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DEPARTMENT OF TRANSPORTATION

Federal Aviation
Administration

■
PILOT AND FLIGHT INSTRUCTOR
CERTIFICATES AND RATINGS
AND CHECK REQUIREMENTS
FOR PILOTS-IN-COMMAND

Projects 2631 and 7742

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Dockets Nos. 11802, 10916, Amdt. 61-60, 91-111]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

PART 91—GENERAL OPERATING AND FLIGHT RULES

Miscellaneous Amendments

The purpose of these amendments to Parts 61 and 91 of the Federal Aviation Regulations is to revise the standards for issuing pilot and flight instructor certificates and ratings and to adopt recent experience and proficiency check requirements for pilots in command. However, no substantive changes are made by this revision to present Subpart E of Part 61 which contains the requirements for airline transport pilot certificates.

Interested persons have been afforded the opportunity to participate in the making of the regulations in this amendment by a notice of proposed rule making issued as Notice 71-8 published in the FEDERAL REGISTER on March 18, 1971 (36 FR 5247), supplemented by a second Notice 71-8A published in the FEDERAL REGISTER on June 22, 1971 (36 FR 11865), and a notice of proposed rule making issued as Notice 72-9 on March 16, 1972 (37 FR 6012). Approximately 1,800 comments were received from individuals, aeronautical associations, and Government agencies in response to these notices. Based upon the public comments received in response to the notices and upon review within the FAA, a number of changes have been made to the proposed rules. Except for minor editorial changes and except as specifically discussed hereinafter, these amendments and the reasons therefor are the same as those contained in Notices 71-8, 71-8A, and 72-9.

Notices 71-8 and 71-8A. Notices 71-8 and 71-8A proposed, among other things, new recent experience requirements for pilots in command. As proposed in Notices 71-8 and 71-8A no person could act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one required pilot flight crewmember unless, within the preceding 90 days, he had made at least five takeoffs and five landings to a full stop in an aircraft of the same category, class, and type. Subsequent to the issuance of Notices 71-8 and 71-8A, the FAA issued Notice 72-9 which, among other things, also proposed pilot in command recent experience requirements. Under Notice 72-9, the recent experience requirements stated that no person may act as pilot in command of an aircraft carrying passengers unless within the preceding 90 days he had made three takeoffs and three landings as sole manipulator of the controls of an aircraft of the same category, class, and type.

The preamble to Notice 72-9, noted this difference and stated that any final rule would require only three takeoffs

and three landings as part of the recent experience requirements. The comments received in response to Notices 71-8 and 71-8A generally favored the proposed recent experience requirements, while the comments received in response to Notice 72-9 questioned the reduction to three takeoffs and three landings. However, the FAA considers that three takeoffs and three landings are adequate when considered in conjunction with the more stringent recent experience requirements being adopted in this revision to Part 61 based on Notice 72-9. Therefore, with the exception of the requirement for five takeoffs and five landings the recent experience requirements proposed in Notices 71-8 and 71-8A as § 61.47 have been incorporated into paragraph (c) of the recent experience requirements proposed in Notice 72-9. The recent experience requirements have been renumbered as § 61.57.

Many of the more than 200 comments received in response to Notices 71-8 and 71-8A objected to the proposed requirement for an annual pilot in command proficiency check as being too stringent or unnecessary. In this regard, the FAA believes that it is necessary in the interest of safety for pilots in command of civil aircraft type certificated for more than one required pilot crewmember to have a proficiency check on a 12-month recurring basis. However, based on the comments received in response to Notices 71-8 and 71-8A and after further consideration within the FAA, this proposal has been changed and § 61.58 now allows the proficiency check in alternating 12-month periods to be accomplished in an aircraft of the same category and class, rather than of the same type, provided that the aircraft is type certificated for more than one required pilot crewmember. Moreover, when the check is for proficiency in an airplane, the entire check may, at the option of the pilot, be accomplished either in an airplane or, in an appropriate simulator or other training device. Thus, under § 61.58(b)(1) in alternating 12-month periods the proficiency or flight check need not consist of those maneuvers and procedures required for a type rating in the airplane but, only those maneuvers and procedures which may be performed in a simulator or other training device as set forth in Appendix F of Part 121. The FAA has long recognized the value of airplane simulators and other training devices for use in proficiency checks and in class and type ratings and has over the years continued to provide for a more extensive use of these simulators and training devices as technological advances are made in their construction and use. The maneuvers and procedures permitted to be performed in an airplane simulator or training device are those that primarily involve operations in terminal areas. Since these maneuvers and procedures are among the more complex of the required maneuvers and procedures, the FAA considers that the accomplishment of these in a simulator or training device would provide an adequate check of a pilot's proficiency in alternating 12-month periods. On the

other hand, the same proficiency check in each 24-month period would still have to be performed in an airplane of the particular type in which the person being checked is to serve as pilot in command and would include the maneuvers, procedures, and standards required for the original issuance of a type rating for the aircraft used in the check.

Some concern has been expressed that by referencing the maneuvers and procedures as authorized in Appendix F of Part 121 of the Federal Aviation Regulations the proposed regulation would require persons obtaining proficiency checks in accordance with Part 61 to meet the same simulator requirements specified in Appendix F for pilot proficiency checks under Part 121. This is not intended. The reference to Appendix F of Part 121 is only for the purpose of outlining the scope of the proficiency check and not for the purpose of defining the particular simulator or training device which must be used in accomplishing that check. The FAA considers that for the purpose of the pilot in command proficiency checks required in accordance with Notices 71-8 and 71-8A, many of the referenced maneuvers and procedures can be performed satisfactorily in either a visual or a nonvisual simulator and an adequate check of those maneuvers and procedures can be accomplished in either simulator. On the other hand, the FAA recognizes that because of the limitations of a nonvisual simulator certain of the referenced maneuvers and procedures can only be performed satisfactorily and an adequate check of those maneuvers and procedures can be accomplished only in a visual simulator. Because of its limitations a nonvisual simulator could not be approved for such maneuvers or procedures. The final regulation has been clarified in accordance with the foregoing. As adopted, § 61.58 makes it clear that the reference to Appendix F of Part 121 is merely to establish the particular maneuvers and procedures which may be performed in simulators or other training device and that the simulator or training device used can be any simulator or training device approved for the particular maneuver or procedure. For the benefit of those persons covered by the proposed requirement, the FAA plans to publish an advisory circular listing those maneuvers and procedures which can be satisfactorily accomplished in either a visual or a nonvisual simulator. As Notice 71-8A stated Advisory Circular 121-14 already contains an acceptable means for approval of airplane simulators and training devices.

The option of using simulators and training devices for the entire proficiency check has been limited to airplanes since simulators and training devices having the same capability as those for airplanes are not yet available for other aircraft. The FAA considers that, for the present, an adequate proficiency check with respect to other aircraft can be accomplished only in those aircraft.

Numerous comments expressed concern about the additional manpower that will be required to implement § 61.58.

The FAA is aware of this problem, and intends to designate additional pilot examiners for the purpose of performing the required checks.

For consistency with the revision to Part 61 proposed in Notice 72-9, the requirement for a pilot in command proficiency check, changed as discussed above, is adopted herein as new § 61.58.

The qualification requirements for pilots serving as second in command as proposed in Notices 71-8 and 71-8A have been withdrawn. Second in command qualification requirements for large airplanes and turbojet-powered multiengine airplanes type certificated for more than one required pilot flight crewmember were added to Part 61 by Amendment 61-59 published in the FEDERAL REGISTER on July 25, 1972 (37 FR 14758), as new § 61.46. Since the applicability of the new § 61.46 provides the aircraft coverage that the FAA considers necessary at this time, there is no longer a need for the second in command requirements proposed in Notices 71-8 and 71-8A. For consistency with the revision to Part 61 as proposed in Notice 72-9, the qualifications currently set forth in § 61.46 have been incorporated into that revision without change and renumbered as § 61.55.

Finally, the limitations on private pilots acting as second in command as proposed in Notice 71-8A have been adopted as proposed and are incorporated into the revised Part 61 as new § 61.120. Moreover, as proposed in Notice 71-8A, Part 91 has been amended by adding a new § 91.4 implementing the new pilot in command proficiency check requirements.

Notice 72-9. At the outset it should be noted that this revision introduces a new total operational training concept. As stated in Notice 72-9, the keystone of this concept is the instructor who assumes full responsibility for all phases of the required training. Under this new training concept, all of the various procedures and maneuvers now listed under the aeronautical skill requirements for the various types of pilot certificates and ratings are eliminated. That listing is replaced by pilot proficiency provisions which prescribe an outline of the areas of pilot operation in which flight instruction is necessary. However, an authorized instructor who has given a pilot flight instruction is required to find that the pilot is able to perform the pilot operations competently in order to become eligible for the prescribed flight test. In recognition of this type of instruction this revision requires the applicant to pass a practical test only on those procedures and maneuvers selected by the FAA inspector or designated examiner giving the test. The particular procedures and maneuvers that may be selected by the person giving the test are listed in Advisory Circular 61-21.

Section 61.15 concerning offenses involving narcotic drugs, marijuana and depressant or stimulant drugs or substances which proposed to amend § 61.6 of the current regulations has not been adopted as proposed. Subsequent to the issuance of Notice 72-9, the FAA issued Notice 72-16 (37 FR 13189), which pro-

posed additional changes to further expand the present provisions of § 61.6. Therefore, the current provisions of § 61.6 are retained in the new § 61.15 pending final regulatory action on Notice 72-16.

Proposed §§ 61.3(e) (3) and 61.5 have been changed to delete the reference to a "glider cloud-flying rating." The notice proposing such a rating was withdrawn on July 10, 1972 (37 FR 14239, July 18, 1972). In addition, proposed § 61.3(e) (3) has been corrected consistent with the current rule to continue to authorize a person holding an airline transport pilot certificate to act as pilot in command of a glider under instrument flight rules or in weather conditions less than the minimums prescribed for VFR flight.

The reference to a "gold seal flight instructor certificate" has also been deleted from proposed § 61.5. The proposal to create a gold seal flight instructor certificate has been withdrawn for the reason set forth in the discussion concerning proposed § 61.189. In addition, § 61.5 has been changed to make it clear that the flight instructor airplane class ratings apply to both land and sea airplanes.

It should be noted that, as proposed, the final amendment to § 61.19 provides that a flight instructor certificate is effective only while the holder has a current medical certificate as well as a current pilot certificate.

Section 61.31(a) (4) requires a type rating for those aircraft specified by the Administrator through aircraft type certificate procedures as requiring a type rating. One comment questioned the need for this requirement in the light of the current aircraft market. However, the FAA is aware of a potential problem in this regard and anticipates that there may be other aircraft produced in the future which do not fit under the listed categories and classes, but for which a type rating may be required during the type certification procedures.

Proposed § 61.31(e) has been revised to make it clear that a pilot need not have received flight instruction in each "high performance" airplane in which he wishes to act as pilot in command but in only one such airplane.

One commentator recommended that the 200-horsepower limitation in paragraph (e) of § 61.31 be raised to 250 horsepower. The FAA does not agree. The greatest difference in terms of complexity of systems, control characteristics, and performance occurs between airplanes of more than 200 horsepower and those of 200 horsepower or less. Thus, it is necessary for pilots who have not logged flight time in the higher performance airplanes, to obtain flight instruction in such airplanes prior to acting as pilot in command.

There were numerous comments received objecting to the proposed §§ 61.35, 61.65, 61.105, and 61.125 concerning the requirements for ground instruction as a prerequisite for the various written tests. The comments pointed out that by requiring that the applicant's logbook be endorsed by an authorized instructor concerning his aeronautical knowledge, the FAA was not recognizing the numer-

ous ground school courses offered by many qualified schools that are not certificated by the FAA and that may or may not employ authorized instructors. The intent of the proposed §§ 61.35, 61.65, 61.105, and 61.125 is to assure that prior to taking a written test, the applicant for a pilot certificate or rating has satisfactorily completed instruction or home study in the areas of aeronautical knowledge required for the certificate or rating sought. In the light of the public comments and after further consideration within the FAA, it does not now appear necessary to require that the instruction or home study be given or reviewed by an authorized instructor. It is sufficient for the purpose of these regulations if the applicant can show that he has satisfactorily completed a course of instruction or a home study course in the required areas or that he has received ground instruction in those areas from an authorized instructor. Therefore, the proposed requirements of §§ 61.35, 61.65, 61.105, and 61.125 have been revised accordingly. As adopted, these regulations recognize that it is the responsibility of the pilot applicant to qualify himself in the specified areas of aeronautical knowledge. However, it should be borne in mind that §§ 61.35, 61.65, 61.105, and 61.125 involve only the preparation for the required written test and that each applicant must still take and pass that test.

Several comments objected to the proposals on the grounds that the regulations do not list those home study courses that are acceptable to the Administrator. In this regard, the FAA considers that any home study course covering the specified areas of aeronautical knowledge is acceptable. The FAA is aware that there are a number of reliable commercial aviation home study courses available to pilot applicants and that there are publications issued by the Government covering the various areas of aeronautical knowledge.

For many years, the airline transport pilot (ATP) written and flight tests have been given to applicants as they complete their courses, even though they have not yet reached age 23, the age for the issuance of the airline transport pilot certificate. However, the issuance of the certificate is withheld until the applicant reaches age 23. Unlike applicants for other pilot certificates, applicants for an airline transport pilot certificate have already reached their 18th birthday and have a commercial pilot certificate or the equivalent. They are, therefore, somewhat seasoned pilots and there appears to be no reason why they should have to wait until their 23d birthday to take the tests. They have, therefore, been excepted from the age limitations in proposed § 61.39(a) (4).

For the purpose of clarification, the word "duration" in § 61.51(b) (1) has been deleted and in its place the term "total time of flight" has been added. While this is not intended to change the meaning of the proposal, comments received in response to this provision indicate that for many persons the term "total time of flight" has more meaning

than the word "duration" when used in connection with logbook entries.

Probably the most controversial proposal, contained in Notice 72-9, was the biennial flight review (proposed § 61.55). While most of the comments objected to some aspect of this proposal, many comments endorsed it. Moreover, a number of the comments objecting to the proposal appear to have been based somewhat on a misunderstanding of the intent of the rule. The reasons most often given by persons objecting to the biennial flight review were (1) the proposal would not affect the most common causes of serious accidents, which were listed as poor judgment, alcohol, and inadvertent involvement in bad weather; (2) no standard is prescribed for the instructor who conducts the flight review, which might result in a highly qualified experienced pilot having to obtain a check from a relatively novice instructor who is not even qualified in the aircraft he operates; and (3) no limit is put on the amount of time which the instructor can require for his flight review.

The proposed biennial flight review is based on recommendation No. 1 in the report on General Aviation Safety prepared by the Assistant Secretary for Safety and Consumer Affairs, OST. As pointed out in that report "a requirement for a flight review would assure that every pilot would have a qualified individual comment on his competency at least once every 2 years." The FAA agrees that the requirement for a flight review is a necessary step to assure the current qualifications of pilots. This need for the proposed requirement exists even though the proposal is not primarily directed at problems related to poor judgment, alcohol or the inadvertent involvement in weather. However, the FAA does not agree that a periodic flight review would have no beneficial effect on the problem areas enumerated by the commentators. The flight review will give the certificated flight instructor or other person giving the review the opportunity to evaluate the piloting ability of the pilot taking the review and to comment on any problems detected during that review. It is expected that the average pilot will take whatever steps are necessary to correct any problems uncovered by the flight review.

The proposal required that the biennial flight review be given by an authorized instructor or other person designated by the Administrator. Contrary to the comments, and as pointed out in the preamble to the notice, the qualifications for an authorized instructor are identified under the provisions of §§ 61.195 and 61.197. Moreover, any other person designated by the Administrator would necessarily be a pilot examiner, instrument rating examiner, or airline transport pilot examiner as provided in Part 183 of the Federal Aviation Regulations. Thus, in all cases, the person authorized or designated would have to be qualified in the aircraft in which the flight review is being given. Finally, while under the proposed regulation a person authorized or designated to give flight reviews could be

less experienced than some of the pilots required to take a review, this need not result in any pilot taking a review from a less experienced pilot. Under the proposed regulation each pilot is free to select the person he wants to give him that review.

With respect to the third general comment, the proposal did not specify the amount of time required for a flight review nor did it specify the particular items or maneuvers to be reviewed. As the notice pointed out, it is intended to leave these matters to the discretion of the person giving the flight review. Since the flight review is given to determine each pilot's general overall piloting ability, the time required for a flight review will vary from pilot to pilot. For the same reason, the FAA has not attempted to assign arbitrary time frames for completion of the flight and proficiency check required under other parts of the regulations. However, even though the particular maneuvers and items to be reviewed are left to the discretion of the person giving the review, it does appear appropriate to include in the rule the scope of the review as outlined in the preamble to Notice 72-9. Thus, as adopted, the rule describes the flight review as consisting of a review of the current general operating and flight rules of Part 91 of the Federal Aviation Regulations and a review of those maneuvers and procedures which are necessary for the pilot to demonstrate that he can safely exercise the privileges of his pilot certificate.

A number of comments contained the opinion that the proposed biennial review is really a flight check. This misunderstanding is apparently based on the statement in the proposal that the person giving the review must endorse the pilot's logbook, certifying that he is competent to exercise the privileges of his pilot certificate in addition to certifying that he has accomplished the flight review. The FAA does not intend the flight review to be a flight or proficiency check. As has been previously stated, the purpose of the flight review is to make sure that at least once every 2 years each pilot rides with a competent person who can comment on his piloting ability and review with him the current regulations and operating practices. As the proposal stated, a person who within the 2-year period has taken a proficiency check required by the Federal Aviation Regulations, does not have to take a flight review. On the other hand, a flight review is not a substitute for a required proficiency or flight check. All that is really needed for the purpose of the biennial review is that each pilot successfully accomplish the review. Therefore, to allay the fears of many commentators, and to make it clear that the flight review is not a flight check, the proposal has been changed by deleting the requirement for an endorsement as to a pilot's competency to exercise the privileges of his certificate. As adopted, the person giving the flight review need only certify that the pilot has successfully accomplished the review.

A number of comments recommended that a minimum piloting activity within the preceding year be accepted in lieu of the flight review. Some comments stated that either the flight review or the minimum piloting activity were adequate but that both requirements, as proposed, would be unreasonable and out of the financial reach of many pilots.

With respect to the recommendation that a minimum piloting activity be accepted in lieu of a flight review, the FAA does not agree. For those pilots who have flown for years with the same bad habits or poor techniques and procedures, the minimum piloting activity is no substitute for the proposed flight review. However, in response to the comments objecting to both a flight review and a requirement for a minimum number of hours of pilot time within the preceding 12 months as set forth in proposed § 61.55(c)(2), the FAA considers that the latter requirement is unnecessary and it has been withdrawn.

One commentator objected to the deletion of the current requirement that the three takeoffs and landings within the preceding 90 days must be in an aircraft of the same type as the aircraft in which passengers are to be carried. However, the FAA considers that the takeoffs and landings need be in an aircraft of the same type as the aircraft in which passengers are to be carried only when a type rating is required for that aircraft. The proposal made this clear and has been adopted without change.

Finally, as proposed, the regulation stated that those persons who had satisfactorily completed a proficiency check required by the Federal Aviation Regulations need not take the flight review. After further consideration, the FAA considers it appropriate to also give recognition to the pilot proficiency checks given by approved pilot check airmen and by the U.S. Armed Forces even though not required under the Federal Aviation Regulations. The proposal has been revised accordingly.

The proposed change in § 61.63(d)(4) of Notice 72-9 has been withdrawn. Based on a number of comments and after further consideration within the FAA, it has been determined that the present limitation of "VFR only" for type ratings issued to applicants who have not demonstrated IFR competence on their type rating tests should be retained. Moreover, the FAA now believes that the limitation issued to those applicants who have not demonstrated IFR competence on their type rating should apply to all aircraft as the current rule requires and not just to airplanes as proposed in Notice 72-9.

Section 61.65 has further been revised to permit the use of a pilot ground trainer equipped for instrument instruction in ADF approach procedures as well as ILS approach procedures. Many comments indicate that the proposal to require flight instruction in an ADF equipped training aircraft creates a real hardship, particularly when approved ADF approaches are not available at many locations. The FAA agrees and the proposal has been changed to remove this unnecessary burden.

Paragraph (e) (1) of § 61.65 has been revised to require that an applicant for an instrument rating have a total of 200 hours of pilot flight time rather than to require, as proposed, that the applicant must have the total pilot time required for the issue of a commercial pilot certificate or to qualify for a commercial pilot certificate. Since the flight time required for issue of a commercial pilot certificate has been increased by this revision, proposed § 61.65(e) (1) represents an increase in flight time required of a private pilot applicant for an instrument rating. Based on comments received in response to this provision and after further consideration, it is not considered necessary to require this additional time of private pilots. The FAA considers that the current requirement is adequate and the final amendment continues in effect the requirement for a total of 200 hours pilot flight time.

The purpose of proposed § 61.67 was to combine all of the requirements concerning Category II pilot authorizations, now contained in §§ 61.36 and 61.37A, into one section. However, as proposed, the current provisions of paragraph (a) of § 61.37A were inadvertently omitted. As proposed, paragraph (c) of § 61.67 contained the eligibility requirements for the practical test but did not specify the persons who are required to pass that test. As adopted, paragraph (c) has been corrected and § 61.67 contains all of the current requirements applicable to Category II pilot authorizations.

For consistency with the proposed change to § 61.65(e), the second sentence of § 61.71 has been revised to reference § 61.65(e) (1) in addition to § 61.123.

As proposed, § 61.73(e) (2) would have required that an applicant for a private or commercial pilot certificate with an airplane type rating have that certificate endorsed "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" if the applicant did not hold an instrument rating and present evidence showing that he had demonstrated instrument competency in the type of airplane for which the type rating is sought. This is an unnecessary requirement. Paragraph (e) (1) already requires that same endorsement if the applicant for a category rating does not hold an instrument rating. The purpose of paragraph (e) (2) is to make sure that an applicant for a type rating who holds an instrument rating presents evidence that he has demonstrated his instrument competency in the type of airplane for which the type rating is sought. If not, then his type rating should be limited to VFR only. This requirement is similar to the requirement set forth in § 61.31 of the present Part 61. Paragraph (e) (2) of § 61.73 has been changed in accordance with the foregoing.

Paragraph (d) of § 61.87 has been revised to combine proposed paragraphs (1) and (2). Numerous commentators pointed out the redundancy between paragraphs (1) and (2) of paragraph (d), and this revision merely corrects that situation.

Proposed § 61.89, as adopted herein, contains the current prohibition against a student pilot acting as pilot in command of an aircraft "in furtherance of a business." The comments make a good case for continuing this prohibition. It was pointed out that without it a student may be motivated to start or attempt to complete flights when conditions make it inadvisable for him to do so.

The reference to a 2-hour dual flight in proposed § 61.107(a) (7) has created some confusion. Since all of the instruction in cross-country flying referred to in paragraph (a) (7), including the required 2-hour flight on and off Federal airways, must be logged as instruction from an authorized flight instructor, there is no need to refer to the 2-hour flight as dual flight.

Paragraph (b) (5) of § 61.107 has been revised to make it clear that while an applicant for a private pilot certificate must have instruction in high altitude takeoffs, roll-on landings and rapid decelerations, these are not considered as emergency operations. A new paragraph (b) (6) has been added to cover emergency operations, including autorotative descents.

Paragraph (d) has been corrected to add "preflight operations, including line inspection" to the list of pilot operations in which an applicant for a glider pilot certificate must have received instruction. These operations are included in the proficiency requirements for the other categories of aircraft and were inadvertently omitted here.

Numerous comments were received concerning the requirement for night flight for private pilot applicants under paragraph (a) (2) of § 61.109 and solo night flight under paragraph (b) (4). The comments point out the inherent hazards of single-engine night flight, the difficulties involved in compliance by seaplane operators, and the insurance problems of operators who permit student solo night flights. Upon further consideration in the light of these comments, the FAA considers that the proposed 3 hours of night instruction, including 10 takeoffs and landings should be required only for those applicants seeking night flying privileges. In consideration of this change, a new provision has been added to paragraph (a) providing for the issuance of a private pilot certificate with the limitation "night flying prohibited," to those applicants who do not meet the night flying requirements. The provision would also provide for removal of that limitation when the night flying requirements have been met. In addition, the requirement for 1 hour of solo night flight has been deleted.

Several commentators questioned the proposed increase in the number of hours of cross-country flights required as aeronautical experience for a private pilot applicant. The comments pointed out that 15 out of the total of 40 hours required aeronautical experience is a very high percentage for solo cross-country practice. The FAA agrees and § 61.109 has been revised to continue in effect the current requirement for 10 hours of

cross-country. This will provide adequate training in view of the new requirement for cross-country flight instruction.

One comment recommended that the requirement for a cross-country flight with landings at three points, each of which is more than 100 nautical miles from each of the other two points, be replaced with a requirement for three 100-mile cross-country flights. The FAA does not agree. Such a requirement would result in flights to a destination merely 50 nautical miles from the applicant's home base. This is not an adequate substitute for the cross-country flight set forth in the proposal.

Part 61 currently contains no provisions for a free balloon rating for a private pilot certificate. The proposed requirements in § 61.117 applicable to a free balloon rating are new. However, as proposed, the aeronautical experience required for a free balloon rating are primarily applicable to a gas balloon or a hot air balloon with an airborne heater. The only requirements applicable to a hot air balloon without an airborne heater is the requirement for six flights under the supervision of a commercial balloon pilot and the requirement for one solo flight. Therefore, to clearly set forth those proposed requirements applicable to free balloons without airborne heaters, they have been placed in a separate paragraph in § 61.117.

While the proposed revision contained appropriate requirements for free balloon ratings, through an apparent oversight, it did not include the limitations appropriate to such a rating. In this connection, an applicant for a private pilot certificate with free balloon rating who takes the flight test in a free balloon without an airborne heater must, in the interest of safety, be limited to the operation of those balloons until he qualifies for operation of free balloons with an airborne heater. Similarly, an applicant who takes the flight test in a hot air balloon must be limited to the operation of such balloons until he qualifies for the operation of a gas balloon. These limitations have long been applied with respect to the free balloon rating for commercial pilot certificates and are equally applicable to free balloon ratings for private pilot certificates. Moreover, such limitations are required under § 61.13 of this revision. For these reasons, additional rule making action on these limitations is unnecessary and impracticable and they are set forth in a new § 61.119.

Proposed § 61.127 omitted operations involved in landing on slopes, operation in confined areas and on pinnacles from the emergency operations for which flight instruction is necessary for a commercial pilot certificate for helicopters. On the basis of comments received, it is now apparent that such operations are important in helicopter training and are usually covered in that training and that they should be included in those items that are required to be covered under emergency operations.

One comment recommended that instruction in the assembly of gliders after disassembly for transport should be op-

tional depending upon the type of operation the pilot will conduct after he is certificated. The FAA does not agree. The assembly of gliders is a normal function and privilege of a commercial glider pilot and instruction in such assembly is appropriate and necessary. However, the FAA agrees that the proposed requirement for instruction in the disassembly and inspection of gliders for trailer transport is not an appropriate certification requirement and this proposed requirement has been withdrawn.

A number of commentators expressed the fear that a person holding a commercial pilot certificate on the effective date of this section would have to hold or obtain an instrument rating in order to continue to exercise the privileges of his certificate. This is not the case, and a minor change has been made to paragraph (a) of § 61.129 to make it clear that the provisions of that paragraph apply to applicants for a commercial pilot certificate. There were also a number of comments objecting to the addition of the requirement that an applicant for a commercial pilot certificate must hold an instrument rating in airplanes or have his pilot certificate endorsed with a limitation prohibiting the carriage of passengers and cargo for hire in airplanes on cross-country flights of more than 50 nautical miles, or at night. The FAA, however, considers this requirement as an appropriate upgrading of the certification requirements for a commercial pilot. The need for this upgrading is based on the increasing complexity of modern aircraft and flight operations and the ever-increasing size of the terminal control areas and positive control airspace in which IFR capability is required.

Several comments questioned the necessity of a 50-hour increase in the flight time required for the commercial pilot certificate. The increase is necessary because of the additional hours of instrument time and flight instruction time required under this revision for a commercial pilot certificate.

The FAA does not agree with a recommendation that the 600-mile cross-country flight proposed in § 61.129(b) (3) (ii) be broken up into several flights in order to cover the same training in a more convenient package for the applicant. The 600-mile cross-country is designed to give the applicant experience in extended cross-country flight over a great a variety of terrain as possible and several short flights would not accomplish this objective.

In response to a number of comments, the requirement for 100 hours of flight time as pilot in airships proposed in § 61.135 has been changed to 50 hours. The proposed aeronautical experience requirements for both airplanes and rotorcraft require only 50 hours of flight time as pilot in an airplane or a rotorcraft. After further consideration, there appears to be no need for a higher requirement for airships. In line with this change the proposed 50 hours of flight time performing the duties of pilot in command in airships has been reduced to 30 hours.

The aeronautical experience requirements for a commercial pilot certificate with a free balloon rating proposed in § 61.137 are primarily applicable to gas balloons and hot air balloons with airborne heaters. The only requirement set forth in proposed § 61.137 that is applicable to hot air balloon without airborne heaters is the requirements for 10 flights in free balloons, including six flights under the supervision of a commercial free balloon pilot and 2 solo flights. Therefore, to more clearly set forth the experience requirements applicable to free balloons without airborne heaters, they have been placed in a separate paragraph in the final amendment to § 61.137.

In addition to the foregoing, while proposed § 61.141 contained the appropriate limitation for the pilot certificate of a person who had his flight test in a hot air balloon without an airborne heater, it did not, through an obvious oversight, set forth the appropriate limitation when the flight test is taken in a hot air balloon with an airborne heater. Such a limitation is currently set forth in Part 61 and it has been appropriately added to § 61.141.

There were a number of comments which objected to the requirement in proposed § 61.183 that an applicant for a flight instructor certificate with an airplane or instrument instructor rating must hold an instrument rating. Some of the commentators thought that this requirement would apply to current certificate holders. However, as stated in the proposal, the requirement applies to persons who are applicants for a flight instructor certificate. Moreover, under these revised requirements an instrument rating is necessary if the applicant is seeking an airplane instructor rating because of the requirements for instrument instruction for private and commercial pilot certificates and the instrument rating for the commercial pilot certificate.

In addition, some comments recommended that § 61.183 should continue to provide for the issuance of an instructor certificate to a person who holds a private pilot certificate. The FAA does not agree with this recommendation. A flight instructor should be fully qualified to instruct applicants for all pilot certificates. This is possible only if the flight instructor holds a commercial pilot certificate.

Section 61.185 has been revised in response to various comments to allow an applicant for a flight instructor certificate to use any course of instruction covering the listed subjects to qualify for the written test. However, the applicant must, as proposed, log general instruction from an authorized ground or flight instructor in those subjects in which ground instruction is required for a private and commercial pilot certificate, and for an instrument rating. This change to § 61.185 recognizes that appropriate instruction in such items as the learning process, elements of effective teaching, student evaluation, quizzing, and testing, course development, lesson planning, and classroom instruction

techniques is available from various educational institutions and other organizations that are not certificated by the FAA. Instruction in such general subjects not related to aviation obviously need not be received from an authorized instructor. As adopted, the only subjects that need be given by an authorized instructor are those in which ground instruction is required for a private and commercial pilot certificate and for an instrument rating.

The majority of the comments received concerning the proposed gold seal flight instructor certificate (proposed § 61.189) were opposed to it. They contend that there should be no distinction between instructors, and that flight instructors should either be qualified or they should not be certificated as flight instructors. They pointed out that many of the best instructors with years of experience are part-time instructors and others are located where they would not have sufficient business to train and recommend enough students to qualify for the proposed gold seal certificate. Other commentators stated that the flight instructors who meet the requirements for a gold seal certificate are not necessarily the best instructors and that it is customary to give the weaker student to the best instructors whereas the poorer instructors are assigned to better students. Thus, instructors should not be judged by the percentage of successful students who pass on their first test. They further contend that such a certificate would tend to degrade other instructors who will be assuming more responsibility and are being generally upgraded through the revision of Part 61.

The FAA is persuaded by the views expressed in response to the proposal and since the flight instructor requirements are being upgraded through these amendments, it has been determined that a two tier flight instructor certificate is neither necessary nor appropriate. Therefore, the proposal to establish a gold seal flight instructor certificate has been withdrawn. The FAA, nevertheless, will continue its policy of administratively issuing flight instructor certificates with a gold seal.

In response to comments, proposed § 61.193 (now § 61.191) has been revised to require only 15 hours of pilot in command time rather than 25 hours. Several commentators point out the difficulty and expense involved for newly certificated pilots and flight instructors to obtain 25 hours as pilot in command in multiengine airplanes and helicopters. While the FAA is aware of these problems, it nevertheless believes that some actual pilot in command time in the aircraft in which he will instruct is necessary for a flight instructor and that 15 hours will satisfy this requirement.

Many of the airships currently in use require more than one flight crewmember for their proper operation. Thus, in contrast to flight instruction in other aircraft, the flight instruction of student pilots in such airships may require the student pilot to perform the functions of a required flight crewmember and even the functions of a pilot in command.

Since the FAA does not intend to allow student pilots to act in such a capacity in any other aircraft requiring more than one flight crewmember, §§ 61.51(c), 61.87 (a), 61.89(b), 61.91, and 61.193(b) (1) were added in Notice 72-9 to specifically cover the situations involving flight instruction in airships. However, through an oversight, these sections all refer to aircraft rather than airships. This is obviously misleading and the sections have been corrected accordingly.

A number of conforming changes to other parts of the Federal Aviation Regulations, are necessary to reflect the changes being made to Part 61. These are to be covered in a separate rule making action.

In consideration of the foregoing, Parts 61 and 91 of the Federal Aviation Regulations are amended, effective November 1, 1973, as follows:

1. Part 61 is amended as follows:

- Subpart A—General**
- 61.1 Applicability.
 - 61.3 Requirement for certificates, ratings, and authorization.
 - 61.5 Certificates and ratings issued under this Part.
 - 61.7 Obsolete certificates and ratings.
 - 61.9 Exchange of obsolete certificates and ratings for current certificates and ratings.
 - 61.11 Expired pilot certificates, and re-issuance.
 - 61.13 Application and qualification.
 - 61.15 Carriage of narcotic drugs, marijuana, and depressant or stimulant drugs or substances.
 - 61.17 Temporary certificate.
 - 61.19 Duration of pilot and flight instructor certificates.
 - 61.21 Duration of category II pilot authorization.
 - 61.23 Duration of medical certificates.
 - 61.25 Change of name.
 - 61.27 Voluntary surrender or exchange of certificates.
 - 61.29 Replacement of lost or destroyed certificate.
 - 61.31 General limitations.
 - 61.33 Tests: general procedure.
 - 61.35 Written tests: Prerequisites and passing grades.
 - 61.37 Written tests: Cheating or other unauthorized conduct.
 - 61.39 Prerequisites for flight tests.
 - 61.41 Flight instruction received from flight instructors not certificated by FAA.
 - 61.43 Flight tests: General procedures.
 - 61.45 Flight tests: Required aircraft and equipment.
 - 61.47 Flight tests: Status of FAA inspectors and other authorized flight examiners.
 - 61.49 Retesting after failure.
 - 61.51 Pilot logbooks.
 - 61.53 Operations during medical deficiency.
 - 61.55 Second in command qualifications: Operation of large airplanes or turbojet-powered multiengine airplanes.
 - 61.57 Recent flight experience: Pilot in command.
 - 61.58 Pilot in command proficiency check: Operation of aircraft requiring more than one qualified pilot.
 - 61.59 Falsification, reproduction or alteration of applications, certificates, logbooks, reports, or records.
 - 61.60 Change of address.

- Subpart B—Aircraft Ratings and Special Certificates**
- 61.61 Applicability.
 - 61.63 Additional aircraft ratings (other than airline transport pilot).
 - 61.65 Instrument rating requirements.
 - 61.67 Category II pilot authorization requirements.
 - 61.69 Glider towing: Experience and instruction requirements.
 - 61.71 Graduates of certificated flying schools: Special rules.
 - 61.73 Military pilots or former military pilots: Special rules.
 - 61.75 Pilot certificates issued on basis of a foreign pilot license.

- Subpart C—Student Pilots**
- 61.81 Applicability.
 - 61.83 Eligibility requirements: General.
 - 61.85 Application.
 - 61.87 Requirements for solo flight.
 - 61.89 General limitations.
 - 61.91 Aircraft limitations: Pilot in command.
 - 61.93 Cross-country flight requirements.

- Subpart D—Private Pilots**
- 61.101 Applicability.
 - 61.103 Eligibility requirements: General.
 - 61.105 Aeronautical knowledge.
 - 61.107 Flight proficiency.
 - 61.109 Airplane rating: Aeronautical experience.
 - 61.111 Cross-country flights: Pilots based on small islands.
 - 61.113 Rotorcraft rating: Aeronautical experience.
 - 61.115 Glider rating: Aeronautical experience.
 - 61.117 Lighter-than-air rating: Aeronautical experience.
 - 61.118 Private pilot privileges and limitations: Pilot in command.
 - 61.119 Free balloon rating: Limitations.
 - 61.120 Private pilot privileges and limitations: Second in command of aircraft requiring more than one required pilot.

- Subpart E—Commercial Pilots**
- 61.121 Applicability.
 - 61.123 Eligibility requirements: General.
 - 61.125 Aeronautical knowledge.
 - 61.127 Flight proficiency.
 - 61.129 Airplane rating: Aeronautical experience.
 - 61.131 Rotorcraft ratings: Aeronautical experience.
 - 61.133 Glider rating: Aeronautical experience.
 - 61.135 Airship rating: Aeronautical experience.
 - 61.137 Free balloon rating: Aeronautical experience.
 - 61.139 Commercial pilot privileges and limitations: General.
 - 61.141 Airship and free balloon ratings: Limitations.

- Subpart F—Airline Transport Pilots**
- 61.151 Eligibility requirements: General.
 - 61.153 Airplane rating: Aeronautical knowledge.
 - 61.155 Airplane rating: Aeronautical experience.
 - 61.157 Airplane rating: Aeronautical skill.
 - 61.159 Rotorcraft rating: Aeronautical knowledge.
 - 61.161 Rotorcraft rating: Aeronautical experience.
 - 61.163 Rotorcraft rating: Aeronautical skill.
 - 61.165 Additional category ratings.
 - 61.167 Tests.
 - 61.169 Instruction in air transportation service.
 - 61.171 General privileges and limitations.

- Subpart G—Flight Instructors**
- 61.181 Applicability.
 - 61.183 Eligibility requirements: General.
 - 61.185 Aeronautical knowledge.
 - 61.187 Flight proficiency.
 - 61.189 Flight instructor records.
 - 61.191 Additional flight instructor ratings.
 - 61.193 Flight instructor authorizations.
 - 61.195 Flight instructor limitations.
 - 61.197 Renewal of flight instructor certificates.
 - 61.199 Expired flight instructor certificates and ratings.
 - 61.201 Conversion to new system of instructor ratings.

Appendix A

Authority: Secs. 313(a), 314, 601, 602, Federal Aviation Act of 1958, 49 U.S.C. 1354 (a), 1355, 1421, 1422; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(2).

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) Until November 1, 1974, an applicant for a certificate or rating may meet either the requirements of this part, or the requirements in effect immediately before the date this revised part becomes effective. However, the applicant for a private pilot certificate with a free balloon class rating must meet the requirements of this part.

§ 61.3 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.* Except for lighter-than-air flight instruction in lighter-than-air aircraft, and for instruction in air transportation service given by the holder of an Airline Transport Pilot Certificate under § 61.169, no person other than the holder of a flight instructor certificate issued by the Administrator 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 log book 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 in a Category II operation unless he holds a current Category II pilot authorization for that type aircraft or, in the case of a civil aircraft of foreign registry, he 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 in a Category II operation unless he holds a current appropriate instrument rating or an airline transport pilot certificate (airplane) or, in the case of a civil aircraft of foreign registry, he is authorized by the country of registry to act as second in command of that aircraft in Category II operations.

This paragraph does not apply to operations conducted by the holder of a certificate issued under Part 121 of this chapter.

(g) *Category A aircraft pilot authorization.* The Administrator may issue a certificate of authorization to the pilot of a small airplane identified as a Cate-

gory A aircraft in § 97.3(b)(1) of this chapter to use that airplane 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.

§ 61.5 Certificates and ratings issued under this part.

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

- (1) Pilot certificates:
 - (i) Student pilot.
 - (ii) Private pilot.
 - (iii) Commercial pilot.
 - (iv) 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 (land and sea).
 - (ii) Multiengine (land and sea).
- (3) Rotorcraft class ratings:
 - (i) Helicopter.
 - (ii) Gyroplane.

(4) Instrument ratings:

- (i) Instrument—airplane.
- (ii) Instrument—helicopter.

§ 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 category 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, if appropriate, 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.

§ 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) 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.

(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) A Category II pilot authorization is issued as a part of the applicant's instrument rating or airline transport pilot certificate. Upon original issue the authorization contains a limitation for Category II operations of 1,600 feet RVR and a 150 foot decision height. This limitation is removed when the holder shows that since the beginning of the sixth preceding month he has made three Category II ILS approaches to a landing under actual or simulated instrument conditions with a 150 foot decision height.

(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.

§ 61.15 Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.

(a) No person who is convicted of violating any Federal statute relating to the manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs marihuana, or depressant or stimulant drugs or substances, is eligible for any certificate or rating issued under this part for a period of 1 year after the date of final conviction.

(b) No person who commits an act prohibited by § 91.12(a) of this chapter is eligible for any certificate or rating issued under this part for a period of 1 year after the date of that act.

(c) Any conviction specified in paragraph (a) of this section or the commission of the act referenced in paragraph (b) of this section, is grounds for suspending or revoking any certificate or rating issued under this part.

§ 61.17 Temporary certificate.

(a) A temporary pilot or flight instructor certificate, or a rating, effective for

a period of not more than 90 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.

§ 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 pilot authorization.

A Category II pilot authorization expires at the end of the sixth month after it was last issued or renewed. Upon passing a practical test it is renewed for each type airplane for which an authorization is held. However, an authorization for any particular type airplane 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 airplane. 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.

§ 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 24th month after the month of the date of examination shown on the certificate, for operations requiring only a private 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; and

(2) The 24th month after the month of the date of examination shown on the certificate, for operations requiring only a private or student pilot certificate.

(c) A third-class medical certificate expires at the end of the last day of the 24th month after the month of the date of examination shown on the certificate, for operations requiring a private or student pilot certificate.

§ 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 addi-

tional 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) *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 pilot certificate when operating an aircraft under the authority of an experimental or provisional type certificate;

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

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

§ 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 he seeks or, in the case of a rating to be added to his

pilot certificate, at least a third-class medical certificate issued since the beginning of the 24th month before the month in which he takes the flight test;

(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.

(b) Notwithstanding paragraph (a) (1) of this section, an applicant for an airline transport pilot certificate or an additional aircraft rating on that certificate who has been, since passing the written examination, continuously employed as a pilot, or as a pilot assigned to flight engineer duties by, and is participating in an approved pilot training program of a U.S. air carrier or commercial operator, or who is rated as a pilot by, and is participating in a pilot training program of a U.S. scheduled military air transportation service, may take the flight test for that certificate or rating.

§ 61.41 Flight instruction received from flight instructors not certificated 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 Flight tests: Required aircraft and equipment.

(a) *General.* An applicant for a certificate or rating under this part must furnish, for each flight test that he is required to take, an appropriate aircraft of United States registry that has a current standard or limited airworthiness certificate. However, the applicant may, at the discretion of the inspector or examiner conducting the test, furnish an aircraft of U.S. registry that has a current airworthiness certificate other than standard or limited, an aircraft of foreign registry that is properly certificated by the country of registry, or a military aircraft in an operational status if its use is allowed by an appropriate military authority.

(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 aircraft (other than lighter-than-air) furnished under paragraph (a) of this section for any pilot flight test must have engine power controls and flight controls that are easily reached and operable in a normal manner by both pilots, unless after considering all the factors, the examiner determines that the flight test can be conducted safely without them. However, an aircraft having other controls such as nose-wheel steering, brakes, switches, fuel selectors, and engine air flow controls that are not easily reached

and operable in a normal manner by both pilots may be used, if more than one pilot is required under its airworthiness certificate, or if the examiner determines that the flight can be conducted safely.

(d) *Simulated instrument flight equipment.* An applicant for any flight test involving flight maneuvers solely by reference to instruments must furnish equipment satisfactory to the examiner that excludes the visual reference of the applicant outside of the aircraft.

(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 certificate 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.

§ 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.

An applicant for a written or flight test who fails that test may not apply for retesting until after 30 days after the date he failed the test. However, in the

case of his first failure he may apply for retesting before the 30 days have expired upon presenting a written statement from an authorized instructor certifying that he has given flight or ground instruction as appropriate to the applicant and finds him competent to pass the test.

§ 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.
(iii) Place, or points of departure and arrival.

(iv) Type and identification of aircraft.

(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.

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

(ii) Actual instrument.
(iii) Simulated instrument conditions.

(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.* (1) A private or commercial pilot may log as pilot in command time only that flight time during which he is the sole manipulator of the controls of an aircraft for which he is rated, or when he is the sole occupant of the aircraft, or when he acts as pilot 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.

(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.

(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.* A pilot may log as instrument flight time only that

time during which he operates the aircraft solely by reference to instruments, under actual or simulated instrument flight conditions. Each entry must include the place and type of each instrument approach completed, and the name of the safety pilot for each simulated instrument flight. An instrument flight instructor may log as instrument time that time during which he acts as instrument flight instructor in actual instrument weather conditions.

(5) *Instruction time.* All time logged as flight instruction, instrument flight instruction, pilot ground trainer instruction, or ground instruction time must be certified by the appropriately rated and certificated 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.

§ 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: Operation of large airplanes or turbojet-powered multiengine airplanes.

(a) Except as provided in paragraph (d) of this section after January 22, 1973, no person may serve as second in command of a large airplane, or a turbojet-powered multiengine airplane type certificated for more than one required pilot flight crewmember unless he 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 after January 22, 1973, no person may serve as second in command of a large airplane, or a turbojet-powered multiengine airplane type certificated for more than one required pilot flight crewmember, unless since the beginning of the 12th calendar month before the month in which he serves, he has, with respect to that type airplane:

(1) Familiarized himself with all information concerning the airplane's powerplant, major components and systems, major appliances, performance and limitations, standard and emergency operating procedures and the contents of the approved airplane flight manual, if one is required.

(2) Performed and logged—

(i) Three takeoffs and three landings to a full stop 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. This requirement may be satisfied in an airplane simulator acceptable to the Administrator.

For the purpose of meeting the requirements of subparagraph (2) of this paragraph, a person may act as second in command of a flight under day VFR or day IFR, if no persons or property, other than as necessary for the operation, are carried.

(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, 123, or 135 of this chapter;

(2) Is designated as the second in command of an airplane operated under the provisions of Part 121, 123, or 135 of this chapter; or

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

§ 61.57 Recent flight experience: Pilot in command.

(a) *Flight review.* After November 1, 1974, no person may act as pilot in command of an aircraft unless, within the preceding 24 months, he has—

(1) Accomplished a flight review given to him, in an aircraft for which he is rated, by an appropriately certificated instructor or other person designated by the Administrator; and

(2) Had his log book endorsed by the person who gave him the review certifying that he has satisfactorily accomplished the flight review.

However, a person who has, within the preceding 24 months, 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.

(b) *Meaning of flight review.* As used in this section, a flight review consists of—

(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 in the discretion of the person giving the review are necessary for the pilot to demonstrate that he can safely exercise the privileges of his pilot certificate.

(c) *General experience.* No person may act as pilot in command of an aircraft carrying passengers, nor of an aircraft

certificated for more than one required pilot flight crewmember, unless within the preceding 90 days, he has 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. If the aircraft is a tailwheel airplane, the landings must have been made to a full stop in a tailwheel airplane. For the purpose of meeting the requirements of the paragraph a person may act as pilot-in-command of a flight under day VFR or day IFR if no persons or property other than as necessary for his compliance thereunder, are carried. This paragraph does not apply to operations requiring an airline transport pilot certificate, or to operations conducted under Part 135 of this chapter.

(d) *Night experience.* No person may act as pilot in command of an aircraft carrying passengers during 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, he has made at least three takeoffs and three landings to a full stop during that period in the category and class of aircraft to be used. This paragraph does not apply to operations requiring an airline transport pilot certificate.

(e) *Instrument—(1) Recent IFR experience.* No pilot may act as pilot in command under IFR, nor in weather conditions less than the minimums prescribed for VFR, unless he has, within the past 6 months—

(i) In the case of an aircraft other than a glider, logged at least 6 hours of instrument time under actual or simulated IFR conditions, at least 3 of which were in flight in the category of aircraft involved, including at least six instrument approaches, or passed an instrument competency check in the category of aircraft involved.

(ii) In the case of a glider, logged at least 3 hours of instrument time, at least half of which were in a glider or an airplane. If a passenger is carried in the glider, at least 3 hours of instrument flight time must have been in gliders.

(2) *Instrument competency check.* A pilot who does not meet the recent instrument experience requirements of paragraph (e) (1) of this section during the prescribed time or 6 months thereafter may not serve as pilot in command under IFR, nor in weather conditions less than the minimums prescribed for VFR, until he passes an instrument competency check in the category of aircraft involved, given by an FAA inspector, a member of an armed force of the United States authorized to conduct flight tests, an FAA-approved check pilot, or a certificated instrument flight instructor. The Administrator may authorize the conduct of part or all of this check in a pilot ground trainer equipped for instruments or an aircraft simulator.

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

(a) Except as provided in paragraph (e) of this section, after November 1,

1974, no person may act as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember unless he has satisfactorily completed the proficiency checks or flight checks prescribed in paragraphs (b) and (c) of this section.

(b) Since the beginning of the 12th calendar month before the month in which a person acts as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember he must have completed one of the following:

(1) For an airplane—a proficiency or flight check in either an airplane that is type certificated for more than one required pilot crewmember, or in an approved simulator or other training device, given to him by an FAA inspector or designated pilot examiner and consisting of those maneuvers and procedures set forth in Appendix F of Part 121 of this chapter which may be performed in a simulator or training device.

(2) For other aircraft—a proficiency or flight check in an aircraft that is type certificated for more than one required pilot crewmember given to him by an FAA inspector or designated pilot examiner which includes those maneuvers and procedures required for the original issuance of a type rating for the aircraft used in the check.

(3) A pilot in command proficiency check given to him in accordance with the provisions for that check under Parts 121, 123, or 135 of this chapter. However, in the case of a person acting as pilot in command of a helicopter he may complete a proficiency check given to him in accordance with Part 127 of this chapter.

(4) A flight test required for an aircraft type rating.

(5) An initial or periodic flight check for the purpose of the issuance of a pilot examiner or check airman designation.

(6) A military proficiency check required for pilot in command and instrument privileges in an aircraft which the military requires to be operated by more than one pilot.

(c) Except as provided in paragraph (d) of this section, since the beginning of the 24th calendar month before the month in which a person acts as pilot in command of an aircraft that is type certificated for more than one required pilot crewmember he must have completed one of the following proficiency or flight checks in the particular type aircraft in which he is to serve as pilot in command:

(1) A proficiency check or flight check given to him by an FAA inspector or a designated pilot examiner which includes the maneuvers, procedures, and standards required for the original issuance of a type rating for the aircraft used in the check.

(2) A pilot in command proficiency check given to him in accordance with the provisions for that check under Parts 121, 123, or 135 of this chapter. However, in the case of a person acting as pilot in command of a helicopter he may complete a proficiency check given to him in accordance with Part 127 of this chapter.

(3) A flight test required for an aircraft type rating.

(4) An initial or periodic flight check for the purpose of the issuance of a pilot examiner or check airman designation.

(5) A military proficiency check required for pilot in command and instrument privileges in an aircraft which the military requires to be operated by more than one pilot.

(d) For airplanes, the maneuvers and procedures required for the checks and test prescribed in paragraphs (c) (1), (2), (4), and (5) of this section, and paragraph (c) (3) of this section in the case of type ratings obtained in conjunction with a Part 121 of this chapter training program may be performed in a simulator or training device if—

(1) The maneuver or procedure can be performed in a simulator or training device as set forth in Appendix F to Part 121 of this chapter; and

(2) The simulator or training device is one that is approved for the particular maneuver or procedure.

(e) This section does not apply to persons conducting operations subject to Parts 121, 123, 127, 133, 135, and 137 of this chapter.

(f) For the purpose of meeting the proficiency check requirements of paragraphs (b) and (c) of this section, a person may act as pilot in command of a flight under day VFR or day IFR if no persons or property, other than as necessary for his compliance thereunder, are carried.

(g) If a pilot takes the proficiency check required by paragraph (a) of this section in the calendar month before, or the calendar month after, the month in which it is due, he is considered to have taken it in the month it is due.

§ 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 (other than airline, transport pilot).

(a) *General.* To be eligible for an aircraft rating after his certificate is issued to him an applicant must meet the requirements of paragraphs (b) through (d) of this section, as appropriate 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 subparagraph in a multiengine airplane for which the 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.

§ 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 a current private or commercial 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.* An applicant for the written test for an instrument rating must have received ground instruction, or have logged home study in at least the following areas of aeronautical knowledge appropriate to the rating sought.

(1) The regulations of this chapter that apply to flight under IFR conditions, the Airman's Information Manual, 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 and skill—airplanes.* An applicant for the flight test for an instrument rating (airplane) must present a logbook record certified by an authorized flight instructor showing that he has received instrument flight instruction in an airplane in the following pilot operations, and has been found competent in each of them:

(1) Control and accurate maneuvering of an airplane 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 the VOR, ADF, and ILS systems (instruction in the use of the ADF and ILS may be received in an instrument ground trainer and instruction in the use of the ILS glide slope may be received in an airborne ILS simulator).

(4) Cross-country flying in simulated or actual IFR conditions, on Federal airways or as routed by ATC, including one such trip of at least 250 nautical miles, including VOR, ADF, and ILS approaches at different airports.

(5) Simulated emergencies, including the recovery from unusual attitudes, equipment or instrument malfunctions, loss of communications, and engine-out emergencies if a multiengine airplane is used, and missed approach procedure.

(d) *Instrument instruction and skill—(helicopter)*. An applicant for the flight test for an instrument rating (helicopter) must present a logbook record certified to by an authorized flight instructor showing that he has received instrument flight instruction in a helicopter in the following pilot operations, and has been found competent in each of them:

(1) The control and accurate maneuvering of a helicopter solely by reference to instruments.

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

(3) Instrument approaches to published minimums using the VOR, ADF, and ILS systems (instruction in the use of the ADF and ILS may be received in an instrument ground trainer, and instruction in the use of the ILS glide slope may be received in an airborne ILS simulator).

(4) Cross-country flying under simulated or actual IFR conditions, on Federal airways or as routed by ATC, including one flight of at least 100 nautical miles, including VOR, ADF, and ILS approaches at different airports.

(5) Simulated IFR emergencies, including equipment malfunctions, missed approach procedures, and deviations to unplanned alternates.

(e) *Flight experience*. An applicant for an instrument rating must have at least the following flight time as a pilot:

(1) A total of 200 hours of pilot flight time, including 100 hours as pilot in command, of which 50 hours are cross-country in the category of aircraft for which an instrument rating is sought.

(2) 40 hours of simulated or actual instrument time, of which not more than 20 hours may be instrument instruction by an authorized instructor in an instrument ground trainer acceptable to the Administrator.

(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) *Written test*. An applicant for an instrument rating must pass a written

test appropriate to the instrument rating sought on the subjects in which ground instruction is required by paragraph (b) of this section.

(g) *Practical test*. An applicant for an instrument rating must pass a flight test in an airplane or a helicopter, as appropriate. The test must include instrument flight procedures selected by the inspector or examiner conducting the test to determine the applicant's ability to perform competently the IFR operations on which instruction is required by paragraph (c) or (d) of this section.

§ 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 airplane type if the authorization is requested for a large airplane or a small turbojet airplane.

(b) *Experience requirements*. Except for the holder of an airline transport pilot certificate, an applicant for a Category II authorization must have at least—

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

(2) 75 hours of instrument time under actual or simulated conditions that may include 25 hours in a synthetic trainer; and

(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 airplane to his authorization.

(2) To be eligible for the practical test an applicant must meet the requirements of paragraph (a) of this section and, if he has not passed a practical test since the beginning of the twelfth month before the test, he must meet the following recent experience requirements:

(i) The requirements of § 61.57(e).

(ii) At least six ILS approaches since the beginning of the sixth month before the test. These approaches must be under actual or simulated instrument flight conditions down to the minimum landing altitude for the ILS approach in the type airplane in which the flight test is to be conducted. However, the approaches need not be conducted down to the decision heights authorized for Category II operations. At least three of these approaches must have been conducted manually, without the use of an approach coupler.

The flight time acquired in meeting the requirements of paragraph (c) (2) (ii) of this section may be used to meet the requirements of paragraph (c) (2) (i) of this section.

(d) *Practical test procedures*. The practical test consists of two phases:

(1) *Phase I—oral operational test*. The applicant must demonstrate his 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) *Phase II—flight test*. The flight test must be taken in an airplane that meets the requirements of Part 91 of this chapter for Category II operations. The test consists of at least two ILS approaches to 100 feet including at least one landing and one missed approach. All approaches must be made with the approved flight control guidance system. However, if an approved automatic approach coupler is installed, at least one approach must be made manually. In the case of a multiengine airplane that has performance capability to execute a missed approach with an engine out, the missed approach must be executed with one engine set in idle or zero thrust position before reaching the middle marker. The required flight maneuvers must be performed solely by reference to instruments and in coordination with a second in command who holds a class rating and, in the case of a large airplane or a small turbojet airplane, a type rating for that airplane.

§ 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 pilot certificate) issued under this part.

(b) He has an endorsement in his pilot log book 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 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.

§ 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 he applies within 90 days after graduation from an appropriate course given by a flying school that is certificated under Part 141 of this chapter and is authorized to test applicants on aeronautical knowledge or skill, or both.

§ 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 sec-

tion, 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.

Subpart C—Student Pilots

§ 61.81 Applicability.

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

§ 61.83 Eligibility requirements: General.

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 on his student 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 makes him unable to pilot a glider or a free balloon.

§ 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; 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.

§ 61.87 Requirements for solo flight.

(a) *General.* A student pilot may not operate an aircraft in solo flight until he has complied with the requirements of this section. As used in this subpart the term solo flight means that flight time during which a student pilot is the sole occupant of the aircraft, or that flight time during which he acts as pilot in command of an airship requiring more than one flight crewmember.

(b) *Aeronautical knowledge.* He must have demonstrated to an authorized instructor that he is familiar with the flight rules of Part 91 of this chapter which are pertinent to student solo flights.

(c) *Flight proficiency training.* He must have received ground and flight instruction in at least the following procedures and operations:

(1) *In airplanes.* (i) Flight preparation procedures, including preflight inspection and powerplant operation;

(ii) Ground maneuvering and runups;

(iii) Straight and level flight, climbs, turns, and descents;

(iv) Flight at minimum controllable airspeeds, and stall recognition and recovery;

(v) Normal takeoffs and landings;

(vi) Airport traffic patterns, including collision avoidance precautions and wake turbulence; and

(vii) Emergencies, including elementary emergency landings.

Instruction must be given by a flight instructor who is authorized to give instruction in airplanes.

(2) *In rotorcraft.* (1) Flight preparation procedures, including preflight inspections and powerplant operation;

(ii) Ground handling and runups;

(iii) Hovering turns and air taxi (helicopter only);

(iv) Straight and level flight, turns, climbs, and descents;

(v) Maneuvering by ground references, airport traffic patterns including collision avoidance precautions;

(vi) Normal takeoffs and landings; and

(vii) Emergencies, including autorotational descents.

Instruction must be given by a flight instructor who is authorized to give instruction in helicopters or gyroplanes, as appropriate.

(3) *In single-place gyroplanes.* (1) Flight preparation procedures, including preflight inspection and powerplant operation;

(ii) Ground handling and runups; and
(iii) At least three successful flights in a gyroplane towed from the ground under the observation of the instructor involved.

Instruction must be given by a flight instructor who is authorized to give instruction in gyroplanes, airplanes, or rotorcraft.

(4) *In gliders.* (i) Flight preparation procedures, including preflight inspections, towline rigging, signals, and release procedures;

(ii) Aero tows or ground tows;
(iii) Straight glides, turns, and spirals;
(iv) Flight at minimum controllable airspeeds, and stall recognition and recoveries;

(v) Traffic patterns, including collision avoidance precautions; and
(vi) Normal landings.

Instruction must be given by a flight instructor who is authorized to give instruction in gliders.

(5) *In airships.* (1) Flight preparation procedures, including preflight inspection and powerplant operation;

(ii) Rigging, ballasting, controlling pressure in the ballonets, and superheating;

(iii) Takeoffs and ascents;
(iv) Straight and level flight, climbs, turns, and descents; and

(v) Landings with positive and with negative static balance.

Instruction must be given by an authorized flight instructor or the holder of a commercial pilot certificate with a lighter-than-air category and airship class rating.

(6) *In free balloons.* (1) Flight preparation procedures, including preflight operations;

(ii) Operation of hot air or gas source, ballast, valves, and rip panels, as appropriate;

(iii) Liftoffs and climbs; and
(iv) Descents, landings, and emergency use of rip panel (may be simulated).

Instruction must be given by an authorized flight instructor or the holder of a commercial pilot certificate with a lighter-than-air category and free balloon class rating.

(d) *Flight instructor endorsements.* A student pilot may not operate an aircraft in solo flight unless his student pilot certificate and pilot logbook are endorsed by an authorized flight instructor who—

(1) Has given him instruction in the make and model of aircraft in which the solo flight is made;

(2) Finds that he has met the requirements of this section; and

(3) Finds that he is competent to make a safe solo flight in that aircraft.

§ 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; or

(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.

(b) A student pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required, 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.

§ 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.

(a) *General.* A student pilot may not operate an aircraft in a solo cross-country flight, nor may he, except in an emergency, make a solo flight landing at any point other than the airport of takeoff, until he meets the requirements prescribed in this section. However, an authorized flight instructor may allow a student pilot to practice solo landings and takeoffs at another airport within 25 nautical miles from the airport at which the student pilot receives instruction if he finds that the student pilot is competent to make those landings and takeoffs. As used in this section the term cross-country flight means a flight beyond a radius of 25 nautical miles from the point of takeoff.

(b) *Flight training.* A student pilot must receive instruction from an authorized instructor in at least the following pilot operations pertinent to the aircraft to be operated in a solo cross-country flight:

(1) For solo cross-country in airplanes—

(i) The use of aeronautical charts, pilotage, and elementary dead reckoning using the magnetic compass;

(ii) The use of radio for VFR navigation, and for two-way communication;

(iii) Control of an airplane by reference to flight instruments;

(iv) Short field and soft field procedures, and crosswind takeoffs and landings;

(v) Recognition of critical weather situations, estimating visibility while in flight, and the procurement and use of aeronautical weather reports and forecasts; and

(vi) Cross-country emergency procedures.

(2) For solo cross-country in rotorcraft—

(i) The use of aeronautical charts and the magnetic compass for pilotage and for elementary dead reckoning;

(ii) The recognition of critical weather situations, estimating visibility while in flight, and the procurement and use of

aeronautical weather reports and forecasts; and

(iii) Radio communications; and
(iv) Cross-country emergencies.

(3) For solo cross-country in gliders—
(1) The recognition of critical weather situations and conditions favorable for soaring flight, and the procurement and use of aeronautical weather reports and forecasts;

(ii) The use of aeronautical charts and the magnetic compass for pilotage; and
(iii) Cross-country emergency procedures.

(4) For student cross-country in airships—

(1) The use of aeronautical charts and the magnetic compass for pilotage and dead reckoning, and the use of radio for navigation and two-way communications;

(ii) The control of an airship solely by reference to flight instruments;

(iii) The control of gas pressures, with regard to superheating and altitude changes;

(iv) The recognition of critical weather situations, and the procurement and use of aeronautical weather reports and forecasts; and

(v) Cross-country emergency procedures.

(5) For solo cross-country in free balloons—

(1) The use of aeronautical charts and the magnetic compass for pilotage;

(ii) The recognition of critical weather situations, and the procurement and use of aeronautical weather reports and forecasts; and

(iii) Cross-country emergency procedures.

(c) *Flight instructor endorsements.* A student pilot must have the following endorsements from an authorized flight instructor:

(1) An endorsement on his student pilot certificate stating that he has received instruction in solo cross-country flying and the applicable training requirements of this section, and is competent to make cross-country solo flights in the category of aircraft involved.

(2) An endorsement in his pilot logbook that the instructor has reviewed the preflight planning and preparation for each solo cross-country flight, and he is prepared to make the flight safely under the known circumstances and the conditions listed by the instructor in the logbook. The instructor may also endorse the logbook for repeated solo cross-country flights under stipulated conditions over a course not more than 50 nautical miles from the point of departure if he has given the student flight instruction in both directions over the route, including takeoffs and landings at the airports to be used.

Subpart D—Private Pilots

§ 61.101 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 op-

erating rules for the holders of those certificates and ratings.

§ 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.* (1) The Federal Aviation Regulations applicable to private pilot privileges, limitations, and flight operations, accident reporting requirements of the National Transportation Safety Board, and the use of the "Airman's Information Manual" and the 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 and the procurement and use of aeronautical weather reports and forecasts; and

(4) The safe and efficient operation of airplanes, including high density airport operations, collision avoidance precautions, and radio communication procedures.

(b) *Rotorcraft.* (1) The accident reporting requirements of the National Transportation Safety Board and the Federal Aviation Regulations applicable to private pilot privileges, limitations, and helicopter or gyroplane operations, as appropriate;

(2) The use of aeronautical charts and the magnetic compass for pilotage, and

elementary dead reckoning, and the use of radio aids;

(3) Recognition of critical weather situations from the ground and in flight, and the procurement and use of aeronautical weather reports and forecasts; and

(4) The safe and efficient operation of helicopters or gyroplanes, as appropriate, including high density airport operations.

(c) *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; and

(4) The safe and efficient operation of gliders, including ground and aero tow procedures, signals, and safety precautions.

(d) *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.

(e) *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.

§ 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 critically slow airspeeds, and the recognition of and recovery from imminent and full 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 flight operations;

(5) High altitude takeoffs and roll-on landings, and rapid decelerations; and

(6) Emergency operations, including autorotative descents.

(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 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 critically slow airspeeds, and the recognition of and recovery from imminent and full stalls entered from straight and from turning flight; 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 mooring;

(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).

§ 61.109 Airplane rating: Aeronautical experience.

An applicant for a private pilot certificate with an airplane rating must have had at least a total of 40 hours of flight instruction and solo flight time which must include the following:

(a) Twenty hours of flight instruction from an authorized flight instructor, including at least—

(1) Three hours of cross country;

(2) Three hours at night, including 10 takeoffs and landings for applicants seeking night flying privileges; and

(3) Three hours in airplanes in preparation for the private pilot flight test within 60 days prior to that test.

An applicant who does not meet the night flying requirement in paragraph (a) (2) of this section is issued a private pilot certificate bearing the limitation "Night flying prohibited." This limitation may be removed if the holder of the certificate shows that he has met the requirements of paragraph (a) (2) of this section.

(b) Twenty hours of solo flight time, including at least—

(1) Ten hours in airplanes;

(2) Ten hours of cross-country flights, each flight with a landing more than 50 nautical miles from the point of departure, and one with landings at three points, each of which is more than 100 nautical miles from each of the other two points; and

(3) Three solo takeoffs and landings to a full stop at an airport with an operating control tower;

§ 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.

An applicant for a private pilot certificate with a rotorcraft category rating must have at least the following aeronautical experience:

(a) For a helicopter rating an applicant must have at least a total of 40 hours of flight instruction and solo flight time in aircraft with at least 15 hours of solo flight time in helicopters, which must include—

(1) A takeoff and landing at an airport which serves both airplanes and helicopters;

(2) A flight with a landing at a point other than an airport; and

(3) Three hours of cross-country flying, including one flight with landings at three or more points, each of which must be more than 25 nautical miles from each of the other two points.

(b) For a gyroplane rating an applicant must have at least a total of 40 hours of flight instruction and solo flight time in aircraft with at least 10 hours of solo flight time in a gyroplane, which must include—

(1) Flights with takeoffs and landings at paved and unpaved airports; and

(2) Three hours of cross-country flying, including a flight with landings at three or more points, each of which must be more than 25 nautical miles from each of the other two points.

§ 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; and

(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.

(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.

§ 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 this 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 General Aviation 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 § 91.169 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.

§ 61.119 Free balloon ratings: 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 speak, read, and understand English, or have an operating limi-

tation on his pilot certificate as is necessary for safety;

(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.

§ 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; and

(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.

(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; and

(4) The safe and efficient operation of helicopters or gyroplanes, as appropriate to the rating sought.

(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 pro-

curement and use of aeronautical weather reports and forecasts; and

(4) The safe and efficient operation of gliders, including ground and aero tow procedures, signals, critical sailplane performance speeds, and safety precautions.

(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.

§ 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 critically slow airspeeds, recognition of imminent stalls, and recovery from stalls with and without power;

(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) Rapid descent with power and recovery;

(6) Airport and traffic pattern operations, including collision avoidance precautions and radio communications;

(7) Cross-country flight operations; and

(8) Emergency operations, including landing on slopes, high altitude takeoffs and roll-on landings, operations on confined areas and pinnacles, autorotational descents, partial power failures, and rapid decelerations.

(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) *Glider.* (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 sailplane performance speeds, flight at critically slow airspeeds, 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) Inflating, rigging, and mooring 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.

§ 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.* An applicant for a commercial pilot certificate with an airplane rating must have a total of at least 250 hours of flight time as pilot, which may include not more than 50 hours of instruction from an authorized instructor in a ground trainer acceptable to the Administrator. The total flight time as pilot must include—

(1) 100 hours in powered aircraft, including at least—

(i) 50 hours in airplanes, and

(ii) 10 hours of flight instruction and practice given by an authorized flight instructor in an airplane having a retractable landing gear, flaps, and a controllable pitch propeller; and

(2) 50 hours of flight instruction given by an authorized flight instructor, including—

(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 point of departure, including a flight with landings at three points each of which is more than 200 nautical miles from the other two points, except that those flights conducted in Hawaii may be made with landings at points which are 100 nautical miles apart; and

(iii) 5 hours of night flying including at least 10 takeoffs and landings as sole manipulator of the controls.

§ 61.131 Rotorcraft ratings: Aeronautical experience.

(a) *Helicopter.* An applicant for a commercial pilot certificate with a helicopter rating must have a total of at least 150 hours of flight time as pilot, including—

(1) 100 hours in powered aircraft and at least 50 hours in helicopters;

(2) 100 hours of pilot in command time, including a cross-country flight with landings at three points, each of which is more than 50 nautical miles from each of the other points;

(3) 40 hours of flight instruction from an authorized flight instructor, including 15 hours in helicopters; and

(4) 10 hours as pilot in command in helicopters, including—

(i) Five takeoffs and landings at night; and

(ii) Takeoffs and landings at three different airports which serve both airplanes and helicopters; and

(iii) Takeoffs and landings at three points other than airports.

(b) *Gyroplanes.* An applicant for a commercial pilot certificate with a gyroplane rating must have a total of at least 200 hours of flight time as pilot, including—

(1) 100 hours in powered aircraft;

(2) 100 hours as pilot in command, including a cross-country flight with landings at three points, each of which is more than 50 nautical miles from each of the other two points;

(3) 75 hours as pilot in command in gyroplanes, including—

(i) Flights with takeoffs and landings at three different paved airports and three unpaved airports; and

(ii) Three flights with takeoffs and landings at an airport with an operating control tower; and

(4) Twenty hours of flight instruction in gyroplanes, including 5 hours in preparation for the commercial pilot flight test.

§ 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 takeoff 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

(No substantive changes have been made to Subpart F by this revision. However, §§ 61.141 through 61.165 are redesignated as §§ 61.151 through 61.171 in accordance with the table of contents.)

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 an oral and flight test on those items in which instruction is required by § 61.187.

§ 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.

(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.

§ 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 issuance of a flight instructor certificate with the rating sought.

§ 61.193 Flight instructor authorizations.

(a) The holder of a flight instructor certificate is authorized, within the lim-

itations of his instructor certificate and ratings, to give—

(1) In accordance with his pilot ratings, the 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 he meets the requirements prescribed in § 61.187 for the issuance of a flight instructor certificate;

(4) The flight instruction required for an initial solo or cross-country flight; and

(5) The flight review required in § 61.57(a).

(b) The holder of a flight instructor certificate is authorized within the limitations of his instructor certificate to endorse—

(1) In accordance with §§ 61.87(d) (1) and 61.93(c) (1), the pilot certificate of a student pilot he has instructed authorizing the student to conduct solo or solo-cross-country flights, or act as pilot-in-command of an airship requiring more than one flight crewmember;

(2) In accordance with § 61.87(d) (1), the logbook of a student pilot he has instructed authorizing single or repeated solo flights;

(3) In accordance with § 61.93(c) (2), the logbook of a student pilot whose preparation and preflight planning for a solo cross-country flight he has reviewed and found adequate for a safe flight under the conditions he has listed in the logbook;

(4) The logbook of a pilot or flight instructor he has examined certifying that the pilot or flight instructor is prepared for a written or flight test required by this Part; and

(5) In accordance with § 61.187, the logbook of an applicant for a flight instructor certificate certifying that he has examined the applicant and found him competent to pass the practical test required by this part.

(c) A flight instructor with a rotorcraft and helicopter rating or an airplane single-engine rating may also endorse the pilot certificate and logbook of a student pilot he has instructed authorizing the student to conduct solo and cross-country flights in a single-place gyroplane.

§ 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.* He may not conduct flight instruction in any aircraft for which he does not hold a category, class, and type rating, if appropriate, on his pilot and flight instructor certificate. However, the holder of a flight instructor certificate effective on November 1, 1973, may continue to exercise the privileges of that certificate until it expires, but not later than November 1, 1975.

(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 for solo flight unless he has given that student flight instruction and found him prepared for solo flight in the type of aircraft involved, or 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.

(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.

§ 61.197 Renewal of flight instructor certificates.

The holder of a flight instructor certificate may have his certificate renewed for an additional period of 24 months if he passes the practical test for a flight instructor certificate and the rating involved, or those portions of that test that the Administrator considers necessary to determine his competency as a flight instructor. His certificate may be renewed without taking the practical test if—

(a) His record of instruction shows that he is a competent flight instructor;

(b) He has a satisfactory record as a company check pilot, chief flight instructor, pilot in command of an aircraft operated under Part 121 of this chapter, or other activity involving the regular evaluation of pilots, and passes any oral test that may be necessary to determine that instructor's knowledge of current pilot training and certification requirements and standards; or

(c) He has successfully completed, within 90 days before the application for the renewal of his certificate, an approved flight instructor refresher course consisting of not less than 24 hours of ground or flight instruction, or both.

§ 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 bypassing 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.

(a) *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 an instructor certificate, may not exercise the privileges of that certificate after November 1, 1975. Before that date he may exchange a certificate which has not expired for a flight instructor certificate with the appropriate new ratings in accordance with the provisions of this section. 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.

(b) *Airplane—single-engine.* An airplane—single-engine rating may be issued to the holder of an effective flight instructor certificate with an airplane rating who has passed the flight instructor practical test in a single-engine airplane, or who has given at least 20 hours of flight instruction in single-engine airplanes as a certificated flight instructor.

(c) *Airplane—multiengine.* An airplane—multiengine class rating may be issued to the holder of an effective flight instructor certificate with an airplane rating who has passed the flight instructor practical test in a multiengine airplane, or who has given at least 20 hours of flight instruction in multiengine airplane as a certificated flight instructor.

(d) *Rotorcraft—helicopter.* A rotorcraft—helicopter class rating may be issued to the holder of an effective flight instructor certificate with a rotorcraft rating who has passed the flight instructor practical test in a helicopter, or who has given at least 20 hours of flight instruction in helicopters as a certificated flight instructor.

(e) *Rotorcraft—gyroplane.* A rotorcraft—gyroplane class rating may be issued to the holder of an effective flight instructor certificate with a rotorcraft rating who has passed the flight instructor practical test in a gyroplane, or who has given at least 20 hours of flight instruction in gyroplanes as a certificated flight instructor.

(f) *Instrument—airplane.* An instrument—airplane instructor rating may be issued to the holder of an effective flight instructor certificate with an instrument rating who has passed the instrument instructor practical test in an airplane, or who has given at least 20 hours of instrument instruction in an airplane as a certificated flight instructor.

(g) *Instrument—helicopter.* An instrument—helicopter rating may be issued to the holder of an effective flight

instructor certificate with an instrument rating who has passed the instrument instructor practical test in a helicopter, or who has given at least 20 hours of instrument flight instruction in helicopters as a certificated flight instructor.

APPENDIX A

PRACTICAL TEST REQUIREMENTS OF AIRLINE TRANSPORT PILOT CERTIFICATE AND ASSOCIATED CLASS AND TYPE RATINGS.

[No change]

2. Part 91 of the Federal Aviation Regulations is amended by adding a new

§ 91.4 immediately following § 91.3 to read as follows:

§ 91.4 Pilot in command of aircraft requiring more than one required pilot.

After November 1, 1974, no person may operate an aircraft that is type certificated for more than one required pilot flight crewmember unless the pilot flight crew consists of a pilot in command who meets the requirements of § 61.58 of this chapter.

(Secs. 313(a), 314, 601, 602, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1355, 1421,

1422; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

NOTE: The reporting and recordkeeping requirements contained herein have been approved by the Office of Management and Budget in accordance with the Federal Reports Act of 1942.

Issued in Washington, D.C., on January 23, 1973.

J. H. SHAFFER,
Administrator.

[FR Doc.73-1899 Filed 1-31-73;8:45 am]

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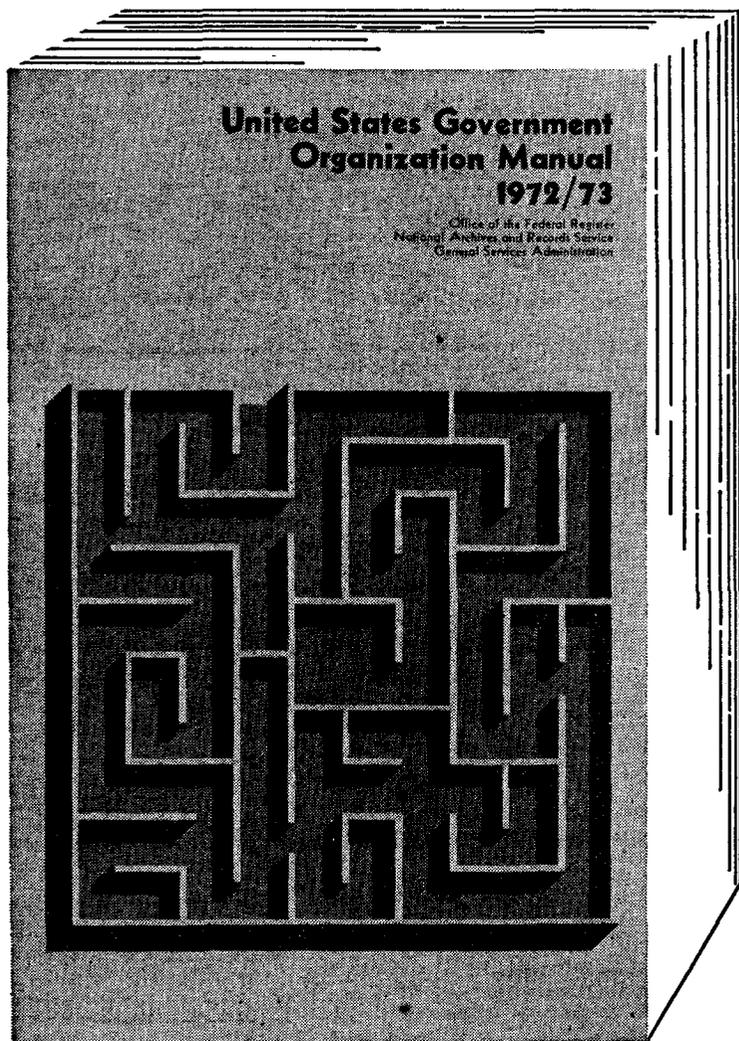
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