for a free balloon class rating takes his flight test in a hot air balloon with an airborne heater, his pilot certificate contains an endorsement restricting the exercise of the privileges of that rating to hot air balloons with airborne heaters. The restriction may be deleted when the holder of the certificate obtains the pilot experience required for a rating on a gas balloon.

Subpart F—Airline Transport Pilots

AUTHORITY: Secs. 313(a), 314, 601, and 607; 49 U.S.C. 1354(a), 1355, 1421, and 1427.

§61.151 Eligibility requirements: General.

To be eligible for an airline transport pilot certificate, a person must—

- (a) Be at least 23 years of age;
- (b) Be of good moral character;
- (c) Be able to read, write, and understand the English language and speak it without accent or impediment of speech that would interfere with two-way radio conversation;
- (d) Be a high school graduate, or its equivalent in the Administrator's opinion, based on the applicant's general experience and aeronautical experience, knowledge, and skill;
- (e) Have a first-class medical certificate issued under part 67 of this chapter within the 6 months before the date he applies; and

(f) Comply with the sections of this part that apply to the rating he seeks.

[Doc. No. 1179, 27 FR 7965, Aug. 10, 1962. Redesignated by Amdt. 61–60, 38 FR 3161, Feb. 1, 1973]

§61.153 Airplane rating: Aeronautical knowledge.

An applicant for an airline transport pilot certificate with an airplane rating must, after meeting the requirements of §§61.151 (except paragraph (a) thereof) and 61.155, pass a written test on—

(a) The sections of this part relating to airline transport pilots and part 121, subpart C of part 65, and §§91.1 91.3, 91.5, 91.11, 91.13, 91.103, 91.105, 91.189, 91.193, 91.703, and subpart B of part 91 of this chapter, and so much of parts 21 and 25 of this chapter as relate to the operations of air carrier aircraft;

(b) The fundamentals of air navigation and use of formulas, instruments, and other navigational aids, both in aircraft and on the ground, that are necessary for navigating aircraft by instruments;

(c) The general system of weather collection and dissemination;

(d) Weather maps, weather forecasting, and weather sequence abbreviations, symbols, and nomenclature;

(e) Elementary meteorology, including knowledge of cyclones as associated with fronts;

(f) Cloud forms;

(g) National Weather Service Federal Meteorological Handbook No. 1, as amended;

(h) Weather conditions, including icing conditions and upper-air winds, that affect aeronautical activities;

(i) Air navigation facilities used on Federal airways, including rotating beacons, course lights, radio ranges, and radio marker beacons;

(j) Information from airplane weather observations and meteorological data reported from observations made by pilots on air carrier flights;

(k) The influence of terrain on meteorological conditions and developments, and their relation to air carrier flight operations;

(l) Radio communication procedure in aircraft operations; and

(m) Basic principles of loading and weight distribution and their effect on flight characteristics.

[Doc. No. 1179, 27 FR 7965, Aug. 10, 1962, as amended by Amdt. 61-11, 29 FR 14916, Nov. 4, 1964; Amdt. 61-30, 32 FR 5770, Apr. 11, 1967; Amdt. 61-64, 36 FR 13911, July 28, 1971. Redesignated by Amdt. 61-60, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-64, 41 FR 51392, Nov. 22, 1976; Amdt. 61-84, 54 FR 34330, Aug. 18, 1989]

§ 61.155 Airplane rating: Aeronautical experience.

(a) Except as provided in paragraph (d) of this section, for an applicant for an airline transport pilot certificate with an airplane category and class rating, the following requirements apply:

(1) The applicant must hold a commercial pilot certificate, a foreign airline transport pilot, or commercial pilot license without limitations issued by a member state of ICAO, or meet the requirements of § 61.73 that would qualify the applicant for a commercial pilot certificate;

(2) The applicant must have at least 1,500 hours of total time as a pilot that includes at least—

(i) 500 hours of cross-country flight time;

(ii) 100 hours of night flight time;

(iii) 75 hours of instrument flight time, in actual or simulated instrument conditions, subject to the following:

(A) Except as provided in paragraph (a)(2)(iii)(B) of this section, an applicant may not receive more than 25 hours of simulated instrument time in flight simulators and flight training devices.

(B) A maximum of 50 hours of instruction in a flight simulator or flight training device may be credited toward the total hours required by paragraph (a)(2) of this section if the instruction is accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(C) Instruction in a flight simulator or flight training device must be accomplished in a qualified and approved flight simulator or in a qualified and approved flight training device, representing an airplane; and

(iv) 250 hours of flight time in an airplane as a pilot in command or as a second in command performing the duties and functions of a pilot in command under the supervision of a pilot in command, or any combination thereof, which includes at least—

(A) 100 hours of cross-country flight time; and

(B) 25 hours of night flight time; and

(3) Not more than 100 hours of total pilot experience may be obtained in a flight simulator or flight training device, provided the pilot experience is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

(b) An applicant who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop in excess of the minimum 20 takeoffs for 1 hour of night flight time to satisfy the requirements of paragraph (a)(2) of this section, for a total credited time of no more than 25 hours.

(c) If an applicant with less than 150 hours of pilot-in-command time otherwise meets the requirements of paragraph (a)(2)(iv) of this section, the applicant's certificate will be endorsed "Holder does not meet the pilot-in-command flight experience requirement of ICAO", as prescribed by article 39 of the "Convention on International Civil Aviation." Whenever the pilot presents satisfactory written evidence that 150 hours of pilot-in-command time has been accumulated, the applicant is entitled to a new certificate without the endorsement.

(d) A commercial pilot may credit the following second-in-command and flight engineer flight time (or a combination of either crewmember position flight time) toward the 1,500 hours of total time as a pilot required by paragraph (a) of this section:

(1) All second-in-command time acquired in an airplane required to have more than one pilot by the airplane's flight manual or type certificate or by the regulations under which the flight is conducted.

(2) Flight engineer time, provided the time—

(i) Is acquired in an airplane that is required to have a flight engineer by the airplane's flight manual, the type

certificate, or the regulations under which the flight is conducted;

(ii) Is acquired while the applicant is participating in a pilot training program approved under part 121 of this chapter; and

(iii) Is credited at a rate of 1 hour of flight time for each 3 hours of flight engineer time, for a total credited time of no more than 500 hours.

(e) If an applicant who credits second-in-command or flight engineer time under paragraph (d) of this section toward the 1,500 hours total flight time requirement of paragraph (a)(2) of this section—

(1) Does not have at least 1,200 hours of flight time as a pilot including not more than 50 percent of the second-in-command time and none of the flight engineer time; but

(2) Otherwise meets the requirements of paragraph (a)(2) of this section, the applicant's certificate will be endorsed "Holder does not meet the pilot flight experience requirements of ICAO," as prescribed by article 39 of the "Convention on International Civil Aviation." Whenever the applicant presents satisfactory evidence of having accumulated 1,200 hours of flight time as a pilot including no more than 50 percent of the second-in-command time and none of the flight engineer time, the applicant is entitled to a new certificate without the endorsement.

[Doc. No. 26933, 61 FR 34556, July 2, 1996]

§61.157 Airplane rating: Aeronautical skill (for parts 121 and 135 use only).

(a) An applicant for an airline transport pilot certificate with a single-engine or multiengine class rating or an additional type rating must pass a practical test that includes the items set forth in appendix A of this part. The FAA inspector or designated examiner may modify any required maneuver where necessary for the reasonable and safe operation of the airplane being used and, unless specifically prohibited in appendix A, may combine any required maneuvers and may permit their performance in any convenient sequence.

(b) Whenever an applicant for an airline transport pilot certificate does not already have an instrument rating he

shall, as part of the oral part of the practical test, comply with §61.65(g), and, as part of the flight part, perform each additional maneuver required by §61.65(g) that is appropriate to the airplane type and not required in appendix A of this part.

(c) Unless the Administrator requires certain or all maneuvers to be performed, the person giving a flight test for an airline transport pilot certificate or additional airplane class or type rating may, in his discretion, waive any of the maneuvers for which a specific waiver authority is contained in appendix A of this part if a pilot being checked—

(1) Is employed as a pilot by a part 121 certificate holder; and

(2) Within the preceding 6 calendar months, has successfully completed that certificate holder's approved training program for the airplane type involved.

(d) The items specified in paragraph (a) of this section may be performed in the airplane simulator or other training device specified in appendix A to this part for the particular item if—

(1) The airplane simulator or other training device meets the requirements of §121.407 of this chapter; and

(2) In the case of the items preceded by an asterisk (*) in appendix A, the applicant has successfully completed the training set forth in §121.424(d) of this chapter.

However, the FAA inspector or designated examiner may require Items II(d), V(f), or V(g) of appendix A to this part to be performed in the airplane if he determines that action is necessary to determine the applicant's competence with respect to that maneuver.

(e) An approved simulator may be used instead of the airplane to satisfy the in-flight requirements of appendix A of this part, if the simulator—

(1) Is approved under §121.407 of this chapter and meets the appropriate simulator requirements of appendix H of part 121; and

(2) Is used as part of an approved program that meets the training requirements of §121.424 (a) and (c) and appendix H of part 121 of this chapter.

(f) On and after April 15, 1991, an applicant for a type rating to be added to an airline transport pilot certificate, or

for issuance of an airline transport pilot certificate in an airplane requiring a type rating, must—

(1) Have completed ground and flight training on the maneuvers and procedures of appendix A of this part that is appropriate to the airplane for which a type rating is sought and received an endorsement from an authorized instructor in the person's logbook or training records certifying satisfactory completion of the training; or

(2) For a pilot employee of a part 121 or part 135 certificate holder, have completed ground and flight training that is appropriate to the airplane for which a type rating is sought and is approved under parts 121 and 135.

(g) Successful completion of a proficiency check under §121.441 of this chapter or successful completion of both a competency check, under §135.293 of this chapter, and a pilot-in-command instrument proficiency check, under §135.297 of this chapter, satisfies the requirements of this section for the appropriate aircraft rating.

[Amdt. 61-27, 32 FR 262, Jan. 11, 1967, as amended by Amdt. 61-31, 32 FR 5987, Apr. 14, 1967; Amdt. 61-45, 35 FR 88, Jan. 3, 1970. Redesignated by Amdt. 61-60, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-64, 41 FR 51392, Nov. 22, 1976; Amdt. 61-69, 45 FR 44183, June 30, 1980; Amdt. 61-490, 56 FR 11326, Mar. 15, 1991; Amdt. 61-100, 61 FR 34557, July 2, 1996]

§61.158 Airplane rating: Aeronautical skill (for other than parts 121 and 135).

(a) An applicant for an airline transport pilot certificate with a single engine or multiengine class rating or type rating, must—

(1) Pass a practical test based on the following areas of operation:

- (i) Preflight procedures.
- (ii) Ground operations.
- (iii) Takeoff and departure maneuvers.
- (iv) In-flight maneuvers.
- (v) Instrument procedures.
- (vi) Landings and approaches to landings.
- (vii) Normal and abnormal procedures.
- (viii) Emergency procedures.
- (ix) Postflight procedures.

(2) If seeking an airplane type rating, present a record of training certified by

an authorized instructor showing that the applicant has—

(i) Received ground training on the aeronautical knowledge areas required by this section applicable to the airplane type rating sought; and

(ii) Received flight training on the areas of operation applicable to the airplane type rating sought.

(b) If the applicant does not hold an instrument rating, in addition to the areas specified in paragraph (a)(1) of this section, the applicant must also demonstrate competency in the operations referenced in §61.65(g).

(c) The demonstrations required by paragraphs (a) and (b) of this section must be performed in—

(1) An airplane of the same class, and, if applicable, an airplane of the same type, for which the class rating or type rating is sought; or

(2) Subject to the requirements of paragraphs (d)(1) through (d)(8) of this section, as applicable, a flight simulator or a flight training device that represents the airplane type for which the type rating is sought, or set of airplanes if the airplane for which the class rating is sought, does not require a type rating.

(d) The following requirements apply to a demonstration of competency under this section in a flight simulator or a flight training device;

(1) The flight simulator or flight training device use permitted by paragraph (c)(2) of this section must be in accordance with an approved course at a training center certificated under part 142 of this chapter;

(2) To complete all training and testing (except preflight inspection) for an unlimited added rating in a flight simulator—

(i) The flight simulator must be qualified as Level C or Level D; and

(ii) The applicant must meet the aeronautical experience requirements of §61.155 and at least one of the following:

(A) Hold a type rating for a turbojet airplane of the same class as the class of airplane for which the type rating is sought or have been designated by a military service as a pilot in command of an airplane of the same class as the

class of airplane for which the type rating is sought, if a turbojet type rating is sought.

(B) Hold a type rating for a turbo-propeller airplane of the same class as the class of airplane for which the type rating is sought, or have been appointed by a military service as a pilot in command of an airplane of the same class as the class of airplane for which the type rating is sought, if a turbo-propeller airplane type rating is sought.

(C) Have at least 2,000 hours of actual flight time, of which 500 hours must be in turbine-powered airplanes of the same class as the class of airplane for which the type rating is sought.

(D) Have at least 500 hours of actual flight time in the same type airplane as the type of airplane for which the type rating is sought.

(E) Have at least 1,000 hours of flight time in at least two different airplanes requiring a type rating.

(3) Subject to the limitation of paragraph (d)(4) of this section an applicant who does not meet the requirements of paragraph (d)(2) of this section may complete all training and testing (except for preflight inspection) for an added rating if—

(i) The flight simulator is qualified as Level C or Level D; and

(ii) The applicant meets the aeronautical experience requirements of § 61.155 and at least one of the following:

(A) Holds a type rating in a propeller-driven airplane if a type rating in a turbojet airplane is sought, or holds a type rating in a turbojet airplane if a type rating in a propeller-driven airplane is sought.

(B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for the added rating, has logged—

(1) At least 100 hours of flight time in airplanes in the same class as the class of airplane for which the type rating is sought and which require a type rating; and

(2) At least 25 hours of flight time in airplanes of the same type as the type of airplane for which the type rating is sought.

(4) An applicant meeting only the requirements of paragraph (d)(3)(ii)(A) and (B) of this section will be issued an added rating, or an airline transport pilot certificate with an added rating, as applicable, with a limitation. The limitation shall state: "This certificate is subject to pilot-in-command limitations for the added rating."

(5) An applicant gaining a certificate with the limitation specified in paragraph (d)(4) of this section—

(i) May not act as pilot in command of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an airplane of the same type as the type of airplane to which the limitation applies.

(6) An applicant who does not meet the requirements of paragraph (d)(2)(ii)(A) through (E) or (d)(3)(ii)(A) and (B) of this section may be awarded an airline transport pilot certificate or an added rating to that certificate after successful completion of one of the following requirements:

(i) An approved course at a training center which includes all training and testing for that certificate or rating followed by training and testing on the following tasks, which must be successfully completed on a static airplane or in flight, as appropriate:

- (A) Preflight inspection;
- (B) Normal takeoff;
- (C) Normal ILS approach;
- (D) Missed approach; and
- (E) Normal landing.

(ii) An approved course at a training center which includes all training and testing for that certificate or rating and compliance with paragraphs (d)(7) and (d)(8) of this section.

(7) An applicant meeting only the requirements of paragraph (d)(6) of this section will be issued an added rating, or an airline transport pilot certificate with an added rating, as applicable, with a limitation. The limitation shall state: "This certificate is subject to

pilot-in-command limitations for the added rating.”

(8) An applicant gaining a certificate with the limitation specified in paragraph (d)(7) of this section—

(i) May not act as pilot in command of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an airplane of the same type as the type of airplane to which the limitation applies.

(e) Unless the Administrator requires certain or all tasks to be performed, the person authorized by the Administrator to conduct the practical test for an airline transport pilot certificate may waive any of the tasks for which the Administrator approves waiver authority.

[Doc. No. 26933, 61 FR 34557, July 2, 1996]

§ 61.159 Rotorcraft rating: Aeronautical knowledge.

An applicant for an airline transport pilot certificate with a rotorcraft category and a helicopter class rating must pass a written test on—

(a) So much of this chapter as relates to air carrier rotorcraft operations;

(b) Rotorcraft design, components, systems, and performance limitations;

(c) Basic principles of loading and weight distribution and their effect on rotorcraft flight characteristics;

(d) Air traffic control systems and procedures relating to rotorcraft;

(e) Procedures for operating rotorcraft in potentially hazardous meteorological conditions;

(f) Flight theory as applicable to rotorcraft; and

(g) The items listed under paragraphs (b) through (m) of § 61.153.

[Doc. No. 24550, 51 FR 40705, Nov. 7, 1986]

§ 61.161 Rotorcraft rating: Aeronautical experience.

(a) An applicant for an airline transport pilot certificate with a rotorcraft

category and helicopter class rating must hold a commercial pilot certificate, or a foreign airline transport pilot or commercial pilot certificate with a rotorcraft category and helicopter class rating issued by a member of ICAO, or be a pilot in an armed force of the United States whose military experience qualifies that pilot for the issuance of a commercial pilot certificate under § 61.73.

(b) An applicant must have had at least 1,200 hours of flight time as a pilot, including at least—

(1) 500 hours of cross-country flight time;

(2) 100 hours of night flight time, of which at least 15 hours are in helicopters;

(3) 200 hours in helicopters, including at least 75 hours as pilot in command, or as second in command performing the duties and functions of a pilot in command under the supervision of a pilot in command, or any combination thereof; and

(4) 75 hours of actual or simulated instrument time under actual or simulated conditions. At least 50 hours of this time must be completed in flight with at least—

(i) 25 hours in helicopters as pilot in command;

(ii) 25 hours in helicopters as second in command performing the duties of a pilot in command under the supervision of a pilot in command; or

(iii) Any combination of paragraph (b)(4)(i) and (b)(4)(ii) of this section that totals 25 hours in helicopters.

(5) Flight simulator or flight training device instruction may be credited toward the total hour requirement of paragraph (b)(4) of this section subject to the following:

(i) Flight simulator and flight training device instruction must be accomplished in a qualified and approved flight simulator or in a qualified and approved flight training device, representing a rotorcraft.

(ii) Except as provided in paragraph (b)(5)(iii) of this section, an applicant may receive credit for not more than a combined total of 25 hours of simulated instrument time in flight simulators and flight training devices.

(iii) A maximum of 50 hours of flight simulator instruction or flight training

device instruction may be credited toward the total hours required by paragraph (b)(4) of this section if the instruction is accomplished in an approved course conducted by a training center certificated under part 142 of this chapter.

[Doc. No. 24550, 51 FR 40705, Nov. 7, 1986, as amended by Amdt. 61–100, 61 FR 34558, July 2, 1996]

§ 61.163 Rotorcraft rating: Aeronautical skill.

(a) An applicant for an airline transport pilot certificate with a rotorcraft category and helicopter class rating or a type rating must pass a practical test based on the following areas of operation:

- (1) Preflight procedures.
- (2) Ground operations.
- (3) Takeoff and departure procedures.
- (4) In-flight maneuvers.
- (5) Instrument procedures.
- (6) Landings and approaches to landings.
- (7) Normal and abnormal procedures.
- (8) Emergency procedures.
- (9) Postflight procedures.

(b) If the applicant does not hold an instrument rating, in addition to the areas specified in paragraph (a) of this section, the applicant must also demonstrate competency in the operations required by § 61.65(g).

(c) The demonstrations required by paragraphs (a) and (b) of this section must be performed in—

- (1) The helicopter for which the class rating or type rating is sought; or
- (2) Subject to the requirements of paragraphs (d)(1) through (d)(8) of this section, as applicable, a flight simulator or flight training device that represents the helicopter for which the class rating or type rating is sought.

(d) The following requirements apply to a demonstration of competency under this section in a flight simulator or a flight training device:

(1) The flight simulator or flight training device use permitted by paragraph (c)(2) of this section must be in accordance with an approved course at a training center certificated under part 142 of this chapter.

(2) To complete all training and testing (except preflight inspection) for an

unlimited added rating in a flight simulator—

(i) The flight simulator must be qualified as Level C or Level D; and

(ii) The applicant must meet the aeronautical experience requirements of § 61.161 and at least one of the following:

(A) Hold a type rating for a turbine-powered helicopter, or have been designated by a military service as a pilot in command of an a turbine-powered helicopter, if a turbine-powered helicopter type rating is sought.

(B) Have at least 1,200 hours of actual flight time, of which 500 hours must be in turbine-powered helicopters.

(C) Have at least 500 hours of actual flight time in the same type helicopter as the helicopter for which the type rating is sought.

(D) Have at least 1,000 hours of flight time in at least two different helicopters requiring a type rating.

(3) Subject to the limitation of paragraph (d)(4) of this section, an applicant who does not meet the requirements of paragraph (d)(2) of this section may complete all training and testing (except for preflight inspection) for an added rating if—

(i) The flight simulator is qualified as Level C or Level D; and

(ii) The applicant meets the aeronautical experience requirements of § 61.161 and, since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for the added rating, has logged—

(A) At least 100 hours of flight time in helicopters; and

(B) At least 15 hours of flight time in helicopters of the same type as the helicopter for which the type rating is sought.

(4) An applicant meeting only the requirements of paragraph (d)(3)(ii) (A) and (B) of this section will be issued an added rating, or an airline transport pilot certificate with a limitation. The limitation shall state: “This certificate is subject to pilot-in-command limitations for the added rating.”

(5) An applicant gaining a certificate with the limitation specified in paragraph (d)(4) of this section—

(i) May not act as pilot in command of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an aircraft of the same type as the type of aircraft to which the limitation applies.

(6) An applicant who does not meet the requirements of paragraph (d)(2)(ii) (A) through (D) or (d)(3)(ii) (A) and (B) of this section may be awarded an airline transport pilot certificate or an added rating to that certificate after successful completion of the of one of the following requirements:

(i) An approved course at a training center which includes all training and testing for that certificate or rating followed by training and testing on the following tasks, which must be successfully completed on a static aircraft or in flight, as appropriate:

(A) Preflight inspection;

(B) Normal takeoff from a hover;

(C) Manually flown precision approach; and

(D) Steep approach and landing to an off-airport heliport;

(ii) An approved course at a training center which includes all training and testing for that certificate or rating and compliance with paragraphs (d)(7) and (d)(8) of this section.

(7) An applicant meeting only the requirements of paragraph (d)(6) of this section will be issued an added rating or an airline transport pilot certificate with an added rating, as applicable, with a limitation. The limitation shall state: "This certificate is subject to pilot-in-command limitations for the added rating."

(8) An applicant gaining a certificate with the limitation specified in paragraph (d)(7) of this section—

(i) May not act as pilot in command of the aircraft for which an added rating was obtained under the provisions of this section until he or she has had the limitation removed from the certificate; and

(ii) May have the limitation removed by serving 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an aircraft of the same type as the type of aircraft to which the limitation applies.

(e) Unless the Administrator requires certain or all tasks to be performed, the person authorized by the Administrator to conduct the practical test for an airline transport pilot certificate may waive any of the tasks for which the Administrator approves waiver authority.

[Doc. No. 26933, 61 FR 34558, July 2, 1996]

§ 61.165 Additional category ratings.

(a) *Rotorcraft category with a helicopter class rating.* The holder of an airline transport pilot certificate (airplane category) who applies for a rotorcraft category with a helicopter class rating must meet the applicable requirements of §§ 61.159, 61.161, and 61.163 and—

(1) Have at least 100 hours, including at least 15 hours at night, of rotorcraft flight time as pilot in command or as second in command performing the duties and functions of a pilot in command under the supervision of a pilot in command who holds an airline transport pilot certificate with an appropriate rotorcraft rating, or any combination thereof; or

(2) Complete a training program conducted by a certificated air carrier or other approved agency requiring at least 75 hours of rotorcraft flight time as pilot in command, second in command, or as flight instruction from an appropriately rated FAA certificated flight instructor or an airline transport pilot, or any combination thereof, including at least 15 hours of night flight time.

(b) *Airplane rating.* The holder of an airline transport pilot certificate (rotorcraft category) who applies for an airplane category must comply with §§ 61.153, 61.155 (except § 61.155(b)(1)), and 61.157 and—

(1) Have at least 100 hours, including at least 15 hours at night, of airplane flight time as pilot in command or as

second in command performing the duties and functions of a pilot in command under the supervision of a pilot in command who holds an airline transport pilot certificate with an appropriate airplane rating, or any combination thereof; or

(2) Complete a training program conducted by a certificated air carrier or other approved agency requiring at least 75 hours of airplane flight time as pilot in command, second in command, or as flight instruction from an appropriately rated FAA certificated flight instructor or an airline transport pilot, or any combination thereof, including at least 15 hours of night flight time.

[Doc. No. 1179, 27 FR 7965, Aug. 10, 1962, as amended by Amdt. 61–29, 32 FR 4493, Mar. 24, 1967. Redesignated by Amdt. 61–60, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–64, 41 FR 51392, Nov. 22, 1976]

§ 61.167 Tests.

(a) Each applicant for an airline transport pilot certificate must pass each practical and theoretical test to the satisfaction of the Administrator. The minimum passing grade in each subject is 70 percent. Each flight maneuver is graded separately. Other tests are graded as a whole.

(b) Information collected incidentally to such a test shall be treated as a confidential matter by the persons giving the test and by employees of the FAA.

[Doc. No. 1179, 27 FR 7965, Aug. 10, 1962. Redesignated by Amdt. 61–60, 38 FR 3161, Feb. 1, 1973]

§ 61.169 Instruction in air transportation service.

(a) An airline transport pilot may instruct—

(1) Other pilots in air transportation service in aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated;

(2) In flight simulators and flight training devices representing the aircraft referenced in paragraph (a)(1) of this section, when instructing under the provisions of this section;

(3) Only as provided in this section, unless the airline transport pilot also holds a flight instructor certificate, in which case he or she may exercise the

instructor privileges of subpart G of part 61 for which he or she is rated; and

(4) When instructing under the provisions of this section in an actual aircraft, only if the aircraft has functioning dual controls, when instructing under the provisions of this section.

(b) Excluding briefings and debriefings, an airline transport pilot may not instruct in aircraft, flight simulators, and flight training devices under this section—

(1) For more than 8 hours in any 24-consecutive-hour period; or

(2) For more than 36 hours in any 7-consecutive-day period.

(c) An airline transport pilot may not instruct in Category II or Category III operations unless he or she has been trained and successfully tested under Category II or Category III operations, as applicable.

[Doc. No. 26933, 61 FR 34559, July 2, 1996]

§ 61.171 General privileges and limitations.

An airline transport pilot has the privileges of a commercial pilot with an instrument rating. The holder of a commercial pilot certificate who qualifies for an airline transport pilot certificate retains the ratings on his commercial pilot certificate, but he may exercise only the privileges of a commercial pilot with respect to them.

[Doc. No. 1179, 27 FR 7965, Aug. 10, 1962, as amended by Amdt. 61–20, 30 FR 11905, Sept. 17, 1965]

Subpart G—Flight Instructors

§ 61.181 Applicability.

This subpart prescribes the requirements for the issuance of flight instructor certificates and ratings, the conditions under which those certificates and ratings are necessary, and the limitations upon these certificates and ratings.

§ 61.183 Eligibility requirements: General.

To be eligible for a flight instructor certificate a person must—

- (a) Be at least 18 years of age;
- (b) Read, write, and converse fluently in English;
- (c) Hold—

(1) A commercial or airline transport pilot certificate with an aircraft rating appropriate to the flight instructor rating sought, and

(2) An instrument rating, if the person is applying for an airplane or an instrument instructor rating:

(d) Pass a written test on the subjects in which ground instruction is required by § 61.185; and

(e) Pass a practical test on all items in which instruction is required by § 61.187 and, in the case of an applicant for a flight instructor-airplane or flight instructor-glider rating, present a logbook endorsement from an appropriately certificated and rated flight instructor who has provided the applicant with spin entry, spin, and spin recovery training in an aircraft of the appropriate category that is certificated for spins, and has found that applicant competent and proficient in those training areas. Except in the case of a retest after a failure for the deficiencies stated in § 61.49(b), the person conducting the practical test may either accept the spin training logbook endorsement or require demonstration of the spin entry, spin, and spin recovery maneuver on the flight portion of the practical test.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-490, 56 FR 11326, Mar. 15, 1991]

§ 61.185 Aeronautical knowledge.

(a) Present evidence showing that he has satisfactorily completed a course of instruction in at least the following subjects:

(1) The learning process.
 (2) Elements of effective teaching.
 (3) Student evaluation, quizzing, and testing.

(4) Course development.
 (5) Lesson planning.
 (6) Classroom instructing techniques.

(b) Have logged ground instruction from an authorized ground or flight instructor in all of the subjects in which ground instruction is required for a private and commercial pilot certificate, and for an instrument rating, if an airplane or instrument instructor rating is sought.

§ 61.187 Flight proficiency.

(a) An applicant for a flight instructor certificate must have received flight instruction, appropriate to the instructor rating sought in the subjects listed in this paragraph by a person authorized in paragraph (b) of this section. In addition, his logbook must contain an endorsement by the person who has given him the instruction certifying that he has found the applicant competent to pass a practical test on the following subjects:

(1) Preparation and conduct of lesson plans for students with varying backgrounds and levels of experience and ability.

(2) The evaluation of student flight performance.

(3) Effective preflight and postflight instruction.

(4) Flight instructor responsibilities and certifying procedures.

(5) Effective analysis and correction of common student pilot flight errors.

(6) Performance and analysis of standard flight training procedures and maneuvers appropriate to the flight instructor rating sought. For flight instructor-airplane and flight instructor-glider applicants, this shall include the satisfactory demonstration of stall awareness, spin entry, spins, and spin recovery techniques in an aircraft of the appropriate category that is certificated for spins.

(b) The flight instruction required by paragraph (a) of this section must be given by a person who has held a flight instructor certificate during the 24 months immediately preceding the date the instruction is given, who meets the general requirements for a flight instructor certificate prescribed in § 61.183, and who has given at least 200 hours of flight instruction, or 80 hours in the case of glider instruction, as a certificated flight instructor.

(c) The flight instruction required by this section may be accomplished—

(1) In an aircraft; or
 (2) In a flight simulator or in a flight training device used in accordance with an approved course at a training center

certificated under part 142 of this chapter.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–490, 56 FR 11326, Mar. 15, 1991; Amdt. 61–100, 61 FR 34559, July 2, 1996]

§ 61.189 Flight instructor records.

(a) Each certificated flight instructor shall sign the logbook of each person to whom he has given flight or ground instruction and specify in that book the amount of the time and the date on which it was given. In addition, he shall maintain a record in his flight instructor logbook, or in a separate document containing the following:

(1) The name of each person whose logbook or student pilot certificate he has endorsed for solo flight privileges. The record must include the type and date of each endorsement.

(2) The name of each person for whom he has signed a certification for a written, flight, or practical test, including the kind of test, date of his certification, and the result of the test.

(b) The record required by this section shall be retained by the flight instructor separately or in his logbook for at least 3 years.

§ 61.191 Additional flight instructor ratings.

The holder of a flight instructor certificate who applies for an additional rating on that certificate must—

(a) Hold an effective pilot certificate with ratings appropriate to the flight instructor rating sought.

(b) Have had at least 15 hours as pilot in command in the category and class of aircraft appropriate to the rating sought; and

(c) Pass the written and practical test prescribed in this subpart for the rating sought.

(d) If accomplished in accordance with an approved course conducted by a training center certificated under part 142 of this chapter, the practical test may be conducted in a flight simulator, or a flight training device.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–100, 61 FR 34559, July 2, 1996]

§ 61.193 Flight instructor authorizations.

(a) The holder of a flight instructor certificate is authorized, within the limitations of that person's flight instructor certificate and ratings, to give the—

(1) Flight instruction required by this part for a pilot certificate or rating;

(2) Ground instruction or a home study course required by this part for a pilot certificate and rating;

(3) Ground and flight instruction required by this subpart for a flight instructor certificate and rating, if that person meets the requirements prescribed in § 61.187(b);

(4) Flight instruction required for an initial solo or cross-country flight;

(5) Flight review required in § 61.56 in a manner acceptable to the Administrator;

(6) Instrument competency check required in § 61.57(e)(2);

(7) Pilot-in-command flight instruction required under § 61.101(d); and

(8) Ground and flight instruction required by this part for the issuance of the endorsements specified in paragraph (b) of this section.

(b) The holder of a flight instructor certificate is authorized within the limitations of that person's flight instructor certificate and rating, to endorse—

(1) In accordance with §§ 61.87(m) and 61.93 (c) and (d), the pilot certificate of a student pilot the flight instructor has instructed authorizing the student to conduct solo or solo cross-country flights, or to act as pilot in command of an airship requiring more than one flight crew member;

(2) In accordance with §§ 61.87(m) and 61.93 (b) and (d), the logbook of a student pilot the flight instructor has instructed, authorizing single or repeated solo flights;

(3) In accordance with § 61.93(d), the logbook of a student pilot whose preparation and preflight planning for a solo cross-country flight the flight instructor has reviewed and found adequate for a safe flight under the conditions the flight instructor has listed in the logbook;

(4) In accordance with § 61.95, the logbook of a student pilot the flight instructor has instructed authorizing solo flights in a Class B airspace area or at an airport within a Class B airspace area;

(5) The logbook of a pilot or another flight instructor who has been trained by the person described in paragraph (b) of this section, certifying that the pilot or other flight instructor is prepared for an operating privilege, a written test, or practical test required by this part;

(6) In accordance with §§ 61.57(e)(2) and 61.101(d) the logbook of a pilot the flight instructor has instructed authorizing the pilot to act as pilot in command;

(7) [Reserved]; and

(8) In accordance with §§ 61.101 (g) and (h), the logbook of a recreational pilot the flight instructor has instructed authorizing solo flight.

[Doc. No. 25910, 56 FR 11326, Mar. 15, 1991, as amended by Amdt. 61-92, 56 FR 65653, Dec. 17, 1991]

§ 61.195 Flight instructor limitations.

The holder of a flight instructor certificate is subject to the following limitations:

(a) *Hours of instruction.* He may not conduct more than eight hours of flight instruction in any period of 24 consecutive hours.

(b) *Ratings.* Flight instruction may not be conducted in any aircraft for which the flight instructor does not hold a category, class, and if appropriate, a type rating, on the flight instructor's pilot and flight instructor certificates.

(c) *Endorsement of student pilot certificate.* He may not endorse a student pilot certificate for initial solo or solo cross-country flight privileges, unless he has given that student pilot flight instruction required by this part for the endorsement, and considers that the student is prepared to conduct the flight safely with the aircraft involved.

(d) *Logbook endorsement.* He may not endorse a student pilot's logbook—

(1) For solo flight unless he has given that student flight instruction and found that student pilot prepared for solo flight in the type of aircraft involved;

(2) For a cross-country flight, unless he has reviewed the student's flight preparation, planning, equipment, and proposed procedures and found them to be adequate for the flight proposed under existing circumstances; or

(3) For solo flight in a Class B airspace area or at an airport within a Class B airspace area unless the flight instructor has given that student ground and flight instruction and has found that student prepared and competent to conduct the operations authorized.

(e) *Solo flights.* He may not authorize any student pilot to make a solo flight unless he possesses a valid student pilot certificate endorsed for solo in the make and model aircraft to be flown. In addition, he may not authorize any student pilot to make a solo cross-country flight unless he possesses a valid student pilot certificate endorsed for solo cross-country flight in the category of aircraft to be flown.

(f) *Instruction in multiengine airplane or helicopter.* He may not give flight instruction required for the issuance of a certificate or a category, or class rating, in a multiengine airplane or a helicopter, unless he has at least 5 hours of experience as pilot in command in the make and model of that airplane or helicopter, as the case may be.

(g) *Recreational pilot endorsements.* The flight instructor may not endorse a recreational pilot's logbook unless the instructor has given that pilot the ground and flight instruction required under this part for the endorsement and found that pilot competent to pilot the aircraft safely.

(h) A flight instructor may not give instruction in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations, pursuant to § 61.67 or § 61.68, as applicable.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61-80, 53 FR 40322, Oct. 14, 1988; Amdt. 61-82, 54 FR 13042, Mar. 29, 1989; Amdt. 61-490, 56 FR 11326, Mar. 15, 1991; Amdt. 61-92, 56 FR 65653, Dec. 17, 1991; Amdt. 61-100, 61 FR 34559, July 2, 1996]

§61.197 Renewal of flight instructor certificates.

(a) Except as provided in paragraph (b) of this section, the holder of a flight instructor certificate may renew that certificate for an additional period of 24 calendar months if that individual satisfactorily completes a practical test for—

(1) Renewal of the flight instructor certificate and rating sought; or

(2) An additional flight instructor rating.

(b) The holder of a flight instructor certificate may renew that certificate and its ratings without accomplishing a practical test, by presenting to an FAA Flight Standards District Office evidence of one of the following:

(1) A record showing that, during the preceding 24 calendar months, the instructor has served—

(i) As a company check pilot;

(ii) As a chief flight instructor;

(iii) As a company check airman or flight instructor in a part 121 or part 135 operation; or

(iv) In a comparable position involving the regular evaluation of pilots.

(2) A graduation certificate from an approved flight instructor refresher course, provided that—

(i) The course was completed prior to the expiration date of the flight instructor certificate; and

(ii) The course consists of not less than 24 hours of ground training, flight training, or a combination of ground training and flight training.

(c) If an instructor satisfactorily completes the requirements of this section within 90 calendar days prior to the expiration date of the flight instructor certificate, the instructor is considered to have completed the requirements of this section prior to the expiration date, and the certificate will be renewed for an additional 24 calendar months beyond the expiration date.

(d) Except as allowed by paragraph (e) of this section, the practical test required by paragraph (a) of this section must be conducted in an aircraft.

(e) The practical test required by paragraph (a) of this section may be accomplished in a flight simulator or in a flight training device if the test is accomplished pursuant to an approved

course conducted by a training center certificated under part 142 of this chapter.

[Doc. No. 26933, 61 FR 34559, July 2, 1996]

§61.199 Expired flight instructor certificates and ratings.

(a) *Flight instructor certificates.* The holder of an expired flight instructor certificate may exchange that certificate for a new certificate by passing the practical test prescribed in §61.187.

(b) *Flight instructor ratings.* A flight instructor rating or a limited flight instructor rating on a pilot certificate is no longer valid and may not be exchanged for a similar rating or a flight instructor certificate. The holder of either of those ratings is issued a flight instructor certificate only if he passes the written and practical test prescribed in this subpart for the issue of that certificate.

§61.201 Conversion to new system of instructor ratings.

General. The holder of a flight instructor certificate that does not bear any of the new class or instrument ratings listed in §61.5(c) (2), (3), or (4) for a flight instructor certificate, may not exercise the privileges of that certificate. The holder of a flight instructor certificate with a glider rating need not convert that rating to a new class rating to exercise the privileges of that certificate and rating.

[Doc. No. 11802, 38 FR 3161, Feb. 1, 1973, as amended by Amdt. 61–490, 56 FR 11326, Mar. 15, 1991; 57 FR 60728, Dec. 22, 1992]

APPENDIX A TO PART 61—PRACTICAL TEST REQUIREMENTS FOR AIRPLANE AIRLINE TRANSPORT PILOT CERTIFICATES AND ASSOCIATED CLASS AND TYPE RATINGS (FOR PARTS 121 AND 135 USE ONLY)

Throughout the maneuvers prescribed in this appendix, good judgment commensurate with a high level of safety must be demonstrated. In determining whether such judgment has been shown, the FAA inspector or designated examiner who conducts the check considers adherence to approved procedures, actions based on analysis of situations for which there is no prescribed procedure or recommended practice, and qualities of prudence and care in selecting a course of action.

Each maneuver or procedure must be performed inflight except to the extent that certain maneuvers or procedures may be performed in an airplane simulator with a visual system (visual simulator) or an airplane simulator without a visual system (non-visual simulator) or may be waived as indicated by an X in the appropriate columns. A maneuver authorized to be performed in a nonvisual simulator may be performed in a visual simulator, and a maneuver authorized to be performed in a training device may be performed in a nonvisual or a visual simulator.

An asterisk (*) preceding a maneuver or procedure indicates that the maneuver or procedure may be performed in an airplane

simulator or other training device as indicated, provided the applicant has successfully completed the training set forth in §121.424(d) of this chapter.

When a maneuver or procedure is preceded by this symbol (#), it indicates that the FAA inspector or designated examiner may require the maneuver or procedure to be performed in the airplane if he determines such action is necessary to determine the applicant's competence with respect to that maneuver.

An X and asterisk (X*) indicates that a particular condition is specified in connection with the maneuver, procedure, or waiver provisions.

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Non-visual simulator	Training device	Waiver provisions of §61.157(c)
The procedures and maneuvers set forth in this appendix must be performed in a manner that satisfactorily demonstrates knowledge and skill with respect to—						
(1) The airplane, its systems and components;
(2) Proper control of airspeed, configuration, direction, altitude, and attitude in accordance with procedures and limitations contained in the approved Airplane Flight Manual, check lists, or other approved material appropriate to the airplane type; and
(3) Compliance with approved en route, instrument approach, missed approach, ATC, or other applicable procedures
I. Preflight:						
(a) Equipment examination (oral). As part of the practical test the equipment examination must be closely coordinated with and related to, the flight maneuvers portion but may not be given during the flight maneuvers portion. Notwithstanding § 61.21 the equipment examination may be given to an applicant who has completed a ground school that is part of an approved training program under Federal Aviation Regulations Part 121 for the airplane type involved and who is recommended by his instructor. The equipment examination must be repeated if the flight maneuvers portion is not satisfactorily completed within 60 days. The equipment examination must cover—	X	.....
(1) Subjects requiring a practical knowledge of the airplane, its powerplants, systems, components, operational, and performance factors;
(2) Normal, abnormal, and emergency procedures, and the operations and limitations relating thereto; and
(3) The appropriate provisions of the approved Airplane Flight Manual
(b) Preflight Inspection. The pilot must—
(1) Conduct an actual visual inspection of the exterior and interior of the airplane, locating each item and explaining briefly the purpose of inspecting it; and	X	X*
(2) Demonstrate the use of the prestart check list, appropriate control system checks, starting procedures, radio and electronic equipment checks, and the selection of proper navigation and communications radio facilities and frequencies prior to flight	X	.....	.....

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Non-visual simulator	Training device	Waiver provisions of § 61.157(c)
If a flight engineer is a required crewmember for the particular type airplane, the actual visual inspection may either be waived or it may be replaced by using an approved pictorial means that realistically portrays the location and detail of inspection items						
(c) Taxiing. This maneuver includes taxiing, sailing, or docking procedures in compliance with instructions issued by the appropriate traffic control authority or by the FAA inspector or designated examiner	.....	X	.....	.....	.....	.....
(d) Powerplant checks. As appropriate to the airplane type	.....	.....	.....	X	.....	.....
II. Takeoffs:						
(a) Normal. One normal takeoff which, for the purpose of this maneuver begins when the airplane is taxied into position on the runway to be used	.....	X	.....	.....	.....	.....
* (b) Instrument. One takeoff with instrument conditions simulated at or before reaching an altitude of 100 feet above the airport elevation	X	.....	X	.....	.....	.....
(c) Cross wind. One cross wind takeoff, if practical under the existing meteorological, airport, and traffic conditions	.....	X*	.....	.....	.....	.....
#* (d) Powerplant failure. One takeoff with a simulated failure of the most critical powerplant—	.....	.....	X	.....	.....	.....
(1) At a point after V_1 and before V_2 that in the judgment of the person conducting the check is appropriate to the airplane type under the prevailing conditions;	.....	.....	.....	.....	.....	.....
(2) At a point as close as possible after V_1 when V_1 and V_2 or V_1 and V_R are identical; or	.....	.....	.....	.....	.....	.....
(3) At the appropriate speed for nontransport category airplanes	.....	.....	.....	.....	.....	.....
For additional type rating in an airplane group with engines mounted in similar positions or from wing-mounted engines to aft fuselage-mounted engines this maneuver may be performed in a nonvisual simulator						
(e) Rejected. A rejected takeoff performed in an airplane during a normal takeoff run after reaching a reasonable speed determined by giving due consideration to aircraft characteristics, runway length, surface conditions, wind direction and velocity, brake heat energy, and any other pertinent factors that may adversely affect safety or the airplane	.....	.....	.....	X	.....	X*
III. Instrument Procedures:						
* (a) Area departure and area arrival. During each of these maneuvers the applicant must—	X	.....	.....	X	.....	X*
(1) Adhere to actual or simulated ATC clearances (including assigned radials); and	.....	.....	.....	.....	.....	.....
(2) Properly use available navigation facilities	.....	.....	.....	.....	.....	.....
Either area arrival or area departure, but not both, may be waived under § 61.157(c)						
(b) Holding. This maneuver includes entering, maintaining, and leaving holding patterns. It may be performed under either area departure or area arrival	X	.....	.....	X	.....	X*
(c) ILS and other instrument approaches. There must be the following:						
* (1) At least one normal ILS approach	X	.....	X	.....	.....	.....
# (2) At least one manually controlled ILS approach with a simulated failure of one powerplant. The simulated failure should occur before initiating the final approach course and must continue to touchdown or through the missed approach procedure	X	.....	X	.....	.....	.....
However, either the normal ILS approach or the manually controlled ILS approach must be performed in flight						
(3) At least one nonprecision approach procedure that is representative of the nonprecision approach procedures that the applicant is likely to use	X	.....	X	.....	.....	.....

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Non-visual simulator	Training device	Waiver provisions of § 61.157(c)
(4) Demonstration of at least one nonprecision approach procedure on a letdown aid other than the approach procedure performed under subparagraph (3) of this paragraph that the applicant is likely to use. If performed in a synthetic instrument trainer, the procedures must be observed by the FAA inspector or designated examiner, or if the applicant has completed an approved training course under Part 121 of this chapter for the airplane type involved, the procedures may be observed by a person qualified to act as an instructor or check airman under that approved training program	X	.....	.....	.....	X	.....
Each instrument approach must be performed according to any procedures and limitations approved for the approach facility used. The instrument approach begins when the airplane is over the initial approach fix for the approach procedure being used (or turned over to the final approach controller in the case of GCA approach) and ends when the airplane touches down on the runway or when transition to a missed approach configuration is completed. Instrument conditions need not be simulated below 100' above touchdown zone elevation						
(d) Circling approaches. At least one circling approach must be made under the following conditions: .....	.....	.....	X	.....	.....	X*
(1) The portion of the circling approach to the authorized minimum circling approach altitude must be made under simulated instrument conditions	X	.....	.....	.....	.....	.....
(2) The approach must be made to the authorized minimum circling approach altitude followed by a change in heading and the necessary maneuvering (by visual reference) to maintain a flight path that permits a normal landing on a runway at least 90° from the final approach course of the simulated instrument portion of the approach .....	.....	.....	.....	.....	.....	.....
(3) The circling approach must be performed without excessive maneuvering, and without exceeding the normal operating limits of the airplane. The angle of bank should not exceed 30° .....	.....	.....	.....	.....	.....	.....
When the maneuver is performed in an airplane, it may be waived as provided in § 61.157(c) if local conditions beyond the control of the pilot prohibit the maneuver or prevent it from being performed as required						
The circling approach maneuver is not required for a pilot employed by a certificate holder subject to the operating rules of Part 121 of this chapter, if the certificate holder's manual prohibits a circling approach in weather conditions below 1000–3 (ceiling and visibility)						
(e) Missed approaches. Each applicant must perform at least two missed approaches, with at least one missed approach from an ILS approach. A complete approved missed approach procedure must be accomplished at least once and, at the discretion of the FAA inspector or designated examiner, a simulated powerplant failure may be required during any of the missed approaches. These maneuvers may be performed either independently or in conjunction with maneuvers required under sections III or V of this appendix. At least one must be performed inflight	X	X	X*	.....	.....	.....
IV. Inflight Maneuvers:						
*(a) Steep turns. At least one steep turn in each direction must be performed. Each steep turn must involve a bank angle of 45° with a heading change of at least 180° but not more than 360°	X	.....	.....	X	.....	X
(b) Approaches to stalls. For the purpose of this maneuver the required approach to a stall is reached when there is a perceptible buffet or other response to the initial stall entry. Except as provided below, there must be at least three approaches to stalls as follows:	X	.....	.....	X	.....	X

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Non-visual simulator	Training device	Waiver provisions of § 61.157(c)
(1) One must be in the takeoff configuration (except where the airplane uses only a zero-flap takeoff configuration)
(2) One in a clean configuration
(3) One in a landing configuration
At the discretion of the FAA inspector or designated examiner, one approach to a stall must be performed in one of the above configurations while in a turn with a bank angle between 15° and 30°. Two out of the three approaches required by this paragraph may be waived as provided in § 61.157(c)						
* (c) Specific flight characteristics. Recovery from specific flight characteristics that are peculiar to the airplane type	X	.....	X
(d) Powerplant failures. In addition to the specific requirements for maneuvers with simulated powerplant failures, the FAA inspector or designated examiner may require a simulated powerplant failure at any time during the check	X	.....	.....	.....	.....
V. Landings and Approaches to Landings:						
Notwithstanding the authorizations for combining of maneuvers and for waiver of maneuvers, at least three actual landings (one to a full stop), must be made. These landings must include the types listed below but more than one type can be combined where appropriate:						
(a) Normal landing	X	.....	.....	.....	.....
#(b) Landing in sequence from an ILS instrument approach except that if circumstances beyond the control of the pilot prevent an actual landing, the person conducting the check may accept an approach to a point where in his judgment a landing to a full stop could have been made. In addition, where a simulator approved for the landing maneuver out of an ILS approach is used, the approach may be continued through the landing and credit given for 1 of the 3 landings required by this section	X*	.....	.....	.....
(c) Cross wind landing, if practical under existing meteorological, airport, and traffic conditions	X*	.....	.....	.....	.....
#(d) Maneuvering to a landing with simulated powerplant failure, as follows:	X*	.....	.....	.....
(1) In the case of 3-engine airplanes, maneuvering to a landing with an approved procedure that approximates the loss of 2 powerplants (center and 1 outboard engine); or
(2) In the case of other multiengine airplanes, maneuvering to a landing with a simulated failure of 50 percent of available powerplants, with the simulated loss of power on one side of the airplane. However, before Jan. 1, 1975, in the case of a 4-engine turbojet-powered airplane, maneuvering to a landing with a simulated failure of the most critical powerplant may be substituted therefor, if a flight instructor in an approved training program under pt. 121 of this chapter certifies to the Administrator that he has observed the applicant satisfactorily perform a landing in that type airplane with a simulated failure of 50 percent of the available powerplants. The substitute maneuver may not be used if the Administrator determines that training in the 2-engine out landing maneuver provided in the training program is unsatisfactory

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Non-visual simulator	Training device	Waiver provisions of § 61.157(c)
If an applicant performs this maneuver in a visual simulator, he must, in addition, maneuver in flight to a landing with a simulated failure of the most critical powerplant						
* (e) Except as provided in par. (f), landing under simulated circling approach conditions except that if circumstances beyond the control of the pilot prevent a landing, the person conducting the check may accept an approach to a point where, in his judgment, a landing to a fuel stop could have been made			X			
The circling approach maneuver is not required for a pilot employed by a certificate holder subject to the operating rules of pt. 121 of this chapter, if the certificate holder's manual prohibits a circling approach in weather conditions below 1000-3 (ceiling and visibility)						
* (f) A rejected landing, including a normal missed approach procedure, that is rejected approximately 50' over the runway and approximately over the runway threshold. This maneuver may be combined with instrument, circling, or missed approach procedures, but instrument conditions need not be simulated below 100' above the runway	X*		X*			
# (g) A zero-flap visual approach to a point where, in the judgment of the person conducting the check, a landing to a full stop on the appropriate runway could be made. This maneuver is not required for a particular airplane type if the Administrator has determined that the probability of flap extension failure on that type is extremely remote due to system design. In making this determination, the Administrator determines whether checking on slats only and partial flap approaches is necessary			X*			
(h) For a single powerplant rating only, unless the applicant holds a commercial pilot certificate, he must accomplish accuracy approaches and spot landings that include a series of three landings from an altitude of 1,000' or less, with the engine throttled and 180° change in direction. The airplane must touch the ground in a normal landing attitude beyond and within 200' from a designated line. At least one landing must be from a forward slip. One hundred eighty degree approaches using two 90° turns with a straight base leg are preferred although circular approaches are acceptable		X				
VI. Normal and Abnormal Procedures. Each applicant must demonstrate the proper use of as many of the systems and devices listed below as the FAA inspector or designated examiner finds are necessary to determine that the person being checked has a practical knowledge of the use of the systems and devices appropriate to the aircraft type:						
(a) Anti-icing and deicing systems				X		
(b) Auto-pilot systems				X		
(c) Automatic or other approach aid systems				X		
(d) Stall warning devices, stall avoidance devices, and stability augmentation devices				X		
(e) Airborne radar devices				X		
(f) Any other systems, devices, or aids available				X		
(g) Hydraulic and electrical system failures and malfunctions					X	
(h) Landing gear and flap systems failures or malfunctions					X	
(i) Failure of navigation or communications equipment				X		
VII. Emergency Procedures. Each applicant must demonstrate the proper emergency procedures for as many of the emergency situations listed below as the FAA inspector or designated examiner finds are necessary to determine that the person being checked has an adequate knowledge of, and ability to perform, such procedures:						
(a) Fire inflight				X		
(b) Smoke control				X		
(c) Rapid decompression				X		
(d) Emergency descent				X		

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Non-visual simulator	Training device	Waiver provisions of §61.157(c)
(e) Any other emergency procedures outlined in the appropriate approved airplane flight manual	X	.....	.....

[Doc. No. 9509, 35 FR 88, Jan. 3, 1970; 35 FR 2819, Feb. 11, 1970, as amended by Amdt. 61–56, 37 FR 10729, May 27, 1972; Amdt. 61–57, 37 FR 12716, June 28, 1972; Amdt. 61–62, 38 FR 35445, Dec. 28, 1973; Amdt. 61–77, 51 FR 40705, Nov. 7, 1986; Amdt. 61–100, 61 FR 34560, July 2, 1996]

PART 63—CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS

SPECIAL FEDERAL AVIATION REGULATIONS

SFAR 58 [NOTE]
SFAR 63

Subpart A—General

Sec.

- 63.1 Applicability.
- 63.2 Certification of foreign flight crewmembers other than pilots.
- 63.3 Certificates and ratings required.
- 63.11 Application and issue.
- 63.12 Offenses involving alcohol or drugs.
- 63.12a Refusal to submit to an alcohol test or to furnish test results.
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- 63.13 Temporary certificate.
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- 63.20 Applications, certificates, logbooks, reports, and records; falsification, reproduction, or alteration.
- 63.21 Change of address.
- 63.23 Special purpose flight engineer and flight navigator certificates: Operation of U.S.-registered civil airplanes leased by a person not a U.S. citizen.

Subpart B—Flight Engineers

- 63.31 Eligibility requirements; general.
- 63.33 Aircraft ratings.
- 63.35 Knowledge requirements.
- 63.37 Aeronautical experience requirements.
- 63.39 Skill requirements.
- 63.41 Retesting after failure.
- 63.42 Flight engineer certificate issued on basis of a foreign flight engineer license.
- 63.43 Flight engineer courses.

Subpart C—Flight Navigators

- 63.51 Eligibility requirements; general.
- 63.53 Knowledge requirements.
- 63.55 Experience requirements.
- 63.57 Skill requirements.
- 63.59 Retesting after failure.
- 63.61 Flight navigator courses.

APPENDIX A TO PART 63—TEST REQUIREMENTS FOR FLIGHT NAVIGATOR CERTIFICATE

APPENDIX B TO PART 63—FLIGHT NAVIGATOR TRAINING COURSE REQUIREMENTS

APPENDIX C TO PART 63—FLIGHT ENGINEER TRAINING COURSE REQUIREMENTS

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SPECIAL FEDERAL AVIATION REGULATIONS

SFAR No. 58

EDITORIAL NOTE: For the text of SFAR No. 58, see part 121 of this chapter.

SFAR No. 63—RELIEF FOR PARTICIPANTS IN OPERATION DESERT SHIELD/STORM

Sections

- 1. Applicability.
- 2. Required documents.
- 3. Expiration date.
- 1. Applicability. Contrary provisions of part 63 notwithstanding, under the procedures prescribed herein, Flight Standards District Offices (FSDO) are authorized to accept an expired written test report to show eligibility under §§63.33 and 63.57 to take a flight/practical test, provided—
 - a. It is submitted by a civilian or military person who served in support of Operation Desert Shield/Storm during the time period from August 2, 1990 to December 31, 1992;
 - b. The person's airman written test report expired within the time period from 60 days prior to assignment to 60 days after reassignment from support of Operation Desert Shield/Storm; and
 - c. The person completes the required flight/practical test within 6 calendar