



Part 61

Licensing: Pilots, Flight Instructors, and Ground Instructors

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Subpart A
General

61.1 Applicability and definitions.

- (a) This part prescribes:
- (1) The requirements for issuing pilot, flight instructor, and ground instructor licenses, certificates, and/or ratings; the conditions under which those licenses and ratings are necessary; and the privileges and limitations of those licenses and ratings.
 - (2) The requirements for issuing pilot, flight instructor, and ground instructor authorizations; the conditions under which those authorizations are necessary; and the privileges and limitations of those authorizations.
 - (3) The requirements for issuing pilot, flight instructor, and ground instructor licenses and ratings for persons who have taken courses approved by the Egyptian Civil Aviation Authority (ECAA) under other parts of the Egyptian Civil Aviation Regulations (ECARs).
- (b) For the purpose of this part:
- (1) Aeronautical experience means pilot time obtained in an aircraft, flight simulator, or flight training device used for meeting the appropriate training and flight time requirements for an airman license, rating, flight review, or recency of flight experience requirements of this part.
 - (2) Authorized instructor means :
 - (i) A person who holds a valid ground instructor license issued under Part 61 of the ECARs when conducting ground training in accordance with the privileges and limitations of his or her ground instructor license;
 - (ii) A person who holds a current flight instructor license issued under Part 61 of the ECARs when conducting ground training or flight training in accordance with the privileges and limitations of his or her flight instructor license; or
 - (iii) A person authorized by the ECAA to provide ground training or flight training under Part 61, 121, or 142 of the ECARs when conducting ground training or flight training in accordance with that authority.
 - (3) Cross-country time means :
 - (i) Except as provided in paragraphs (b)(3)(ii) through (b)(3)(v) of this section, time acquired during flight:
 - (A) Conducted by a person who holds a pilot license;
 - (B) Conducted in an aircraft;
 - (C) That includes a landing at a point other than the point of departure; and
 - (D) That involves the use of dead reckoning, pilot age, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.
 - (ii) For the purpose of meeting the aeronautical experience requirements (except for a rotorcraft category rating), for a private pilot license, a commercial pilot license, or an instrument rating, time acquired during a flight:
 - (A) Conducted in an appropriate aircraft;
 - (B) That includes a point of landing that was at least a straight-line distance of more than 50 nautical miles from the original point of departure; and
 - (C) That involves the use of dead reckoning, pilot age, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.
 - (iii) For the purpose of meeting the aeronautical experience requirements for any pilot license with a rotorcraft category rating or an instrument-helicopter rating, time acquired during a flight :
 - (A) Conducted in an appropriate aircraft;
 - (B) That includes a point of landing that was at least a straight-line distance of more than 25 nautical miles from the original point of departure; and
 - (C) That involves the use of dead reckoning, pilot age, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.
 - (iv) For the purpose of meeting the aeronautical experience requirements for an airline transport pilot license (except with a rotorcraft category rating), time acquired during a flight :
 - (A) Conducted in an appropriate aircraft;

- (B) That is at least a straight-line distance of more than 50 nautical miles from the original point of departure; and
- (C) That involves the use of dead reckoning, pilot age, electronic navigation aids, radio aids, or other navigation systems.
- (v) For a military pilot who qualifies for a commercial pilot license (except with a rotorcraft category rating) under 61.73 of this part, time acquired during a flight:
 - (A) Conducted in an appropriate aircraft;
 - (B) That is at least a straight-line distance of more than 50 nautical miles from the original point of departure; and
 - (C) That involves the use of dead reckoning, pilot age, electronic navigation aids, radio aids, or other navigation systems.
- (4) Examiner means any person who is authorized by the ECAA to conduct a pilot proficiency test or a practical test in accordance with the ECAA Examination Standards Handbook for an airman license or rating issued under this part, or a person who is authorized to conduct a knowledge test under this part.
- (5) Flight simulator means a device that:
 - (i) Is a full-size aircraft cockpit replica of a specific type of aircraft, or make, model, and series of aircraft;
 - (ii) Includes the hardware and software necessary to represent the aircraft in ground operations and flight operations;
 - (iii) Uses a force cueing system that provides cues at least equivalent to those cues provided by a 3 degree freedom of motion system;
 - (iv) Uses a visual system that provides at least a 45 degree horizontal field of view and a 30 degree vertical field of view simultaneously for each pilot; and
 - (v) Has been evaluated, qualified, and approved by the ECAA or by the civil aviation authority of a contracting State to the Convention on International Civil Aviation in a manner accepted by the ECAA.
- (6) Flight training means that training, other than ground training, received from an authorized instructor in flight in an aircraft.
- (7) Flight training device means a device that:
 - (i) Is a full-size replica of the instruments, equipment, panels, and controls of an aircraft, or set of aircraft, in an open flight deck area or in an enclosed cockpit, including the hardware and software for the systems installed, that is necessary to simulate the aircraft in ground and flight operations;
 - (ii) Need not have a force (motion) cueing or visual system; and
 - (iii) Has been evaluated, qualified, and approved by the ECAA or by the civil aviation authority of a contracting State to the Convention on International Civil Aviation in a manner accepted by the ECAA.
- (8) Ground training means that training, other than flight training, received from an authorized instructor.
- (9) Instrument approach means an approach procedure as defined in Annex 4 to the Convention on International Civil Aviation.
- (10) Instrument training means that time in which instrument training is received from an authorized instructor under actual or simulated instrument conditions.
- (11) Knowledge test means a test on the aeronautical knowledge areas required for an airman license or rating that can be administered in written form or by a computer.
- (12) Pilot time means that time in which a person:
 - (i) Serves as a required pilot flight crewmember;
 - (ii) Receives training from an authorized instructor in an aircraft, flight simulator, or flight training device; or
 - (iii) Gives training as an authorized instructor in an aircraft, flight simulator, or flight training device.
- (13) Practical test means a test on the areas of operations for an airman license, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate maneuvers in flight, in a flight simulator, or in a flight training device.
- (14) Set of aircraft means aircraft that share similar performance characteristics, such as similar airspeed and altitude operating envelopes, similar handling characteristics, and the same number and type of propulsion systems.

- (15) Training time means training received:
- (i) In flight from an authorized instructor;
 - (ii) On the ground from an authorized instructor; or
 - (iii) In a flight simulator or flight training device from an authorized instructor.

61.3 Requirement for licenses, ratings, and authorizations.

- (a) Pilot license. A person may not act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of A.R.E registry, unless that person
- (1) Has a valid pilot license or special purpose pilot authorization issued under this part in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that pilot license or authorization., and
 - (2) Has a photo identification that is in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that pilot license or authorization. The photo identification must be a:
 - (i) Government identification card issued by the Egyptian government;
 - (ii) A.R.E Armed Forces' identification card;
 - (iii) Official passport; or
 - (iv) Other form of identification that the ECAA finds acceptable.
- (b) Required pilot license for operating a foreign-registered aircraft. A person may not act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of foreign registry within Egypt, unless that person's pilot license:
- (1) Is valid and in that person's physical possession, or readily accessible in the aircraft when exercising the privileges of that pilot certificate; and
 - (2) Has been issued under this part, or has been issued or validated by the country in which the aircraft is registered.
- (c) Medical certificate.
- (1) Except as provided for in paragraph (c)(2) of this section, a person may not act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft, under a license issued to that person under this part, unless that person has a current and appropriate medical certificate that has been issued under part 67 of the ECARs.
 - (2) A person is not required to meet the requirements of paragraph (c)(1) of this section if that person:
 - (i) Is exercising the privileges of a flight instructor license, provided the person is not acting as pilot in command or as a required pilot flight crewmember;
 - (ii) Is exercising the privileges of a ground instructor license;
- (d) Flight instructor license.
- (1) A person who holds a flight instructor license issued under this part must have that license, or other documentation acceptable to the ECAA, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that flight instructor license.
 - (2) Except as provided in paragraph (d)(3) of this section, no person other than the holder of a flight instructor license issued under this part with the appropriate rating on that license may:
 - (i) Give training required to qualify a person for solo flight and solo cross-country flight;
 - (ii) Endorse an applicant for a:
 - (A) Pilot license or rating issued under this part;
 - (B) Flight instructor license or rating issued under this part; or
 - (C) Ground instructor license or rating issued under this part;
 - (i) Endorse a pilot logbook to show training given; or
 - (ii) Endorse a student pilot license and logbook for solo operating privileges.
 - (3) A flight instructor license issued under this part is not necessary:
 - (i) Under paragraph (d)(2) of this section, if the training is given by a person who is qualified in accordance with subpart C of part 142 of the ECARs, provided the training is conducted in accordance with an approved part 142 training program;
 - (ii) Under paragraphs (d)(2)(i), (d)(2)(ii)(C), and (d)(2)(iii) of this section, if the training is given by the holder of a ground instructor license in accordance with the privileges of the license;

- (e) Instrument rating. No person may act as pilot in command of a civil aircraft under IFR or in weather conditions less than the minimums prescribed for VFR flight unless that person holds:
- (1) The appropriate aircraft category, class, type (if required), and instrument rating on that person's pilot license for any airplane, helicopter, or powered-lift being flown;
 - (2) An airline transport pilot license with the appropriate aircraft category, class, and type rating (if required) for the aircraft being flown;
- (f) Category II pilot authorization. Except for a pilot conducting Category II operations under part 121, a person may not:
- (1) Act as pilot in command of a civil aircraft during Category II operations unless that person:
 - (i) Holds a current Category II pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or
 - (ii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as pilot in command of that aircraft in Category II operations.
 - (2) Act as second in command of a civil aircraft during Category II operations unless that person:
 - (i) Holds a valid pilot license with category and class ratings for that aircraft and a current instrument rating for that category aircraft;
 - (ii) Holds an airline transport pilot license with category and class ratings for that aircraft; or
 - (iii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category II operations.
- (g) Category III pilot authorization. Except for a pilot conducting Category III operations under part 121, a person may not:
- (1) Act as pilot in command of a civil aircraft during Category III operations unless that person:
 - (i) Holds a current Category III pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or
 - (ii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as pilot in command of that aircraft in Category III operations.
 - (2) Act as second in command of a civil aircraft during Category III operations unless that person:
 - (i) Holds a valid pilot license with category and class ratings for that aircraft and a current instrument rating for that category aircraft;
 - (ii) Holds an airline transport pilot license with category and class ratings for that aircraft; or
 - (iii) In the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category III operations.
- (h) Category A aircraft pilot authorization. The ECAA may issue a certificate of authorization for a Category II or Category III operation to the pilot of a small aircraft that is a Category A aircraft, if:
- (1) The ECAA determines that the Category II or Category III operation can be performed safely by that pilot under the terms of the certificate of authorization; and
 - (2) The Category II or Category III operation does not involve the carriage of persons or property for compensation or hire.
- (i) Ground instructor license.
- (1) Each person who holds a ground instructor license issued under this part must have that license in that person's physical possession or immediately accessible when exercising the privileges of that license.
 - (2) Except as provided in paragraph (i)(3) of this section, no person other than the holder of a ground instructor license, issued under this part, with the appropriate rating on that license may:
 - (i) Give ground training required to qualify a person for solo flight and solo cross-country flight;
 - (ii) Endorse an applicant for a knowledge test required for a pilot, flight instructor, or ground instructor license or rating issued under this part; or
 - (iii) Endorse a pilot logbook to show ground training given.

- (3) A ground instructor license issued under this part is not necessary:
- (i) Under paragraph (i)(2) of this section, if the training is given by the holder of a flight instructor license issued under this part in accordance with the privileges of that license;
 - (ii) Under paragraph (i)(2) of this section, if the training is given by a person who is qualified in accordance with subpart C of part 142 of this chapter, provided the training is conducted in accordance with an approved part 142 training program;
 - (iii) Under paragraph (i)(2)(iii) of this section, if the training is given by an authorized flight instructor under section 61.41 of this part.
- (j) Age limitation for certain operations:

Definitions.

*“International air service,” as used in paragraph (j) of this section, means scheduled air service performed in airplanes for the public transport of passengers, mail, or cargo, in which the service passes through the airspace over the territory of more than one country.

*“International air transportation,” as used in paragraph (j) of this section, means air transportation performed in airplanes for the public transport of passengers, mail, or cargo, in which the service passes through the airspace over the territory of more than one country.

- (1) The ECAA having issued pilot licences, shall **not permit** the holders thereof to act as **Pilot** of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday in the case of operations with one pilot, or;
 - (2) The ECAA having issued pilot licences, shall **permit** the holders thereof to act as **Pilot** of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 65th birthday, in the case of operations with more than one pilot,
 - (3) The age limitations for certain operation as mentioned in (j) (1) & (2) above shall permit under the following conditions:
 - (i) Such person shall meets all requirements to act as a pilot in that capacity, including meeting the requirements of class I medical assessment not less than once every six calendar months before reaching his or her 65th birthday, as specified in ECAR Part 67.9(d),(e) and;
 - (ii) Such person shall not be allowed to exceed a maximum 75% of required accumulative flying hours for pilots during any 30 consecutive day mentioned in ECAR Part 121.515(b) subpart Q.
 - (4) No Egyptian operator can hire any person to serve as a pilot over 60th years age, unless authorization is issued by the ECAA to such operator for each person once after reaching his or her 60th birthday until reaching his or her 65th birthday.
 - (5) The ECAA may allow a person to serve as an aircraft flight instructor or check airman or designated pilot examiner on aircraft with a maximum take off weight more than 5700 KG before reached his or her 65th birthday and;
 - (6) No person may serve as a pilot on any aircraft operated in international air transportation by any foreign air carrier within or through any Egyptian airspace, if that person has reached his or her 65th birthday; and
 - (7) The ECAA may allow a person who has reached his or her 60th birthday, but has not reached his or her 65th birthday, to act in non-revenue operation only as: a private pilot, flight instructor for aircraft with maximum take off weight equal to or less than 5700 kg, in domestic flights only before reached his or her 65th birthday and;
 - (8) The ECAA may allow a person who has reached his or her 60th birthday, but has not reached his or her 65th birthday, to act as a pilot on any aircraft engaged in sight seeing, agricultural operations or banner towing operations for compensation or hire in domestic flights only.
- (k) Special purpose pilot authorization. Any person that is required to hold a special purpose pilot authorization, issued in accordance with section 61.77 of this part, must have that authorization and the person's foreign pilot license in that person's physical possession or have it readily accessible in the aircraft when exercising the privileges of that authorization.
- (l) Inspection of license. Each person who holds an airman license, medical certificate, authorization, or license required by this part must present it and their photo identification as described in paragraph (a)(2) of this section for inspection upon a request from:
- (1) The ECAA;

- (2) An authorized representative of the MCA Central Administration for Aviation Accidents; or
- (3) Any Governmental Officer.

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

- (a) Except as specified in paragraph (b) or (c) of this section, each flight simulator and flight training device used for training, and for which an airman is to receive credit to satisfy any training, testing, or checking requirement under the ECARs, must be qualified and approved by the ECAA for:
 - (1) The training, testing, and checking for which it is used;
 - (2) Each particular maneuver, procedure, or crewmember function performed; and
 - (3) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.
- (b) Any device used for flight training, testing, or checking that has been determined to be acceptable to or approved by the ECAA prior to April 1, 2006, which can be shown to function as originally designed, is considered to be a flight training device, provided it is used for the same purposes for which it was originally accepted or approved and only to the extent of such acceptance or approval.
- (c) The ECAA may approve a device other than a flight simulator or flight training device for specific purposes.

61.5 Licenses and ratings issued under this part.

- (a) The following licenses are issued under this part to an applicant who satisfactorily accomplishes the training and licensing requirements for the license sought:
 - (1) Pilot licenses:
 - (i) Student pilot.
 - (ii) Private pilot.
 - (iii) Commercial pilot.
 - (iv) Airline transport pilot.
 - (2) Flight instructor license.
 - (3) Ground instructor license.
- (b) The following ratings are placed on a pilot license (other than student pilot) when an applicant satisfactorily accomplishes the training and licensing requirements for the rating sought:
 - (1) Aircraft category ratings:
 - (i) Airplane.
 - (ii) Rotorcraft.
 - (iii) Powered-lift.
 - (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) Aircraft type ratings:
 - (i) Large aircraft.
 - (ii) Turbojet-powered airplanes.
 - (iii) Other aircraft type ratings specified by the ECAA through the aircraft type certification procedures.
 - (iv) Aircraft that is certificated for operations with a minimum crew of at least two pilots.
 - (v) Helicopters and powered-lifts certificated for single-pilot operation except where a class rating has been issued under

- (vi) any aircraft whenever considered necessary by the Licensing Authority.
- (5) Instrument ratings (on private and commercial pilot licenses only):
 - (i) Instrument—Airplane.
 - (ii) Instrument—Helicopter.
 - (iii) Instrument—Powered-lift.
- (c) The following ratings are placed on a flight instructor license when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:
 - (1) Aircraft category ratings:
 - (i) Airplane.
 - (ii) Rotorcraft.
 - (iii) Powered-lift.
 - (2) Airplane class ratings:
 - (i) Single-engine.
 - (ii) Multiengine.
 - (3) Rotorcraft class ratings:
 - (i) Helicopter.
 - (ii) Gyroplane.
 - (4) Instrument ratings:
 - (i) Instrument—Airplane.
 - (ii) Instrument—Helicopter.
 - (iii) Instrument—Powered-lift.
- (d) The following ratings are placed on a ground instructor license when an applicant satisfactorily accomplishes the training and licensing requirements for the rating sought:
 - (1) Basic.
 - (2) Advanced.
 - (3) Instrument.

61.7 Obsolete licenses and ratings.

Except for instructors authorized under part 121 of the ECARs the holder of a pilot license that bears a trainer rating may not exercise the privileges of that rating after 01 January 2008.

61.11 Expired pilot licenses and resistance.

- (a) No person who holds an expired pilot license or rating may:
 - (1) Exercise the privileges of that pilot license or rating; or
 - (2) Act as pilot in command or as a required pilot flight crewmember of an aircraft of the same category and class specified on the expired pilot license or rating.
- (b) A pilot license issued on the basis of a foreign pilot license will expire on the date the foreign license expires unless otherwise specified on the A.R.E. pilot license. A license without an expiration date is issued to the holder of the expired license only if that person meets the requirements of section 61.75 for the issuance of a pilot license based on a foreign pilot license.

61.13 Issuance of airman licenses, ratings, and authorizations.

- (a) Application.
 - (1) An applicant for an airman license, rating, or authorization under this part must make that application on a form and in a manner acceptable to the ECAA.
 - (2) An applicant who is neither a citizen of the Arab Republic of Egypt nor a resident alien of the Arab Republic of Egypt may be refused issuance of any A.R.E. airman licenses, rating, or authorization by the ECAA.
 - (3) Except as provided in paragraph (a)(2) of this section an applicant who satisfactorily accomplishes the training and certification requirements for the license, rating, or authorization sought is entitled to receive that airman license, rating, or authorization.
- (b) Limitations.
 - (1) An applicant who cannot comply with certain areas of operation required on the practical test because of physical limitations may be issued an airman license, rating, or authorization with the appropriate limitation placed on the applicant's airman license provided the:
 - (i) Applicant is able to meet all other certification requirements for the airman license, rating, or authorization sought;

- (ii) Physical limitation has been recorded with the ECAA on the applicant's medical records; and
- (iii) ECAA determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.
- (2) A limitation placed on a person's airman license may be removed, provided that person demonstrates for an examiner satisfactory proficiency in the area of operation appropriate to the airman license, rating, or authorization sought.
- (c) Additional requirements for Category II and Category III pilot authorizations.
 - (1) A Category II or Category III pilot authorization is issued by a letter of authorization as part of an applicant's instrument rating or airline transport pilot license.
 - (2) Upon original issue, the authorization contains the following limitations:
 - (i) For Category II operations, the limitation is 1,600 feet RVR and a 150-foot decision height; and
 - (ii) For Category III operations, each initial limitation is specified in the authorization document.
 - (3) The limitations on a Category II or Category III pilot authorization may be removed as follows:
 - (i) In the case of Category II limitations, a limitation is removed when the holder shows that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions.
 - (ii) In the case of Category III limitations, a limitation is removed as specified in the authorization.
 - (4) To meet the experience requirements of paragraph (c)(3) of this section, and for the practical test required by this part for a Category II or a Category III pilot authorization, a flight simulator or flight training device may be used if it is approved by the ECAA for such use.
- (d) Application during suspension or revocation.
 - (1) Unless otherwise authorized by the ECAA, a person whose pilot, flight instructor, or ground instructor license has been suspended may not apply for any license, rating, or authorization during the period of suspension.
 - (2) Unless otherwise authorized by the ECAA, a person whose pilot, flight instructor, or ground instructor license has been revoked may not apply for any license, rating, or authorization for 1 year after the date of revocation.

61.14 Refusal to submit to a drug or alcohol test.

- (a) This section applies to an employee who performs a function listed in appendix I to part 121 or appendix J to part 121 of the ECARs directly or by contract for a part 121 air carrier.
- (b) Refusal by the holder of a license issued under this part to take a drug test required under the provisions of appendix I to part 121 or an alcohol test required under the provisions of appendix J to part 121 is grounds for:
 - (1) Denial of an application for any license, rating, or authorization issued under this part for a period of up to 1 year after the date of such refusal; and
 - (2) Suspension or revocation of any license, rating, or authorization issued under this part.

61.15 Offenses involving alcohol or drugs.

- (a) A conviction for the violation of any Governmental statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for:
 - (1) Denial of an application for any license, rating, or authorization issued under this part for a period of up to 1 year after the date of final conviction; or
 - (2) Suspension or revocation of any license, rating, or authorization issued under this part.
- (b) Committing an act prohibited by parts of the ECARs is grounds for:
 - (1) Denial of an application for a license, rating, or authorization issued under this part for a period of up to 1 year after the date of that act; or
 - (2) Suspension or revocation of any license, rating, or authorization issued under this part.
- (c) For the purposes of paragraphs (d), (e), and (f) of this section, a motor vehicle action means:

- (1) The violation of any Governmental statute relating to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug;
 - (2) The cancellation, suspension, or revocation of a license to operate a motor vehicle for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug; or
 - (3) The denial of an application for a license to operate a motor vehicle for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug.
- (d) Except for a motor vehicle action that results from the same incident or arises out of the same factual circumstances, a motor vehicle action occurring within 3 years of a previous motor vehicle action is grounds for:
- (1) Denial of an application for any license, rating, or authorization issued under this part for a period of up to 1 year after the date of the last motor vehicle action; or
 - (2) Suspension or revocation of any license, rating, or authorization issued under this part.
- (e) Each person holding a license issued under this part shall provide a written report of each motor vehicle action to the ECAA, Civil Aviation Security Division, Airport Road Ministry of Civil Aviation Complex, Cairo, Egypt, not later than 60 days after the motor vehicle action. The report must include:
- (1) The person's name, address, date of birth, and airman license number;
 - (2) The type of violation that resulted in the conviction or the administrative action;
 - (3) The date of the conviction or administrative action;
 - (4) The Governmental Authority that holds the record of conviction or administrative action; and
 - (5) A statement of whether the motor vehicle action resulted from the same incident or arose out of the same factual circumstances related to a previously reported motor vehicle action.
- (f) Failure to comply with paragraph (e) of this section is grounds for:
- (1) Denial of an application for any license, rating, or authorization issued under this part for a period of up to 1 year after the date of the motor vehicle action; or
 - (2) Suspension or revocation of any license, rating, or authorization issued under this part.

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

A refusal to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer in accordance with section 91.17(c) of the ECARs, or a refusal to furnish or authorize the release of the test results requested by the ECAA in accordance with section 91.17(c) or (d) of the ECARs, is grounds for:

- (a) Denial of an application for any license, rating, or authorization issued under this part for a period of up to 1 year after the date of that refusal; or
- (b) Suspension or revocation of any license, rating, or authorization issued under this part.

61.17 Reserved.

61.18 Security disqualification.

- (a) Eligibility standard. No person is eligible to hold a license, rating, or authorization issued under this part when the Department of National Security (DNS) has notified the ECAA in writing that the person poses a security threat.
- (b) Effect of the issuance by the DNS of a Notification of Security Threat.
 - (1) The ECAA will suspend any person's license, rating, or authorization issued under this part if the DNS notifies the ECAA of a security threat investigation involving that person.
 - (2) The ECAA will revoke any license, rating, or authorization issued under this part if the person under investigation is determined to pose a security threat.

61.19 Duration of pilot and instructor licenses.

- (a) General. The holder of a license with an expiration date may not, after that date, exercise the privileges of that license.
- (b) Student pilot license. A student pilot license expires 24 calendar months from the month in which it is issued.

- (c) The holder of a pilot license issued on the basis of a foreign pilot license may exercise the privileges of that license only while that person's foreign pilot license is effective.
- (d) Flight instructor license. A flight instructor license:
 - is effective only while the holder has a current pilot license .
- (e) Ground instructor license. A ground instructor license issued under this part is issued without a specific expiration date.
- (f) Surrender, suspension, or revocation. Any license issued under this part ceases to be effective if it is surrendered, suspended, or revoked.
- (g) Return of licenses. The holder of any license issued under this part that has been suspended or revoked must return that license to the ECAA when requested to do so by the ECAA.

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

- (a) A Category II pilot authorization or a Category III pilot authorization expires at the end of the sixth calendar month after the month in which it was issued or renewed.
- (b) Upon passing a practical test for a Category II or Category III pilot authorization, the authorization may be renewed for each type of aircraft for which the authorization is held.
- (c) A Category II or Category III pilot authorization for a specific type aircraft for which an authorization is held will not be renewed beyond 12 calendar months from the month the practical test was accomplished in that type aircraft.
- (d) If the holder of a Category II or Category III pilot authorization passes the practical test for a renewal in the month before the authorization expires, the holder is considered to have passed it during the month the authorization expired.

Note: cat II and cat III authorizations are obtained according to the requirements of EAC 91-11 and EAC 91-12.

61.23 Medical certificates: Requirement and duration.

- (a) Operations requiring a medical certificate. Except as provided in paragraphs (b) and (c) of this section, a person:
 - (1) Must hold a first-class medical certificate:
 - (i) when exercising the privileges of an airline transport pilot license;
 - (ii) when exercising the privileges of a commercial pilot license; or
 - (2) Must hold at least a second-class medical certificate:
 - (i) When exercising the privileges of a student pilot license;
 - (ii) When exercising the privileges of a private pilot license;
 - (3) when exercising the privileges of a flight instructor license the person must hold the medical assessment appropriate to the privileges of the pilot license required.
 - (4) Instrument rating applicants holding a private pilot license shall establish their hearing acuity on the basis of compliance with the hearing requirements for the issue of a first-class medical certificate.
- (b) Operations not requiring a medical certificate. A person is not required to hold a valid medical certificate:
 - (1) When exercising the privileges of a ground instructor license;
 - (2) When serving as an examiner or check airman during the administration of a test or check for a license, rating, or authorization conducted in a flight simulator or flight training device; or
 - (3) When taking a test or check for a license, rating, or authorization conducted in a flight simulator or flight training device.
- (c) Duration of a medical certificate.
Ref. to ECAR Part 67.9

61.25 Change of name.

- (a) An application to change the name on a license issued under this part must be accompanied by the applicant's:
 - (1) Current airman license; and
 - (2) A copy of the marriage certificate, court order, or other document verifying the name change.
- (b) The documents in paragraph (a) of this section will be returned to the applicant after inspection.

61.26 Language proficiency.

- (a) Aero plane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements.
- (b) Aero plane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators, shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in (EAC00_21). The language proficiency required must be at least Operational Level (level 4) of the ICAO Language Proficiency Rating (EAC 00_21)
- (c) Aero plane, airship, helicopter and powered-lift pilots, air traffic controllers and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) as specified in the language proficiency requirements in (EAC00_21) shall be formally evaluated by the ECAA or an organization approved by the ECAA at intervals in accordance with an individual's demonstrated proficiency level as follows:
 - (1) Those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and
 - (2) Those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.
- (d) existing licenses shall have a Language Proficiency endorsement.
- (e) Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications
- (f) Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.

61.27 Voluntary surrender or exchange of license.

- (a) The holder of a license issued under this part may voluntarily surrender it for:
 - (1) Cancellation;
 - (2) Issuance of a lower grade license; or
 - (3) Another license with specific ratings deleted.
- (b) Any request made under paragraph (a) of this section 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 issuance."

61.29 Replacement of a lost or destroyed airman license or medical certificate or knowledge test report.

- (a) A request for the replacement of a lost or destroyed airman license issued under this part must be made by letter to the Ministry of Civil Aviation, ECAA, Airmen Licensing Branch, Ministry of civil aviation complex Airport Road, Cairo, Egypt, and must be accompanied by a check or money order for the appropriate fee payable to the ECAA.
- (b) A request for the replacement of a lost or destroyed medical certificate must be made by letter to the Ministry of Civil Aviation, ECAA, Aero medical Certification Branch, Ministry of civil aviation complex Airport Road, Cairo, Egypt., and must be accompanied by a check or money order for the appropriate fee payable to the ECAA.
- (c) A request for the replacement of a lost or destroyed knowledge test report must be made by letter to the Ministry of Civil Aviation, ECAA, Airman Licensing Branch, Ministry of civil aviation complex Airport Road, Cairo, Egypt, and must be accompanied by a check or money order for the appropriate fee payable to the ECAA.
- (d) The letter requesting replacement of a lost or destroyed airman license, medical certificate, or knowledge test report must state:
 - (1) The name of the person;
 - (2) The permanent mailing address (including ZIP code), or if the permanent mailing address includes a post office box number, then the person's current residential address;
 - (3) The national ID number;
 - (4) The date and place of birth of the license or certificate holder; and

- (5) Any available information regarding the:
 - (i) Grade, number, and date of issuance of the license, certificate, and the ratings, if applicable;
 - (ii) Date of the medical examination, if applicable; and
 - (iii) Date the knowledge test was taken, if applicable.

61.31 Type rating requirements, additional training, and authorization requirements.

- (a) Type ratings required. A person who acts as a pilot in command of any of the following aircraft must hold a type rating for that aircraft:
 - (1) Large aircraft .
 - (2) Turbojet-powered airplanes.
 - (3) Other aircraft specified by the ECAA through aircraft type certificate procedures.
 - (4) Aircraft that is certificated for operations with a minimum crew of at least two pilots.
 - (5) Helicopters and powered-lifts certificated for single-pilot operation except where a class rating has been issued under.
- (b) Aircraft category, class, and type ratings: Limitations on the carriage of persons, or operating for compensation or hire. Unless a person holds a category, class, and type rating (if a class and type rating is required) that applies to the aircraft, that person may not act as pilot in command of an aircraft that is carrying another person, or is operated for compensation or hire. That person also may not act as pilot in command of that aircraft for compensation or hire.
- (c) Aircraft category, class, and type ratings: Limitations on operating an aircraft as the pilot in command. To serve as the pilot in command of an aircraft, a person must:
 - (1) Hold the appropriate category, class, and type rating (if a class rating and type rating are required) for the aircraft to be flown;
 - (2) Be receiving training for the purpose of obtaining an additional pilot license and rating that are appropriate to that aircraft, and be under the supervision of an authorized instructor; or
 - (3) Have received training required by this part that is appropriate to the aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and have received the required endorsements from an instructor who is authorized to provide the required endorsements for solo flight in that aircraft.
 - (4) Type rating as required by (a) in this section, The applicant shall have gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:
 - (i) Normal flight procedures and manoeuvres during all phases of flight;
 - (ii) Abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe
 - (iii) Where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
 - (iv) For the issue of an aero plane category type rating, upset prevention and recovery training; and

Note 1.— Procedures for upset prevention and recovery training are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868)

Note 2.— Guidance on upset prevention and recovery training is contained in the Manual on Aero plane Upset Prevention and Recovery Training (Doc 10011)

Note 3.— The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625) provides guidance on the approval of flight simulation training devices for upset prevention and recovery training

Note 4.— The aero plane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module
 - (v) Procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists

Note. — Attention is called to subpart (G) for flight instructor on the qualifications required for pilots giving flight Training
 - (vi) Demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and

- (vii) Demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the Licensing Authority on the basis of the requirements specified in 61.155
- Note.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification and cross-credit
- (d) Additional training required for operating complex airplanes.
- (1) Except as provided in paragraph (e)(2) of this section, no person may act as pilot in command of a complex airplane (an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller; or, in the case of a seaplane, flaps and a controllable pitch propeller), unless the person has:
- (i) Received and logged ground and flight training from an authorized instructor in a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane, and has been found proficient in the operation and systems of the airplane; and
- (ii) Received a one-time endorsement in the pilot's logbook from an authorized instructor who certifies the person is proficient to operate a complex airplane.
- (2) The training and endorsement required by paragraph (e)(1) of this section is not required if the person has logged flight time as pilot in command of a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane prior to January 1, 2006.
- (e) Additional training required for operating high-performance airplanes.
- (1) Except as provided in paragraph (f)(2) of this section, no person may act as pilot in command of a high-performance airplane (an airplane with an engine of more than 200 horsepower), unless the person has:
- (i) Received and logged ground and flight training from an authorized instructor in a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane, and has been found proficient in the operation and systems of the airplane; and
- (ii) Received a one-time endorsement in the pilot's logbook from an authorized instructor who certifies the person is proficient to operate a high-performance airplane.
- (2) The training and endorsement required by paragraph (f)(1) of this section is not required if the person has logged flight time as pilot in command of a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane prior to January 1, 2006.
- (f) Additional training required for operating pressurized aircraft capable of operating at high altitudes.
- (1) no person may act as pilot in command of a pressurized aircraft (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL), unless that person has received and logged ground training from an authorized instructor and obtained an endorsement in the person's logbook or training record from an authorized instructor who certifies the person has satisfactorily accomplished the ground training. The ground training must include at least the following subjects:
- (i) High-altitude aerodynamics and meteorology;
- (ii) Respiration;
- (iii) Effects, symptoms, and causes of hypoxia and any other high-altitude sickness;
- (iv) Duration of consciousness without supplemental oxygen;
- (v) Effects of prolonged usage of supplemental oxygen;
- (vi) Causes and effects of gas expansion and gas bubble formation;
- (vii) Preventive measures for eliminating gas expansion, gas bubble formation, and high-altitude sickness;
- (viii) Physical phenomena and incidents of decompression; and
- (ix) Any other physiological aspects of high-altitude flight.
- (2) no person may act as pilot in command of a pressurized aircraft unless that person has received and logged training from an authorized instructor in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft, and obtained an endorsement in the person's logbook or training record from an authorized instructor who found the person proficient in the operation of a pressurized aircraft. The flight training must include at least the following subjects:

- (i) Normal cruise flight operations while operating above 25,000 feet MSL;
 - (ii) Proper emergency procedures for simulated rapid decompression without actually depressurizing the aircraft; and
 - (iii) Emergency descent procedures.
- (g) Additional aircraft type-specific training. No person may serve as pilot in command of an aircraft that the ECAA has determined requires aircraft type-specific training unless that person has:
- (1) Received and logged type-specific training in the aircraft, or in a flight simulator or flight training device that is representative of that type of aircraft; and
 - (2) Received a logbook endorsement from an authorized instructor who has found the person proficient in the operation of the aircraft and its systems.
- (h) Additional training required for operating tail wheel airplanes. no person may act as pilot in command of a tail wheel airplane unless that person has received and logged flight training from an authorized instructor in a tail wheel airplane and received an endorsement in the person's logbook from an authorized instructor who found the person proficient in the operation of a tail wheel airplane. The flight training must include at least the following maneuvers and procedures:
- (1) Normal and crosswind takeoffs and landings;
 - (2) Wheel landings (unless the manufacturer has recommended against such landings); and
 - (3) Go-around procedures.
 - (i) Exceptions.
 - (A) This section does not require a category and class rating for aircraft not type-certificated as airplanes, rotorcraft, or powered-lifts, weight-shift-control aircraft.
 - (B) The rating limitations of this section do not apply to:
 - (i) An applicant when taking a practical test given by an examiner;
 - (ii) The holder of a student pilot license;
 - (iii) The holder of a pilot license when operating an aircraft under the authority of:
 - (A) A provisional type license; or
 - (B) An experimental license, unless the operation involves carrying a passenger;

61.33 Tests: General procedure.

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

61.35 Knowledge test: Prerequisites and passing grades.

- (a) An applicant for a knowledge test must have:
 - (1) Received an endorsement, if required by this part, from an authorized instructor certifying that the applicant accomplished the appropriate ground-training or a home study course required by this part for the license or rating sought and is prepared for the knowledge test; and
 - (2) Proper identification at the time of application that contains the applicant's:
 - (i) Photograph;
 - (ii) Signature;
 - (iii) Date of birth, which shows the applicant meets or will meet the age requirements of this part for the license sought before the expiration date of the airman knowledge test report; and
 - (iv) Actual residential address, if different from the applicant's mailing address.
- (b) The ECAA shall specify the minimum passing grade for the knowledge test.

61.37 Knowledge tests: Cheating or other unauthorized conduct.

- (a) An applicant for a knowledge test may not:
 - (1) Copy or intentionally remove any knowledge test;
 - (2) Give to another applicant or receive from another applicant any part or copy of a knowledge test;
 - (3) Give assistance on, or receive assistance on, a knowledge test during the period that test is being given;
 - (4) Take any part of a knowledge test on behalf of another person;
 - (5) Be represented by, or represent, another person for a knowledge test;

- (6) Use any material or aid during the period that the test is being given, unless specifically authorized to do so by the ECAA; and
- (7) Intentionally cause, assist, or participate in any act prohibited by this paragraph.
- (b) An applicant who the ECAA finds has committed an act prohibited by paragraph (a) of this section is prohibited, for 1 year after the date of committing that act, from:
 - (1) Applying for any license, rating, or authorization issued under the ECARs; and
 - (2) Applying for and taking any test under the ECARs.
- (c) Any license or rating held by an applicant may be suspended or revoked if the ECAA finds that person has committed an act prohibited by paragraph (a) of this section.

61.39 Prerequisites for practical tests.

- (a) Except as provided in paragraphs (b) and (c) of this section, to be eligible for a practical test for a license or rating issued under this part, an applicant must:
 - (1) Pass the required knowledge test within the 24-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required;
 - (2) Present the knowledge test report at the time of application for the practical test, if a knowledge test is required;
 - (3) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by this part for the license or rating sought;
 - (4) Hold at least a appropriate class medical certificate, if a medical certificate is required;
 - (5) Meet the prescribed age requirement of this part for the issuance of the license or rating sought;
 - (6) Have an endorsement, if required by this part, in the applicant's logbook or training record that has been signed by an authorized instructor who certifies that the applicant:
 - (i) Has received and logged training time within 60 days preceding the date of application in preparation for the practical test;
 - (ii) Is prepared for the required practical test; and
 - (iii) Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test; and
 - (7) Have a completed and signed application form.
- (b) Notwithstanding the provisions of paragraphs (a)(1) and (2) of this section, an applicant for an airline transport pilot license or an additional rating to an airline transport license may take the practical test for that license or rating with an expired knowledge test report, provided that the applicant:
 - (1) Is employed as a flight crewmember by a certificate holder under part 121 of the ECARs at the time of the practical test and has satisfactorily accomplished that operator's approved:
 - (i) Pilot in command aircraft qualification training program that is appropriate to the license and rating sought; and
 - (ii) Qualification training requirements appropriate to the license and rating sought; or
 - (2) Is employed as a flight crewmember in scheduled A.R.E. military air transport operations at the time of the practical test, and has accomplished the pilot in command aircraft qualification training program that is appropriate to the license and rating sought.
- (c) A person is not required to comply with the provisions of paragraph (a)(6) of this section if that person:
 - (1) 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 license sought;
 - (2) Is applying for a type rating only, or a class rating with an associated type rating; or
 - (3) Is applying for an airline transport pilot license or an additional rating to an airline transport pilot license in an aircraft that does not require an aircraft type rating practical test.
- (d) If all increments of the practical test for a license or rating are not completed on one date, all remaining increments of the test must be satisfactorily completed not more than 60 calendar days after the date on which the applicant began the test.

- (e) If all increments of the practical test for a license or a rating are not satisfactorily completed within 60 calendar days after the date on which the applicant began the test, the applicant must retake the entire practical test, including those increments satisfactorily completed.

61.41 Flight training received from flight instructors not certificated by the ECAA.

- (a) A person may credit flight training toward the requirements of a pilot license or rating issued under this part, if that person received the training from a flight instructor of an Egyptian Armed Force in a program for training military pilots of the Arab Republic of Egypt.
- (b) A flight instructor described in paragraph (a) of this section is only authorized to give endorsements to show training given.

61.43 Practical tests: General procedures.

- (a) Except as provided in paragraph (b) of this section, the ability of an applicant for a license or rating issued under this part to perform the required tasks on the practical test is based on that applicant's ability to safely:
- (1) Perform the tasks specified in the areas of operation for the license or rating sought within the approved standards;
 - (2) Demonstrate mastery of the aircraft with the successful outcome of each task performed never seriously in doubt;
 - (3) Demonstrate satisfactory proficiency and competency within the approved standards;
 - (4) Demonstrate sound judgment; and
 - (5) Demonstrate single-pilot competence if the aircraft is type certificated for single-pilot operations.
- (b) If an applicant does not demonstrate single pilot proficiency, as required in paragraph (a)(5) of this section, a limitation of "Second in Command Required" will be placed on the applicant's airman license. The limitation may be removed if the applicant passes the appropriate practical test by demonstrating single-pilot competency in the aircraft in which single-pilot privileges are sought.
- (c) If an applicant fails any area of operation, that applicant fails the practical test.
- (d) An applicant is not eligible for a license or rating sought until all the areas of operation are passed.
- (e) The examiner or the applicant may discontinue a practical test at any time:
- (1) When the applicant fails one or more of the areas of operation; or
 - (2) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.
- (f) If a practical test is discontinued, the applicant is entitled credit for those areas of operation that were passed, but only if the applicant:
- (1) Passes the remainder of the practical test within the 60-day period after the date the practical test was discontinued;
 - (2) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;
 - (3) Satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required; and
 - (4) Presents to the examiner for the retest a properly completed and signed application.

61.45 Practical tests: Required aircraft and equipment.

- (a) General. Except as provided in paragraph (a)(2) of this section or when permitted to accomplish the entire flight increment of the practical test in a flight simulator or a flight training device, an applicant for a license or rating issued under this part must furnish:
- (1) An aircraft of A.R.E. registry for each required test that:
 - (i) Is of the category, class, and type, if applicable, for which the applicant is applying for a license or rating; and
 - (ii) Has a current standard airworthiness certificate or special airworthiness certificate in the limited, or primary category.
 - (2) At the discretion of the examiner who administers the practical test, the applicant may furnish:

- (i) An aircraft that has a current airworthiness certificate other than a standard airworthiness certificate or special airworthiness certificate in the limited, or primary category, but that otherwise meets the requirements of paragraph (a)(1) of this section;
 - (ii) An aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certificated by the country of registry; or
 - (iii) A military aircraft of the same category, class, and type, if applicable, for which the applicant is applying for a license or rating.
- (b) Required equipment (other than controls).
- (1) Except as provided in paragraph (b)(2) of this section, an aircraft used for a practical test must have:
 - (i) The equipment for each area of operation required for the practical test;
 - (ii) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the practical test;
 - (iii) Except as provided in paragraphs (e) of this section, at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and
 - (iv) Cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.
 - (2) An applicant for a license or rating may use an aircraft with operating characteristics that preclude the applicant from performing all of the tasks required for the practical test. However, the applicant's license or rating, as appropriate, will be issued with an appropriate limitation.
- (c) Required controls. An aircraft used for a practical test must have engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the examiner determines that the practical test can be conducted safely in the aircraft without the controls being easily reached.
- (d) Simulated instrument flight equipment. An applicant for a practical test that involves maneuvering an aircraft solely by reference to instruments must furnish:
- (1) Equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and
 - (2) A device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the ECAA.
- (e) Aircraft with single controls. A practical test may be conducted in an aircraft having a single set of controls, provided the:
- (1) Examiner agrees to conduct the test;
 - (2) Test does not involve a demonstration of instrument skills; and
 - (3) Proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

61.47 Status of an examiner who is authorized by the ECAA to conduct practical tests.

- (a) An examiner represents the ECAA for the purpose of conducting practical tests for licenses and ratings issued under this part and to observe an applicant's ability to perform the areas of operation on the practical test.
- (b) The examiner is not the pilot in command of the aircraft during the practical test unless the examiner agrees to act in that capacity for the flight or for a portion of the flight by prior arrangement with:
 - (1) The applicant; or
 - (2) A person who would otherwise act as pilot in command of the flight or for a portion of the flight.
- (c) Notwithstanding the type of aircraft used during the practical test, the applicant and the examiner (and any other occupants authorized to be on board by the examiner) are not subject to the requirements or limitations for the carriage of passengers that are specified in this chapter.

61.49 Retesting after failure.

- (a) An applicant for a knowledge or practical test who fails that test may reapply for the test only after the applicant has received:
 - (1) The necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test; and

- (2) An endorsement from an authorized instructor who gave the applicant the additional training.
- (b) An applicant for a flight instructor license with an airplane category rating who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery must:
 - (1) Comply with the requirements of paragraph (a) of this section before being retested;
 - (2) Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certificated for spins; and
 - (3) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

61.51 Pilot logbooks.

- (a) Training time and aeronautical experience. Each person must document and record the following time in a manner acceptable to the ECAA:
 - (1) Training and aeronautical experience used to meet the requirements for a license, rating, or flight review of this part.
 - (2) The aeronautical experience required for meeting the recent flight experience requirements of this part.
- (b) Logbook entries. For the purposes of meeting the requirements of paragraph (a) of this section, each person must enter the following information for each flight or lesson logged:
 - (1) General:
 - (i) Date.
 - (ii) Total flight time or lesson time.
 - (iii) Location where the aircraft departed and arrived, or for lessons in a flight simulator or flight training device, the location where the lesson occurred.
 - (iv) Type and identification of aircraft, flight simulator, or flight training device, as appropriate.
 - (v) The name of a safety pilot, if required by section 91.109(b) of the ECARs.
 - (2) Type of pilot experience or training:
 - (i) Solo.
 - (ii) Pilot in command.
 - (iii) Second in command.
 - (iv) Flight and ground training received from an authorized instructor.
 - (v) Training received in a flight simulator or flight training device from an authorized instructor.
 - (3) Conditions of flight:
 - (i) Day or night.
 - (ii) Actual instrument.
 - (iii) Simulated instrument conditions in flight, a flight simulator, or a flight training device.
- (c) Logging of pilot time. The pilot time described in this section may be used to:
 - (1) Apply for a license or rating issued under this part or a privilege authorized under this part; or
 - (2) Satisfy the recent flight experience requirements of this part.
- (d) Logging of solo flight time. A pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.
- (e) Logging pilot-in-command flight time.
 - (1) A private, or commercial pilot may log pilot-in-command time only for that flight time during which that person:
 - (i) Is the sole manipulator of the controls of an aircraft for which the pilot is rated or has privileges;
 - (ii) Is the sole occupant of the aircraft; or
 - (iii) Is acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.
 - (2) An airline transport pilot may log as pilot-in-command time all of the flight time while acting as pilot-in-command of an operation requiring an airline transport pilot license.
 - (3) An authorized instructor may log as pilot-in-command time all flight time while acting as an authorized instructor.
 - (4) A student pilot may log pilot-in-command time only when the student pilot:

- (i) Is the sole occupant of the aircraft.
 - (ii) Has a current solo flight endorsement as required under section 61.87 of this part; and
 - (iii) Is undergoing training for a pilot license or rating.
- (f) Logging second-in-command flight time. A person may log second-in-command time only for that flight time during which that person:
- (1) Is qualified in accordance with the second-in-command requirements of section 61.55 of this part, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or
 - (2) Holds the appropriate category, class, and instrument rating (if an instrument rating is required for the flight) for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.
- (g) Logging instrument flight time.
- (1) A person may log instrument time only for that flight time when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.
 - (2) An authorized instructor may log instrument time when conducting instrument flight instruction in actual instrument flight conditions.
 - (3) For the purposes of logging instrument time to meet the recent instrument experience requirements of section 61.57(c) of this part, the following information must be recorded in the person's logbook:
 - (i) The location and type of each instrument approach accomplished; and
 - (ii) The name of the safety pilot, if required.
 - (4) A flight simulator or approved flight training device may be used by a person to log instrument time, provided an authorized instructor is present during the simulated flight.
- (h) Logging training time.
- (1) A person may log training time when that person receives training from an authorized instructor in an aircraft, flight simulator, or flight training device.
 - (2) The training time must be logged in a logbook and must:
 - (i) Be endorsed in a legible manner by the authorized instructor; and
 - (ii) Include a description of the training given, the length of the training lesson, and the authorized instructor's signature, license number, and license expiration date.
- (i) Presentation of required documents.
- (1) Persons must present their pilot license, medical certificate, logbook, or any other record required by this part for inspection upon a reasonable request by:
 - (i) The ECAA;
 - (ii) An authorized representative from the MOCA Ministry of civil aviation (Central Administration for Aviation Accidents).
 - (2) A student pilot must carry the following items in the aircraft on all solo cross-country flights as evidence of the required authorized instructor clearances and endorsements:
 - (i) Pilot logbook;
 - (ii) Student pilot license; and
 - (iii) Any other record required by this section.

61.52 Use of aeronautical experience obtained in ultra light vehicles.

- (a) A person may use aeronautical experience obtained in an ultra light vehicle to meet the requirements for a private pilot license with a weight-shift-control or powered parachute category rating issued under this part:
- (b) A person may use aeronautical experience obtained in an ultra light vehicle to meet the provisions of section 61.69.
- (c) A person using aeronautical experience obtained in an ultra light vehicle to meet the requirements for a license or rating specified in paragraph (a) of this section or the requirements of paragraph (b) of this section must:
 - (1) Have been a registered ultra light pilot with an ECAA-recognized ultra light organization when that aeronautical experience was obtained;
 - (2) Document and log that aeronautical experience in accordance with the provisions for logging aeronautical experience specified by an ECAA-recognized ultra light

organization and in accordance with provisions for logging pilot time in aircraft as specified in section 61.51; and

- (3) Obtain the experience in a category and class of vehicle corresponding to the rating or privileges sought.

61.53 Prohibition on operations during medical deficiency.

Operations that require a medical certificate. Except as provided for in paragraph (b) of this section, a person who holds a current medical certificate issued under part 67 of the ECARs shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person:

- (a) Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or
- (b) Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.

61.55 Second-in-command qualifications.

- (a) A person may serve as a second-in-command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second-in-command pilot flight crewmember only if that person holds:
 - (1) At least a current commercial pilot license with the appropriate category and class rating; and
 - (2) An instrument rating or privilege that applies to the aircraft being flown if the flight is under IFR; and
 - (3) The appropriate pilot type rating for the aircraft .
- (b) Except as provided in paragraph (e) of this section, no person may serve as a second-in-command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second-in-command unless that person has within the previous 6 calendar months:
 - (1) Become familiar with the following information for the specific type aircraft for which second-in-command privileges are requested:
 - (i) Operational procedures applicable to the power plant, equipment, and systems.
 - (ii) Performance specifications and limitations.
 - (iii) Normal, abnormal, and emergency operating procedures.
 - (iv) Flight manual.
 - (v) Placards and markings.
 - (2) Performed and logged pilot time in the type of aircraft or in a flight simulator that represents the type of aircraft for which second-in-command privileges are requested, which includes:
 - (i) Three takeoffs and three landings to a full stop as the sole manipulator of the flight controls;
 - (ii) Engine-out procedures and maneuvering with an engine out while executing the duties of pilot in command; and
 - (iii) Crew resource management training.
- (c) If a person 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 this section is required, then that person is considered to have accomplished the training and practice in the month it is due.
- (d) A person may receive a second-in-command pilot type rating for an aircraft after satisfactorily completing the second-in-command familiarization training requirements under paragraph (b) of this section in that type of aircraft provided the training was completed within the 6 calendar months before the month of application for the SIC pilot type rating. The person must comply with the following application and pilot certification procedures:
 - (1) The person who provided the training must sign the applicant's logbook or training record after each lesson in accordance with section 61.51(h)(2) of this part. In lieu of the instructor, it is permissible for a qualified management official within the organization to sign the applicant's training records or logbook and make the required endorsement. The qualified management official must hold the position of Chief Pilot, ECAA of Training, ECAA of Operations, or another comparable management position

- within the organization that provided the training and must be in a position to verify the applicant's training records and that the training was given.
- (2) The instructor or qualified management official must make an endorsement in the applicant's logbook that states “[Applicant's Name and Pilot License Number] has demonstrated the skill and knowledge required for the safe operation of the [Type of Aircraft], relevant to the duties and responsibilities of a second in command.”
 - (3) If the applicant's flight experience and/or training records are in an electronic form, the applicant must present a paper copy of those records containing the signature of the instructor or qualified management official to an ECAA Airmen Licensing Branch or Examiner.
 - (4) The applicant must complete and sign an Airman License and/or Rating Application, and present the application to an ECAA Airmen Licensing Branch or to an Examiner.
 - (5) The person who provided the ground and flight training to the applicant must sign the “Instructor's Recommendation” section of the Airman License and/or Rating Application. In lieu of the instructor, it is permissible for a qualified management official within the organization to sign the applicant's Airman License and/or Rating Application.
 - (6) The applicant must appear in person at a ECAA Airmen Licensing Office or to an Examiner with his or her logbook/training records and with the completed and signed Airman License and/or Rating Application.
 - (7) There is no practical test required for the issuance of the “SIC Privileges Only” pilot type rating.
- (e) A person may receive a second-in-command pilot type rating for the type of aircraft after satisfactorily completing an approved second-in-command training program, proficiency check, or competency check under part 121, as appropriate, in that type of aircraft provided the training was completed within the 12 calendar months before the month of application for the SIC pilot type rating. The person must comply with the following application and pilot certification procedures:
- (1) The person who provided the training must sign the applicant's logbook or training record after each lesson in accordance with section 61.51(h)(2) of this part. In lieu of the instructor, it is permissible for a qualified management official within the organization to sign the applicant's training records or logbook and make the required endorsement. The qualified management official must hold the position of Chief Pilot, ECAA of Training, ECAA of Operations, or another comparable management position within the organization that provided the training and must be in a position to verify the applicant's training records and that the training was given.
 - (2) The instructor or qualified management official must make an endorsement in the applicant's logbook that states “[Applicant's Name and Pilot License Number] has demonstrated the skill and knowledge required for the safe operation of the [Type of Aircraft], relevant to the duties and responsibilities of a second in command.”
 - (3) If the applicant's flight experience and/or training records are in an electronic form, the applicant must provide a paper copy of those records containing the signature of the trainer or qualified management official to an ECAA Airmen Licensing Branch, an Examiner, or an Aircrew Program Designee.
 - (4) The applicant must complete and sign an Airman License and/or Rating Application, and present the application to an ECAA Airmen Licensing Office or to an Examiner.
 - (5) The person who provided the ground and flight training to the applicant must sign the “Instructor's Recommendation” section of the Airman License and/or Rating Application, In lieu of the instructor; it is permissible for a qualified management official within the organization to sign the applicant's Airman License and/or Rating Application.
 - (6) The applicant must appear in person at an ECAA Airmen Licensing Office or to an Examiner . With his or her logbook/training records and with the completed and signed Airman License and/or Rating Application.
 - (7) There is no practical test required for the issuance of the “SIC Privileges Only” pilot type rating.
- (f) The familiarization training requirements of paragraph (b) of this section do not apply to a person who is:
- (1) Designated and qualified as pilot in command under part 121 of the ECARs in that specific type of aircraft;

- (2) Designated as the second in command under part 121 of the ECARs in that specific type of aircraft;
 - (3) Designated as the second in command in that specific type of aircraft for the purpose of receiving flight training required by this section, and no passengers or cargo are carried on the aircraft; or
 - (4) Designated as a safety pilot for purposes required by section 91.109(b) of the ECARs.
- (g) For the purpose of meeting the requirements of paragraph (b) of this section, a person may serve as second in command in that specific type aircraft provided:
- (1) The flight is conducted under day VFR or day IFR; and
 - (2) No person or property is carried on board the aircraft, other than necessary for conduct of the flight.
- (h) The training under paragraphs (b) and (d) of this section and the training, proficiency check, and competency check under paragraph (e) of this section may be accomplished in a flight simulator that is used in accordance with an approved training course conducted by a training center certificated under part 142 of this chapter part 121 of the ECARs.
- (i) When an applicant for an initial second-in-command qualification for a particular type of aircraft receives all the training in a flight simulator, that applicant must satisfactorily complete one takeoff and one landing in an aircraft of the same type for which the qualification is sought. This requirement does not apply to an applicant who completes a proficiency check under part 121 for the particular type of aircraft.

61.56 Flight review.

- (a) Except as provided in paragraphs (e) of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:
- (1) A review of the current general operating and flight rules of part 91 of the ECARs; and
 - (2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, is necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot license.
- (b) Except as provided in paragraphs (c), (d), and (f) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has:
- (1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and
 - (2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.
- (c) A person who has, within the period specified in paragraph (b) of this section, passed a pilot proficiency check conducted by an examiner, an approved pilot check airman, for a pilot license, rating, or operating privilege need not accomplish the flight review required by this section.
- (d) A person who has, within the period specified in paragraph (b) of this section, satisfactorily accomplished one or more phases of an ECAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.
- (e) A person who holds a current flight instructor license who has, within the period specified in paragraph (b) of this section, satisfactorily completed a renewal of a flight instructor license under the provisions in section 61.197 need not accomplish the 1 hour of ground training specified in p.
- (f) A student pilot need not accomplish the flight review required by this section provided the student pilot is undergoing training for a license and has a current solo flight endorsement as required under section 61.87 of this part.
- (g) The requirements of this section may be accomplished in combination with the requirements of section 61.57 and other applicable recent experience requirements at the discretion of the authorized instructor conducting the flight review.
- (h) A flight simulator or flight training device may be used to meet the flight review requirements of this section subject to the following conditions:
- (1) The flight simulator or flight training device must be used in accordance with an approved course conducted by a training center certificated under part 142 of the ECARs.

- (2) Unless the flight review is undertaken in a flight simulator that is approved for landings, the applicant must meet the takeoff and landing requirements of section 61.57(a) or section 61.57(b) of this part.
- (3) The flight simulator or flight training device used must represent an aircraft or set of aircraft for which the pilot is rated.

61.57 Recent flight experience: Pilot in command.

(a) General experience.

- (1) Except as provided in paragraph (e) of this section, no person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember unless that person has made at least three takeoffs and three landings within the preceding 90 days, and:
 - (i) The person acted as the sole manipulator of the flight controls; and
 - (ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required), and, if the aircraft to be flown is an airplane with a tail wheel, the takeoffs and landings must have been made to a full stop in an airplane with a tail wheel.
- (2) For the purpose of meeting the requirements of paragraph (a)(1) of this section, a person may act as a pilot in command of an aircraft under day VFR or day IFR, provided no persons or property are carried on board the aircraft, other than those necessary for the conduct of the flight.
- (3) The takeoffs and landings required by paragraph (a)(1) of this section may be accomplished in a flight simulator or flight training device that is:
 - (i) Approved by the ECAA for landings; and
 - (ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of the ECARs.

(b) Night takeoff and landing experience.

- (1) Except as provided in paragraph (e) of this section, 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, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and:
 - (i) That person acted as sole manipulator of the flight controls; and
 - (ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required).
- (2) The takeoffs and landings required by paragraph (b)(1) of this section may be accomplished in a flight simulator that is:
 - (i) Approved by the ECAA for takeoffs and landings, if the visual system is adjusted to represent the period described in paragraph (b)(1) of this section; and
 - (ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of the ECARs.

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

For the purpose of obtaining instrument experience in an aircraft, performed and logged under actual or simulated instrument conditions, either in flight in the appropriate category of aircraft for the instrument privileges sought or in a flight simulator or flight training device that is representative of the aircraft category for the instrument privileges sought:

- (1) At least six instrument approaches;
- (2) Holding procedures; and
- (3) Intercepting and tracking courses through the use of navigation systems.

(d) Instrument proficiency check. Except as provided in paragraph (e) of this section, a person who does not meet the instrument experience requirements of paragraph (c) of this section within the prescribed time, or within 6 calendar months after the prescribed time, may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until that person passes an instrument proficiency check consisting of a representative number of tasks required by the instrument rating practical test.

- (1) The instrument proficiency check must be:
 - (i) In an aircraft that is appropriate to the aircraft category;

- (ii) in a flight simulator or flight training device that is representative of the aircraft category; or
 - (iii) in a single-engine airplane .
- (2) The instrument proficiency check must be given by:
- (i) An examiner;
 - (ii) A person authorized by the A.R.E. Armed Forces to conduct instrument flight tests, provided the person being tested is a member of the A.R.E. Armed Forces;
 - (iii) A company check pilot who is authorized to conduct instrument flight tests under part 121 of the ECARs, and provided that both the check pilot and the pilot being tested are employees of that operator or fractional ownership program manager, as applicable;
 - (iv) An authorized instructor; or
 - (v) A person approved by the ECAA to conduct instrument practical tests.
- (e) Exceptions.
- (1) This section does not apply to a pilot in command who is employed by an air carrier certificated under part 121 and is engaged in a flight operation under part 91, or 121 for that air carrier if the pilot is in compliance with section 121.437 and 121.439 of the ECARs, as appropriate.
- (2) Paragraph (b) of this section does not apply to a pilot in command of a turbine-powered airplane that is type certificated for more than one pilot crewmember, provided that pilot has complied with the requirements of paragraph (e)(2)(i) or (ii) of this section:
- (i) The pilot in command must hold at least a commercial pilot license with the appropriate category, class, and type rating for each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, and:
 - (A) That pilot must have logged at least 1,500 hours of aeronautical experience as a pilot;
 - (B) In each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, that pilot must have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph (a) of this section, as the sole manipulator of the flight controls;
 - (C) Within the preceding 90 days prior to the operation of that airplane that is type certificated for more than one pilot crewmember, the pilot must have accomplished and logged at least 15 hours of flight time in the type of airplane that the pilot seeks to operate under this alternative; and
 - (D) That pilot has accomplished and logged at least 3 takeoffs and 3 landings to a full stop, as the sole manipulator of the flight controls, in a turbine-powered airplane that requires more than one pilot crewmember. The pilot must have performed the takeoffs and landings during the period beginning 1 hour after sunset and ending 1 hour before sunrise within the preceding 6 months prior to the month of the flight.
 - (ii) The pilot in command must hold at least a commercial pilot license with the appropriate category, class, and type rating for each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, and:
 - (A) That pilot must have logged at least 1,500 hours of aeronautical experience as a pilot;
 - (B) In each airplane that is type certificated for more than one pilot crewmember that the pilot seeks to operate under this alternative, that pilot must have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph (a) of this section, as the sole manipulator of the flight controls;
 - (C) Within the preceding 90 days prior to the operation of that airplane that is type certificated for more than one pilot crewmember, the pilot must have accomplished and logged at least 15 hours of flight time in the type of airplane that the pilot seeks to operate under this alternative; and
 - (D) Within the preceding 12 months prior to the month of the flight, the pilot must have completed a training program that is approved under part 142 of

the ECARs. The approved training program must have required and the pilot must have performed, at least 6 takeoffs and 6 landings to a full stop as the sole manipulator of the controls in a flight simulator that is representative of a turbine-powered airplane that requires more than one pilot crewmember. The flight simulator's visual system must have been adjusted to represent the period beginning 1 hour after sunset and ending 1 hour before sunrise.

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

- (a) Except as otherwise provided in this section, to serve as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember, a person must within the preceding 6 calendar months, complete a pilot-in-command proficiency check in an aircraft that is type certificated for more than one required pilot flight crewmember .
 - (b) This section does not apply to persons conducting operations under part 121 of the ECARs.
- (c) The pilot-in-command proficiency check given in accordance with the provisions of part 121 of the ECARs may be used to satisfy the requirements of this section.
- (d) The pilot-in-command proficiency check required by paragraph (a) of this section may be accomplished by satisfactory completion of one of the following:
 - (1) A pilot-in-command proficiency check conducted by a person authorized by the ECAA, consisting of the maneuvers and procedures required for a type rating, in an aircraft type certificated for more than one required pilot flight crewmember;
 - (2) The practical test required for a type rating, in an aircraft type certificated for more than one required pilot flight crewmember;
 - (3) The initial or periodic practical test required for the issuance of a pilot examiner or check airman designation, in an aircraft type certificated for more than one required pilot flight crewmember; or
 - (4) A military flight check required for a pilot in command with instrument privileges, in an aircraft that the military requires to be operated by more than one pilot flight crewmember.
- (e) A check or test described in paragraphs (d)(1) through (d)(4) of this section may be accomplished in a flight simulator under part 142 of the ECARs, subject to the following:
 - (1) Except as provided for in paragraphs (e)(2) and (e)(3) of this section, if an otherwise qualified and approved flight simulator used for a pilot-in-command proficiency check is not qualified and approved for a specific required maneuver:
 - (i) The training center must annotate, in the applicant's training record, the maneuver or maneuvers omitted; and
 - (ii) Prior to acting as pilot in command, the pilot must demonstrate proficiency in each omitted maneuver in an aircraft or flight simulator qualified and approved for each omitted maneuver.
 - (2) If the flight simulator used pursuant to paragraph (e) of this section is not qualified and approved for circling approaches:
 - (i) The applicant's record must include the statement, "Proficiency in circling approaches not demonstrated"; and
 - (ii) The applicant may not perform circling approaches as pilot in command when weather conditions are less than the basic VFR conditions described in part 91 of the ECARs, until proficiency in circling approaches has been successfully demonstrated in a flight simulator qualified and approved for circling approaches or in an aircraft to a person authorized by the ECAA to conduct the check required by this section.
 - (3) If the flight simulator used pursuant to paragraph (e) of this section is not qualified and approved for landings, the applicant must:
 - (i) Hold a type rating in the airplane represented by the simulator; and
 - (ii) Have completed within the preceding 90 days at least three takeoffs and three landings (one to a full stop) as the sole manipulator of the flight controls in the type airplane for which the pilot-in-command proficiency check is sought.
- (f) For the purpose of meeting the pilot-in-command proficiency check requirements of paragraph (a) of this section, a person may act as pilot in command of a flight under day VFR conditions or day IFR conditions if no person or property is carried, other than as necessary to demonstrate compliance with this part.

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

61.59 Falsification, reproduction, or alteration of applications, licenses, 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 license, rating, authorization, 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 of any license, rating, or authorization under this part;
 - (3) Any reproduction for fraudulent purpose of any license, rating, or authorization, under this part; or
 - (4) Any alteration of any license, rating, or authorization under this part.
- (b) The commission of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman license, rating, or authorization held by that person.

61.60 Change of address.

The holder of a pilot, flight instructor, or ground instructor license who has made a change in permanent mailing address may not, after 30 days from that date, exercise the privileges of the license unless the holder has notified in writing the ECAA, Airman Licensing Branch, Airport Road ECAA Complex Cairo, Egypt, of the new permanent mailing address, or if the permanent mailing address includes a post office box number, then the holder's current residential address.

Subpart B
Aircraft Ratings and Pilot Authorizations

61.61 Applicability.

This subpart prescribes the requirements for the issuance of additional aircraft ratings after a pilot license is issued, and the requirements for and limitations of pilot authorizations issued by the ECAA.

61.63 Additional aircraft ratings (other than on an airline transport pilot license).

- (a) General. To be eligible for an additional aircraft rating to a pilot license, for other than an airline transport pilot license, an applicant must meet the appropriate requirements of this section for the additional aircraft rating sought.
- (b) Additional category rating. An applicant who holds a pilot license and applies to add a category rating to that pilot license:
 - (1) Must have received the required training and possess the aeronautical experience prescribed by this part that applies to the pilot license for the aircraft category and, if applicable, class rating sought;
 - (2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot license for the aircraft category and, if applicable, class rating sought;
 - (3) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient on the areas of operation that are appropriate to the pilot license for the aircraft category and, if applicable, class rating sought;
 - (4) Must pass the required practical test that is appropriate to the pilot license for the aircraft category and, if applicable, class rating sought; and
 - (5) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, rating at that pilot license level.
- (c) Additional class rating. Any person who applies for an additional class rating to be added on a pilot license:
 - (1) Must have an endorsement in his or her logbook or training record from an authorized instructor and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot license for the aircraft class rating sought;
 - (2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient in the areas of operation appropriate to the pilot license for the aircraft class rating sought;
 - (3) Must pass the required practical test that is appropriate to the pilot license for the aircraft class rating sought;
 - (4) Need not meet the specified training time requirements prescribed by this part that apply to the pilot license for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating and
 - (5) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, or airship rating at that pilot license level.
- (d) Additional type rating. Except as specified in paragraph (d)(7) of this section, a person who applies for an additional aircraft type rating to be added on a pilot license, or the addition of an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating:
 - (1) Must hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class, or type rating sought;
 - (2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot license for the aircraft category, class, or type rating sought;
 - (3) Must have an endorsement in his or her logbook, or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient

- in the areas of operation required for the issuance of an airline transport pilot license for the aircraft category, class, and type rating sought;
- (4) Must pass the required practical test appropriate to the airline transport pilot license for the aircraft category, class, and type rating sought;
 - (5) Must perform the practical test in actual or simulated instrument conditions, unless the aircraft's type certificate makes the aircraft incapable of operating under instrument flight rules. If the practical test cannot be accomplished for this reason, the person may obtain a type rating limited to "VFR only." The "VFR only" limitation may be removed for that aircraft type when the person passes the practical test in actual or simulated instrument conditions. When an instrument rating is issued to a person who holds one or more type ratings, the type ratings on the amended pilot license shall bear the "VFR only" limitation for each aircraft type rating for which the person has not demonstrated instrument competency;
 - (6) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, rating on their pilot license; and
 - (7) In the case of a pilot employee of a certificate holder operating under part 121 of the ECARs, must have:
 - (i) Met the appropriate requirements of paragraphs (d)(1), (d)(4), and (d)(5) of this section for the aircraft type rating sought; and
 - (ii) Received an endorsement in his or her flight training record from the certificate holder attesting that the applicant has completed the certificate holder's approved ground and flight training program appropriate to the aircraft type rating sought.
 - (8) until 5 march 2022 the ECAA may endorse a type rating for aircraft of the powered- lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category
- (e) Use of a flight simulator or flight training device for an additional rating in an airplane. The areas of operation required to be performed by paragraphs (b), (c), and (d) of this section shall be performed as follows:
- (1) Except as provided in paragraph (e)(2) of this section, the areas of operation must be performed in an airplane of the same category, class, and type, if applicable, as the airplane for which the additional rating is sought.
 - (2) Subject to the limitations of paragraph (e)(3) through (e)(12) of this section, the areas of operation may be performed in a flight simulator or flight training device that represents the airplane for which the additional rating is sought.
 - (3) The use of a flight simulator or flight training device permitted by paragraph (e)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of the ECARs.
 - (4) To complete all training and testing (except preflight inspection) for an additional airplane rating without limitations when using a flight simulator:
 - (i) The flight simulator must be qualified and approved as Level C or Level D; and
 - (ii) The applicant must meet at least one of the following:
 - (A) Hold a type rating for a turbojet airplane of the same class of airplane for which the type rating is sought, or have been appointed by a military service as a pilot in command of an airplane of the same class of airplane for which the type rating is sought, if a type rating in a turbojet airplane is sought.
 - (B) Hold a type rating for a turbo propeller airplane of the same class of airplane for which the type rating is sought, or have been designated by a military service as a pilot in command of an airplane of the same class of airplane for which the type rating is sought, if a type rating in a turbo propeller airplane is sought.
 - (C) Have at least 2,000 hours of flight time, of which 500 hours is in turbine-powered airplanes of the same class of airplane for which the type rating is sought.
 - (D) Have at least 500 hours of flight time in the same type airplane as the airplane for which the rating is sought.

- (E) Have at least 1,000 hours of flight time in at least two different airplanes requiring a type rating.
- (5) Subject to the limitation of paragraph (e)(6) of this section, an applicant who does not meet the requirements of paragraph (e)(4) of this section may complete all training and testing (except for preflight inspection) for an additional rating when using a flight simulator if:
- (i) The flight simulator is qualified and approved as a Level C or Level D; and
 - (ii) The applicant meets at least one of the following:
 - (A) Holds a type rating in a propeller-driven airplane if a type rating in a turbojet airplane is sought, or holds a type rating in a turbojet airplane if a type rating in a propeller-driven airplane is sought; or
 - (B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional airplane rating, has logged:
 - (1) At least 100 hours of flight time in airplanes of the same class for which the type rating is sought and which requires a type rating; and
 - (2) At least 25 hours of flight time in airplanes of the same type for which the rating is sought.
- (6) An applicant meeting only the requirements of paragraph (e)(5) of this section will be issued an additional rating with a limitation.
- (7) The limitation on a license issued under the provisions of paragraph (e)(6) of this section shall state, "This license is subject to pilot-in-command limitations for the additional rating."
- (8) An applicant who has been issued a pilot license with the limitation specified in paragraph (e)(7) of this section:
- (i) May not act as pilot in command of that airplane for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot license; and
 - (ii) May have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of airplane to which the limitation applies.
- (9) An applicant who does not meet the requirements of paragraph (e)(4) or paragraph (e)(5) of this section may be issued an additional rating after successful completion of one of the following requirements:
- (i) Compliance with paragraphs (e)(2) and (e)(3) of this section and the following tasks, which must be successfully completed on a static airplane or in flight, as appropriate:
 - (A) Preflight inspection;
 - (B) Normal takeoff;
 - (C) Normal ILS approach;
 - (D) Missed approach; and
 - (E) Normal landing.
 - (ii) Compliance with paragraphs (e)(2), (e)(3), and (e)(10) through (e)(12) of this section.
- (10) An applicant meeting only the requirements of paragraph (e)(9)(ii) of this section will be issued an additional rating with a limitation.
- (11) The limitation on a license issued under the provisions of paragraph (e)(10) of this section shall state, "This license is subject to pilot-in-command limitations for the additional rating."
- (12) An applicant who has been issued a pilot license with the limitation specified in paragraph (e)(11) of this section:
- (i) May not act as pilot in command of that airplane for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot certificate; and
 - (ii) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current Check Airman, in the seat normally occupied by the pilot in command, in that airplane of the same type to which the limitation applies.

- (f) Use of a flight simulator or flight training device for an additional rating in a helicopter. The areas of operation required to be performed by paragraphs (b), (c), and (d) of this section shall be performed as follows:
- (1) Except as provided in paragraph (f)(2) of this section, the areas of operation must be performed in a helicopter of the same type for the additional rating sought.
 - (2) Subject to the limitations of paragraph (f)(3) through (f)(12) of this section, the areas of operation may be performed in a flight simulator or flight training device that represents that helicopter for the additional rating sought.
 - (3) The use of a flight simulator or flight training device permitted by paragraph (f)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of the ECARs.
 - (4) To complete all training and testing (except preflight inspection) for an additional helicopter rating without limitations when using a flight simulator:
 - (i) The flight simulator must be qualified and approved as Level C or Level D; and
 - (ii) The applicant must meet at least one of the following if a type rating is sought in a turbine-powered helicopter:
 - (A) Hold a type rating in a turbine-powered helicopter or have been appointed by a military service as a pilot in command of a turbine-powered helicopter.
 - (B) Have at least 2,000 hours of flight time that includes at least 500 hours in turbine-powered helicopters.
 - (C) Have at least 500 hours of flight time in turbine-powered helicopters.
 - (D) Have at least 1,000 hours of flight time in at least two different turbine-powered helicopters.
 - (5) Subject to the limitation of paragraph (f)(6) of this section, an applicant who does not meet the requirements of paragraph (f)(4) of this section may complete all training and testing (except for preflight inspection) for an additional rating when using a flight simulator if:
 - (i) The flight simulator is qualified and approved as Level C or Level D; and
 - (ii) The applicant meets at least one of the following:
 - (A) Holds a type rating in a turbine-powered helicopter if a type rating in a turbine-powered helicopter is sought; or
 - (B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional helicopter rating, has logged at least 25 hours of flight time in helicopters of the same type for which the rating is sought.
 - (6) An applicant meeting only the requirements of paragraph (f)(5) of this section will be issued an additional rating with a limitation.
 - (7) The limitation on a license issued under the provisions of paragraph (f)(6) of this section shall state, "This license is subject to pilot-in-command limitations for the additional rating."
 - (8) An applicant who is issued a pilot license with the limitation specified in paragraph (f)(7) of this section:
 - (i) May not act as pilot in command of that helicopter for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot license; and
 - (ii) May have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of helicopter to which the limitation applies.
 - (9) An applicant who does not meet the requirements of paragraph (f)(4) or paragraph (f)(5) of this section may be issued an additional rating after successful completion of one of the following requirements:
 - (i) Compliance with paragraphs (f)(2) and (f)(3) of this section and the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate:
 - (A) Preflight inspection;
 - (B) Normal takeoff;
 - (C) Normal ILS approach;
 - (D) Missed approach; and
 - (E) Normal landing.

- (ii) Compliance with paragraphs (f)(2), (f)(3), and (f)(10) through (f)(12) of this section.
- (10) An applicant meeting only the requirements of paragraph (f)(9)(ii) of this section will be issued an additional rating with a limitation.
- (11) The limitation on a license issued under the provisions of paragraph (f)(10) of this section shall state, "This license is subject to pilot-in-command limitations for the additional rating."
- (12) An applicant who has been issued a pilot license with the limitation specified in paragraph (f)(11) of this section:
 - (i) May not act as pilot in command of that helicopter for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot license; and
 - (ii) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current Check Airman, in the seat normally occupied by the pilot in command, in that helicopter of the same type as to which the limitation applies.
- (g) Use of a flight simulator or flight training device for an additional rating in a powered-lift. The areas of operation required to be performed by paragraphs (b), (c), and (d) of this section shall be performed as follows:
 - (1) Except as provided in paragraph (g)(2) of this section, the areas of operation must be performed in a powered-lift of the same type for the additional rating sought.
 - (2) Subject to the limitations of paragraphs (g)(3) through (g)(12) of this section, the areas of operation may be performed in a flight simulator or flight training device that represents that powered-lift for the additional rating sought.
 - (3) The use of a flight simulator or flight training device permitted by paragraph (g)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of the ECARs.
 - (4) To complete all training and testing (except preflight inspection) for an additional powered-lift rating without limitations when using a flight simulator:
 - (i) The flight simulator must be qualified and approved as Level C or Level D; and
 - (ii) The applicant must meet at least one of the following if a type rating is sought in a turbine powered-lift:
 - (A) Hold a type rating in a turbine powered-lift or have been appointed by a military service as a pilot in command of a turbine powered-lift.
 - (B) Have at least 2,000 hours of flight time that includes at least 500 hours in turbine powered-lifts.
 - (C) Have at least 500 hours of flight time in turbine powered-lifts.
 - (D) Have at least 1,000 hours of flight time in at least two different turbine powered-lifts.
 - (5) Subject to the limitation of paragraph (g)(6) of this section, an applicant who does not meet the requirements of paragraph (g)(4) of this section may complete all training and testing (except for preflight inspection) for an additional rating when using a flight simulator if:
 - (i) The flight simulator is qualified and approved as Level C or Level D; and
 - (ii) The applicant meets at least one of the following:
 - (A) Holds a type rating in a turbine powered-lift if a type rating in a turbine powered-lift is sought; or
 - (B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional powered-lift rating, has logged at least 25 hours of flight time in powered-lifts of the same type for which the rating is sought.
 - (6) An applicant meeting only the requirements of paragraph (g)(5) of this section will be issued an additional rating with a limitation.
 - (7) The limitation on a license issued under the provisions of paragraph (g)(6) of this section shall state, "This license is subject to pilot-in-command limitations for the additional rating."
 - (8) An applicant who is issued a pilot license with the limitation specified in paragraph (g)(7) of this section:

- (i) May not act as pilot in command of that powered-lift for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot license; and
 - (ii) May have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of powered-lift to which the limitation applies.
- (9) An applicant who does not meet the requirements of paragraph (g)(4) or paragraph (g)(5) of this section may be issued an additional rating after successful completion of one of the following requirements:
- (i) Compliance with paragraphs (g)(2) and (g)(3) of this section and the following tasks, which must be successfully completed on a static powered-lift or in flight, as appropriate:
 - (A) Preflight inspection;
 - (B) Normal takeoff;
 - (C) Normal ILS approach;
 - (D) Missed approach; and
 - (E) Normal landing.
 - (ii) Compliance with paragraphs (g)(2), (g)(3), and (g)(10) through (g)(12) of this section.
- (10) An applicant meeting only the requirements of paragraph (g)(9)(ii) of this section will be issued an additional rating with a limitation.
- (11) The limitation on a license issued under the provisions of paragraph (g)(10) of this section shall state, "This license is subject to pilot-in-command limitations for the additional rating."
- (12) An applicant who has been issued a pilot license with the limitation specified in paragraph (g)(11) of this section:
- (i) May not act as pilot in command of that powered-lift for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot license; and
 - (ii) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current Check Airman, in the seat normally occupied by the pilot in command, in that powered-lift of the same type as to which the limitation applies.
- (h) Aircraft not capable of instrument maneuvers and procedures. An applicant for a type rating who provides an aircraft not capable of the instrument maneuvers and procedures required by the appropriate requirements contained in section 61.157 of this part for the practical test may:
- (1) Obtain a type rating limited to "VFR only"; and
 - (2) Remove the "VFR only" limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements contained in section 61.157 or section 61.73 of this part.
- (i) Multiengine, single-pilot station airplane. An applicant for a type rating in a multiengine, single-pilot station airplane may meet the requirements of this part in a multiseat version of that multiengine airplane.
 - (j) Single-engine, single-pilot station airplane. An applicant for a type rating in a single-engine, single-pilot station airplane may meet the requirements of this part in a multiseat version of that single-engine airplane.
 - (k) Waivers. Unless the ECAA requires certain or all tasks to be performed, the examiner who conducts the practical test may waive any of the tasks for which the ECAA approves waiver authority.

61.65 Instrument rating requirements.

- (a) General. A person who applies for an instrument rating must:
 - (1) Hold at least a current private pilot license with an airplane, helicopter, or powered-lift rating appropriate to the instrument rating sought;
 - (2) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet any of these requirements due to a medical condition, the ECAA may place such operating limitations on the applicant's pilot license as are necessary for the safe operation of the aircraft;

- (3) Receive and log ground training from an authorized instructor or accomplish a home-study course of training on the aeronautical knowledge areas of paragraph (b) of this section that apply to the instrument rating sought;
 - (4) Receive a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required knowledge test;
 - (5) Receive and log training on the areas of operation of paragraph (c) of this section from an authorized instructor in an aircraft, flight simulator, or flight training device that represents an airplane, helicopter, or powered-lift appropriate to the instrument rating sought;
 - (6) Receive a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required practical test;
 - (7) Pass the required knowledge test on the aeronautical knowledge areas of paragraph (b) of this section; however, an applicant is not required to take another knowledge test when that person already holds an instrument rating; and
 - (8) Pass the required practical test on the areas of operation in paragraph (c) of this section in:
 - (i) An airplane, helicopter, or powered-lift appropriate to the rating sought; or
 - (ii) A flight simulator or a flight training device appropriate to the rating sought and for the specific maneuver or instrument approach procedure performed. If an approved flight training device is used for the practical test, the instrument approach procedures conducted in that flight training device are limited to one precision and one no precision approach, provided the flight training device is approved for the procedure performed.
- (b) Aeronautical knowledge. A person who applies for an instrument rating must have received and logged ground training from an authorized instructor or accomplished a home-study course on the following aeronautical knowledge areas that apply to the instrument rating sought:
- (1) Air law. Rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;
 - (2) Aircraft general knowledge
 - (i) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aero planes under IFR and in instrument meteorological conditions; use and limitations of autopilot;
 - (ii) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
 - (3) Flight performance and planning
 - (i) pre-flight preparations and checks appropriate to flight under IFR;
 - (ii) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;
 - (4) Human performance relevant to instrument flight in airplanes;
 - (5) Meteorology
 - (i) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
 - (ii) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (6) Navigation
 - (i) Practical air navigation using radio navigation aids;
 - (ii) Use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids; Operational procedures
 - (iii) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;
 - (iv) Precautionary and emergency procedures; safety practices associated with flight under IFR;
 - (7) Radiotelephony procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

- (c) Flight proficiency. A person who applies for an instrument rating must receive and log training from an authorized instructor in an aircraft, or in a flight simulator or flight training device, in accordance with paragraph (e) of this section, that includes the following areas of operation:
- (1) Preflight procedures including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;
 - (2) Preflight preparation including pre-flight inspection, use of checklists, taxiing and pretake-off checks;
 - (3) Air traffic control clearances and procedures;
 - (4) Flight by reference to instruments including in-flight maneuvers and particular flight characteristics.
 - (5) Navigation systems;
 - (6) Instrument approach procedures to specified minima including missed approach procedures;
 - (7) Normal, Abnormal and Emergency operations including
 - (i) Transition to instrument flight on take-off;
 - (ii) Standard instrument departures and arrivals;
 - (iii) en-route IFR procedures;
 - (iv) Holding procedures;
 - (v) Landings from instrument approaches; and
 - (8) Post flight procedures.
- (d) Aeronautical experience. A person who applies for an instrument rating must have logged the following:
- (1) At least 50 hours of cross-country flight time as pilot in command, of which at least 10 hours must be in airplanes for an instrument—airplane rating; and
 - (2) A total of 40 hours of actual or simulated instrument time on the areas of operation of this section, to include:
 - (i) At least 15 hours of instrument flight training from an authorized instructor in the aircraft category for which the instrument rating is sought;
 - (ii) At least 3 hours of instrument training that is appropriate to the instrument rating sought from an authorized instructor in preparation for the practical test within the 60 days preceding the date of the test;
 - (iii) For an instrument—airplane rating, instrument training on cross-country flight procedures specific to airplanes that includes at least one cross-country flight in an airplane that is performed under IFR, and consists of:
 - (A) A distance of at least 250 nautical miles along airways or ATC-directed routing;
 - (B) An instrument approach at each airport; and
 - (C) Three different kinds of approaches with the use of navigation systems;
 - (iv) For an instrument—helicopter rating, instrument training specific to helicopters on cross-country flight procedures that includes at least one cross-country flight in a helicopter that is performed under IFR, and consists of:
 - (A) A distance of at least 100 nautical miles along airways or ATC-directed routing;
 - (B) An instrument approach at each airport; and
 - (C) Three different kinds of approaches with the use of navigation systems; and
 - (v) For an instrument—powered-lift rating, instrument training specific to a powered-lift on cross-country flight procedures that includes at least one cross-country flight in a powered-lift that is performed under IFR and consists of:
 - (A) A distance of at least 250 nautical miles along airways or ATC-directed routing;
 - (B) An instrument approach at each airport; and
 - (C) Three different kinds of approaches with the use of navigation systems.
- (e) Use of flight simulators or flight training devices. If the instrument training was provided by an authorized instructor in a flight simulator or flight training device:
- (1) A maximum of 30 hours may be performed in that flight simulator or flight training device if the training was accomplished in accordance with part 142 of the ECARs; or
 - (2) A maximum of 20 hours may be performed in that flight simulator or flight training device if the training was not accomplished in accordance with part 142 of the ECARs.

61.67 Category II pilot authorization requirements.

- (a) General. A person who applies for a Category II pilot authorization must hold:
- (1) At least a private or commercial pilot license with an instrument rating or an airline transport pilot license;
 - (2) A type rating for the aircraft for which the authorization is sought if that aircraft requires a type rating; and
 - (3) A category and class rating for the aircraft for which the authorization is sought.
- (b) Experience requirements. An applicant for a Category II pilot authorization must have at least:
- (1) 50 hours of night flight time as pilot in command.
 - (2) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than:
 - (i) A combination of 25 hours of simulated instrument flight time in a flight simulator or flight training device; or
 - (ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated training center certificated under part 142 of the ECARs.
 - (3) 250 hours of cross-country flight time as pilot in command.
- (c) Practical test requirements.
- (1) A practical test must be passed by a person who applies for:
 - (i) Issuance or renewal of a Category II pilot authorization; and
 - (ii) The addition of another type aircraft to the applicant's Category II pilot authorization.
 - (2) To be eligible for the practical test for an authorization under this section, an applicant must:
 - (i) Meet the requirements of paragraphs (a) and (b) of this section; and
 - (ii) If the applicant has not passed a practical test for this authorization during the 12 calendar months preceding the month of the test, then that person must:
 - (A) Meet the requirements of section 61.57(c); and
 - (B) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches must have been conducted without the use of an approach coupler.
 - (3) The approaches specified in paragraph (c)(2)(ii)(B) of this section:
 - (i) Must be conducted under actual or simulated instrument flight conditions;
 - (ii) Must be conducted to the decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;
 - (iii) Need not be conducted to the decision height authorized for Category II operations;
 - (iv) Must be conducted to the decision height authorized for Category II operations only if conducted in a flight simulator or flight training device; and
 - (v) Must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in a flight simulator that:
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and
 - (B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of the ECARs.
 - (4) The flight time acquired in meeting the requirements of paragraph (c)(2)(ii)(B) of this section may be used to meet the requirements of paragraph (c)(2)(ii)(A) of this section.
- (d) Practical test procedures. The practical test consists of an oral increment and a flight increment.
- (1) Oral increment. In the oral increment of the practical test an applicant must demonstrate knowledge of the following:
 - (i) Required landing distance;
 - (ii) Recognition of the decision height;
 - (iii) Missed approach procedures and techniques using computed or fixed attitude guidance displays;
 - (iv) Use and limitations of RVR;
 - (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 no visual to visual flight during a final approach under reduced RVR;
 - (vii) Effects of vertical and horizontal windshear;
 - (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, unless the aircraft for which authorization is sought does not require a second in command; and
 - (xi) Instrument and equipment failure warning systems.
- (2) Flight increment. The following requirements apply to the flight increment of the practical test:
- (i) The flight increment must be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorization is sought or in a flight simulator that:
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and
 - (B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of the ECARs.
 - (ii) The flight increment must consist of at least two ILS approaches to 100 feet AGL including at least one landing and one missed approach.
 - (iii) All approaches performed during the flight increment must be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach must be hand flown using flight director commands.
 - (iv) If a multiengine airplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment must include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.
 - (v) If a multiengine flight simulator or multiengine flight training device is used for the practical test, the applicant must execute a missed approach with the most critical engine, if applicable, failed.
 - (vi) For an authorization for an aircraft that requires a type rating, the practical test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorization is sought.
 - (vii) Oral questioning may be conducted at any time during a practical test.

61.68 Category III pilot authorization requirements.

- (a) General. A person who applies for a Category III pilot authorization must hold:
 - (1) At least a private pilot license or commercial pilot license with an instrument rating or an airline transport pilot license ;
 - (2) A type rating for the aircraft for which the authorization is sought if that aircraft requires a type rating; and
 - (3) A category and class rating for the aircraft for which the authorization is sought.
- (b) Experience requirements. An applicant for a Category III pilot authorization must have at least:
 - (1) 50 hours of night flight time as pilot in command.
 - (2) 75 hours of instrument flight time during actual or simulated instrument conditions that may include not more than:
 - (i) A combination of 25 hours of simulated instrument flight time in a flight simulator or flight training device; or
 - (ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated training center certificated under part 142 of the ECARs.
 - (3) 250 hours of cross-country flight time as pilot in command.
- (c) Practical test requirements.
 - (1) A practical test must be passed by a person who applies for:
 - (i) Issuance or renewal of a Category III pilot authorization; and

- (ii) The addition of another type of aircraft to the applicant's Category III pilot authorization.
- (2) To be eligible for the practical test for an authorization under this section, an applicant must:
 - (i) Meet the requirements of paragraphs (a) and (b) of this section; and
 - (ii) If the applicant has not passed a practical test for this authorization during the 12 calendar months preceding the month of the test, then that person must:
 - (A) Meet the requirements of section 61.57(c); and
 - (B) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches must have been conducted without the use of an approach coupler.
- (3) The approaches specified in paragraph (c)(2)(ii)(B) of this section:
 - (i) Must be conducted under actual or simulated instrument flight conditions;
 - (ii) Must be conducted to the alert height or decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;
 - (iii) Need not be conducted to the decision height authorized for Category III operations;
 - (iv) Must be conducted to the alert height or decision height, as applicable, authorized for Category III operations only if conducted in a flight simulator or flight training device; and
 - (v) Must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in a flight simulator that:
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought; and
 - (B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of the ECARs.
- (4) The flight time acquired in meeting the requirements of paragraph (c)(2)(ii)(B) of this section may be used to meet the requirements of paragraph (c)(2)(ii)(A) of this section.
- (d) Practical test procedures. The practical test consists of an oral increment and a flight increment.
 - (1) Oral increment. In the oral increment of the practical test an applicant must demonstrate knowledge of the following:
 - (i) Required landing distance;
 - (ii) Determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter;
 - (iii) Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;
 - (iv) Missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;
 - (v) Use and limitations of RVR, including determination of controlling RVR and required transmissometers;
 - (vi) Use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including:
 - (A) Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;
 - (B) Demonstration of expected visual references with weather at minimum conditions;
 - (C) The expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
 - (D) Procedures and techniques for making a transition from instrument reference flight 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 Category III equipment;

- (x) Assigned duties of the second in command during Category III operations, unless the aircraft for which authorization is sought does not require a second in command;
 - (xi) Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout; and
 - (xii) Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.
- (2) Flight increment. The following requirements apply to the flight increment of the practical test:
- (i) The flight increment may be conducted in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought, or in a flight simulator that:
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and
 - (B) Is used in accordance with an approved course conducted by a training center certificated under part 142 of the ECARs.
 - (ii) The flight increment must consist of at least two ILS approaches to 100 feet AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around maneuver;
 - (iii) All approaches performed during the flight increment must be made with the approved automatic landing system or an equivalent landing system approved by the ECAA;
 - (iv) If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment must include the performance of one missed approach with the most critical engine, if applicable, set at idle or zero thrust before reaching the middle or outer marker;
 - (v) If a multiengine flight simulator or multiengine flight training device is used, a missed approach must be executed with an engine, which shall be the most critical engine, if applicable, failed;
 - (vi) For an authorization for an aircraft that requires a type rating, the practical test must be performed in coordination with a second in command who holds a type rating in the aircraft in which the authorization is sought;
 - (vii) Oral questioning may be conducted at any time during the practical test;
 - (viii) Subject to the limitations of this paragraph, for Category IIIb operations predicated on the use of a fail-passive rollout control system, at least one manual rollout using visual reference or a combination of visual and instrument references must be executed. The maneuver required by this paragraph shall be initiated by a fail-passive disconnect of the rollout control system:
 - (A) After main gear touchdown;
 - (B) Prior to nose gear touchdown;
 - (C) In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and
 - (D) In weather conditions anticipated in Category IIIb operations.

61.69 Reserved**61.71 Graduates of an approved training program other than under this part: Special rules.**

- (a) A person who graduates from an approved training program under part 141 or part 142 of the ECARs is considered to have met the applicable aeronautical experience, aeronautical knowledge, and areas of operation requirements of this part if that person presents the graduation certificate and passes the required practical test within the 60-day period after the date of graduation.
- (b) A person may apply for an airline transport pilot license, type rating, or both under this part, and will be considered to have met the applicable requirements under section 61.157 of this part for that license and rating, if that person has:
 - (1) Satisfactorily accomplished an approved training program and the pilot-in-command proficiency check for that airplane type, in accordance with the pilot-in-command requirements under subparts N and O of part 121 of the ECARs; and

- (2) Applied for the airline transport pilot license, type rating, or both within the 60-day period from the date the person satisfactorily accomplished the approved training program and pilot-in-command proficiency check for that airplane type.

61.73 Military pilots or former military pilots: Special rules.

- (a) General. Except for a rated military pilot or former rated military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated military pilot or former rated military pilot who meets the applicable requirements of this section may apply, on the basis of his or her military training, for:
 - (1) A commercial pilot license;
 - (2) An aircraft rating in the category and class of aircraft for which that military pilot is qualified;
 - (3) An instrument rating with the appropriate aircraft rating for which that military pilot is qualified; or
 - (4) A type rating, if appropriate.
- (b) Military pilots on active flying status within the past 12 months. A rated military pilot or former rated military pilot who has been on active flying status within the 12 months before applying must:
 - (1) Pass a knowledge test on the appropriate parts of the ECARs that apply to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules;
 - (2) Present documentation showing compliance with the requirements of paragraph (d) of this section for at least one aircraft category rating; and
 - (3) Present documentation showing that the applicant is or was, at any time during the 12 calendar months before the month of application:
 - (i) A rated military pilot on active flying status in an armed force of the Arab Republic of Egypt; or
 - (ii) 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 Arab Republic of Egypt and holds, at the time of application, a current civil pilot license issued by that contracting State authorizing at least the privileges of the pilot license sought.
- (c) Military pilots not on active flying status during the 12 calendar months before the month of application. A rated military pilot or former rated military pilot who has not been on active flying status within the 12 calendar months before the month of application must:
 - (1) Pass the appropriate knowledge and practical tests prescribed in this part for the license or rating sought; and
 - (2) Present documentation showing that the applicant was, before the beginning of the 12th calendar month before the month of application, a rated military pilot as prescribed by paragraph (b)(3)(i) or paragraph (b)(3)(ii) of this section.
- (d) Aircraft category, class, and type ratings. A rated military pilot or former rated military pilot who applies for an aircraft category, class, or type rating, if applicable, is issued that rating at the commercial pilot license level if the pilot presents documentary evidence that shows satisfactory accomplishment of:
 - (1) An official A.R.E. military pilot check and instrument proficiency check in that aircraft category, class, or type, if applicable, as pilot in command during the 12 calendar months before the month of application;
 - (2) At least 10 hours of pilot-in-command time in that aircraft category, class, or type, if applicable, during the 12 calendar months before the month of application; or
 - (3) An ECAA practical test in that aircraft after:
 - (i) Meeting the requirements of paragraphs (b)(1) and (b)(2) of this section; and
 - (ii) Having received an endorsement from an authorized instructor who certifies that the pilot is proficient to take the required practical test, and that endorsement is made within the 60-day period preceding the date of the practical test.
- (e) Instrument rating. A rated military pilot or former rated military pilot who applies for an airplane instrument rating, a helicopter instrument rating, or a powered-lift instrument rating to be added to his or her commercial pilot license may apply for an instrument rating if the pilot has, within the 12 calendar months preceding the month of application:

- (1) Passed an instrument proficiency check by an A.R.E. Armed Force in the aircraft category for the instrument rating sought; and
 - (2) Received authorization from an A.R.E. Armed Force to conduct IFR flights on Governmental airways in that aircraft category and class for the instrument rating sought.
- (f) Aircraft type rating. An aircraft type rating is issued only for aircraft types that the ECAA has certificated for civil operations.
- (g) Aircraft type rating placed on an airline transport pilot license. A rated military pilot or former rated military pilot who holds an airline transport pilot license and who requests an aircraft type rating to be placed on that person's airline transport pilot license may be issued that aircraft type rating at the airline transport pilot license level, provided that person:
- (1) Holds a category and class rating for that type of aircraft at the airline transport pilot license level; and
 - (2) Passed an official A.R.E. military pilot check and instrument proficiency check in that type of aircraft as pilot in command during the 12 calendar months before the month of application.
- (h) Evidentiary documents. The following documents are satisfactory evidence for the purposes indicated:
- (1) An official identification card issued to the pilot by an armed force may be used to demonstrate membership in the armed forces.
 - (2) An original or a copy of a certificate of discharge or release may be used to demonstrate discharge or release from an armed force or former membership in an armed force.
 - (3) Current or previous status as a rated military pilot with an A.R.E. Armed Force may be demonstrated by:
 - (i) An official A.R.E. Armed Force order to flight status as a military pilot;
 - (ii) An official A.R.E. Armed Force form or logbook showing military pilot status; or
 - (iii) An official order showing that the rated military pilot graduated from an A.R.E. military pilot school and received a rating as a military pilot.
 - (4) A certified A.R.E. Armed Force logbook or an appropriate official A.R.E. Armed Force form or summary may be used to demonstrate flight time in military aircraft as a member of a A.R.E. Armed Force.
 - (5) An official A.R.E. Armed Force record of a military checkout as pilot in command may be used to demonstrate pilot in command status.
 - (6) A current instrument grade slip that is issued by an A.R.E. Armed Force, or an official record of satisfactory accomplishment of an instrument proficiency check during the 12 calendar months preceding the month of the application may be used to demonstrate instrument pilot qualification.

61.75 Pilot license issued on the basis of a foreign pilot license.

- (a) General. A person who holds a current foreign private , commercial, or airline transport pilot license issued by a contracting State to the Convention on International Civil Aviation may apply for and be issued a pilot license with the appropriate ratings when the application is based on the foreign pilot license that meets the requirements of this section.
- (b) License issued. An A.R.E. private pilot license that is issued under this section shall specify the person's foreign license number and country of issuance. A person who holds a current foreign private pilot license issued by a contracting State to the Convention on International Civil Aviation may be issued a private pilot license based on the foreign pilot license without any further showing of proficiency, and a person who holds a foreign commercial or an airline transport pilot license is issued an A.R.E commercial or airline transport pilot license with further showing of proficiency provided the applicant:
 - (1) Meets the requirements of this section;
 - (2) Holds a foreign pilot license that:
 - (i) Is not under an order of revocation or suspension by the foreign country that issued the foreign pilot license; and
 - (ii) Does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that license;
 - (3) Does not currently hold an A.R.E. pilot license;

- (4) Holds a current medical certificate issued under part 67 of the ECARs or a current medical certificate issued by the country that issued the person's foreign pilot license; and
 - (5) Is able to read, speak, write, and understand the English language.
 - (6) Holds a high school education or equivalent .
 - (7) The applicant's who holds a foreign commercial or an airline transport pilot license shall successfully complete the ECAA written exam on ECAR as determined by the ECAA;
- (c) Aircraft ratings issued.
- (1) Aircraft ratings listed on a person's foreign private pilot license, may be placed on that person's A.R.E. pilot license.
 - (2) Aircraft ratings listed on a person's foreign commercial pilot license, may be placed on that person's A.R.E. pilot license after satisfactorily accomplish practical test on an aircraft that meets commercial pilot license requirements of this part.
 - (3) Aircraft ratings listed on a person's foreign airline transport pilot license, may be placed on that person's A.R.E. pilot license after satisfactorily accomplish practical test on an aircraft that meets airline transport pilot license requirements of this part.
- (d) Instrument ratings issued. A person who holds an instrument rating on the foreign pilot license issued by a contracting State to the Convention on International Civil Aviation may be issued an instrument rating on an A.R.E. private, commercial or an airline transport pilot license provided:
- (1) The person's foreign pilot license authorizes instrument privileges;
 - (2) Within 24 months preceding the month in which the person applies for the instrument rating, the person passes the appropriate knowledge test; and
 - (3) The person is able to read, speak, write, and understand the English language
- (e) Operating privileges and limitations. A person who receives an A.R.E. private, commercial or an airline transport pilot license that has been issued under the provisions of this section:
- (1) May act as a pilot of a civil aircraft of A.R.E. registry in accordance with the private, commercial or an airline transport pilot license privileges authorized by this part;
 - (2) Is limited to the privileges placed on the license by the ECAA;
 - (3) Is subject to the limitations and restrictions on the person's A.R.E. license and foreign pilot license when exercising the privileges of that A.R.E. pilot license in an aircraft of A.R.E. registry operating within or outside the Arab Republic of Egypt; and
 - (4) Shall not exercise the privileges of that A.R.E. private, commercial or an airline transport pilot license when the person's foreign pilot license has been revoked or suspended.
- (f) Limitation on licenses used as the basis for an A.R.E. license. Only one foreign pilot license may be used as a basis for issuing an A.R.E. private, commercial or an airline transport pilot license. The foreign pilot license and medical certification used as a basis for issuing an A.R.E. private, commercial or an airline transport pilot license under this section must be in the English language.

61.76 Certification of foreign pilots, flight-instructors and ground instructors

- (a) Except as provided for in paragraph (b) of this section, an airman license issued under this Part may not be issued to a person who is not Egyptian citizen unless that person passes the appropriate practical test within Egypt.
- (b) A person who is not an Egyptian citizen may be issued an airman validation certificate and the practical test for that certificate may be administered outside Egypt when:
 - (1) The ECAA determines the person needs a pilot license to operate as a required cockpit crewmember of a civil aircraft of Egyptian. registry;
 - (2) The ECAA determines the person needs a flight instructor license or ground instructor license to train persons who are Egyptian citizens;
 - (3) The validation certificate is for an addition of a category, class, instrument, or type rating onto an existing Egyptian pilot validation certificate, provided that the airman has not been issued a license on the basis of a foreign pilot license;
 - (4) The certificate is for an addition, renewal, or reinstatement of a category, class, or instrument rating onto an existing Egyptian flight instructor validation certificate; or
 - (5) The certificate is for an addition of a rating onto an existing Egyptian ground instructor validation certificate.

- (c) Training centers and their satellite training centers certificated under Part 142 may, outside Egypt:
- (1) Prepare and recommend applicants for additional ratings and endorsements to certificates issued under this Part, and issue additional ratings and provide endorsements within the authority granted to that training center by the ECAA; and
 - (2) Prepare and recommend Egyptian citizen applicants for airman licenses, and issue license to Egyptian citizens within the authority granted to that training center by the ECAA.
- (d) Validation of foreign licenses:
- (1) General: It is not an obligation to ECAA to validate foreign licenses, it is rather a privilege extended by ECAA:
Licenses of foreign personnel can be validated when:
 - (A) Operating newly purchased or leased types of Egyptian registered aircraft at an Egyptian operator; or
 - (B) Traveling from different countries with their private Egyptian registered aircraft.

Validations are of short duration not exceeding 6 months, and not extended beyond the period of currency of either the original license or, in the case of a “non-expiring” license, the medical assessment and competency checks required. After six months, the ECAA will consider either issuing an equivalent Egyptian license based on the foreign license or renew the validation certificate for a further period of six months after ensuring the maintenance of continuing competency. Each time, the continued currency of the foreign license will be checked with regard to recent experience requirements of the foreign issuing authority. A similar check will be made of the medical assessment;

Validated license privileges and limitations will not exceed beyond the original license privileges;

The ECAA will exercise the same level of control over the foreign license holders as it does with its own nationals, and will ensure that safe levels of medical fitness and competency are being maintained; and

Validations are in the form of a certificate to be carried with the original license.
 - (1) Issue validation certificate for holders of foreign commercial pilot licenses and airline transport pilot licenses: To be eligible for the issuance, or renewal, of a validation certificate, an applicant must satisfactorily pass an examination on Egyptian Civil Aviation Law and appropriate regulations and any medical or proficiency tests required by ECAA as necessary. In addition he must present the following to the ECAA:
 - (i) A current foreign pilot license issued by the licensing authority of a foreign Contracting State issued in conformance with ICAO Annex 1 minimum requirements. The certificate or license must authorize the applicant to perform the duties authorized by a certificate issued under this section on the aircraft type as the leased aircraft;
 - (ii) An Egyptian work permit and security permit;
 - (iii) A current certification by the operator and/or lessee of the aircraft;
 - (A) Stating that the operator and/or lessee is employing the applicant; and
 - (B) Specifying the aircraft type on which the applicant will perform his duties.
 - (iv) Official documentation showing that the applicant currently meets the medical standards for the foreign license required by the State that issued the applicant's foreign license;
 - (v) Official documentation demonstrating that the applicant complies with all training, proficiency and recency of experience requirements; and
 - (vi) The applicant’s aviation background check, (containing information such as violations, incidents/accidents and enforcement actions in which he has been involved).
 - (3) Privileges: The holder of a validated license may exercise the same privileges as those shown on the license specified in this section, subject to the limitations specified in this section.
 - (4) Limitations. Each certificate issued under this section is subject to the following limitations:
 - (i) It is valid only:

- (A) While the license required by paragraph (d)(2)(i) of this section is in the certificate holder's personal possession and is current;
 - (B) While the permits required by paragraph (d)(2)(ii) of this section are valid; and while the certificate holder is employed by the person to whom the aircraft described in the certification required by paragraph (3) of this section is owned, operated and/or leased;
 - (C) While the certificate holder is performing his duties on the registered civil aircraft described in the certification required by paragraph (d)(2)(iii) of this section; and
 - (D) While the medical documentation required by paragraph (d)(5)(iv) of this section is in the certificate holder's personal possession and is currently valid.
- (ii) Each validation certificate issued under this section contains at least the following:
 - (A) The name of the person to whom the registered civil aircraft are owned, operated and/or leased;
 - (B) The type of aircraft; and
 - (C) Any additional limitations placed on the certificate that the ECAA considers necessary.
- (5) Termination: Each validation certificate issued under this section terminates:
 - (i) When the type of aircraft endorsed on this validation certificate is removed from the operator's operation specification;
 - (ii) When the aircraft is removed from the Egyptian registry;
 - (iii) When the permits required by paragraph (d)(2)(ii) of this section expire;
 - (iv) When the foreign license, authorization, or the medical documentation required is suspended, revoked, or no longer valid; or
 - (v) After 6 months the certificate was issued.
 - (6) Renewal: The certificate holder may have the certificate renewed once by complying with the requirements of this section at the time of application for renewal and following the procedures for renewal as defined in the appropriate ECAA approved policy and procedures manuals.

61.77 Special purpose pilot authorization:

Operation of A.R.E.-registered civil aircraft leased by a person who is not an A.R.E. citizen.

- (a) General. The holder of a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation who meets the requirements of this section may be issued a special purpose pilot authorization by the ECAA for the purpose of performing pilot duties:
 - (1) On a civil aircraft of A.R.E. registry that is leased to a person who is not a citizen of the Arab Republic of Egypt, and
 - (2) For carrying persons or property for compensation or hire on that aircraft.
- (b) Eligibility. To be eligible for the issuance or renewal of a special purpose pilot authorization, an applicant must present the following to an ECAA Licensing Branch:
 - (1) A current foreign pilot license that has been issued by the aeronautical authority of a contracting State to the Convention on International Civil Aviation from which the person holds citizenship or resident status and that contains the appropriate aircraft category, class, instrument rating, and type rating, if appropriate, for the aircraft to be flown;
 - (2) A current certification by the lessee of the aircraft:
 - (i) Stating that the applicant is employed by the lessee;
 - (ii) Specifying the aircraft type on which the applicant will perform pilot duties; and
 - (iii) Stating that the applicant has received ground and flight instruction that qualifies the applicant to perform the duties to be assigned on the aircraft.
 - (3) Documentation showing when the applicant will reach the age of 60 years (an official copy of the applicant's birth certificate or other official documentation);
 - (4) Documentation that the applicant meets the medical standards for the issuance of the foreign pilot license from the aeronautical authority of the contracting State to the Convention on International Civil Aviation where the applicant holds citizenship or resident status;
 - (5) Documentation that the applicant meets the recent flight experience requirements of this part (a logbook or flight record); and

- (6) A statement that the applicant does not already hold a special purpose pilot authorization; however, if the applicant already holds a special purpose pilot authorization, then that special purpose pilot authorization must be surrendered to either the ECAA Licensing Branch that issued it, or the ECAA Licensing Branch processing the application for the authorization, prior to being issued another special purpose pilot authorization.
- (c) Privileges. A person issued a special purpose pilot authorization under this section:
- (1) May exercise the privileges prescribed on the special purpose pilot authorization; and
 - (2) Must comply with the limitations specified in this section and any additional limitations specified on the special purpose pilot authorization.
- (d) General limitations. A special purpose pilot authorization is valid only:
- (1) For flights between foreign countries or for flights in foreign air commerce within the time period allotted on the authorization;
 - (2) If the foreign pilot license required by paragraph (b)(1) of this section, the medical documentation required by paragraph (b)(4) of this section, and the special purpose pilot authorization issued under this section are in the holder's physical possession or immediately accessible in the aircraft;
 - (3) While the holder is employed by the person to whom the aircraft described in the certification required by paragraph (b)(2) of this section is leased;
 - (4) While the holder is performing pilot duties on the A.R.E.-registered aircraft described in the certification required by paragraph (b)(2) of this section; and
 - (5) If the holder has only one special purpose pilot authorization as provided in paragraph (b)(6) of this section.
- (e) Age limitation. No person who holds a special purpose pilot authorization issued under this part, and no person who holds a special purpose pilot license issued under this part before April 25, 2006, shall serve as a pilot on a civil airplane of A.R.E. registry if the person has reached his or her 60th birthday, in the following operations:
- (1) Scheduled international air services carrying passengers in turbojet-powered airplanes;
 - (2) Scheduled international air services carrying passengers in airplanes having a passenger-seat configuration of more than nine passenger seats, excluding each crewmember seat;
 - (3) Nonscheduled international air transportation for compensation or hire in airplanes having a passenger-seat configuration of more than 30 passenger seats, excluding each crewmember seat; or
 - (4) Scheduled international air services, or nonscheduled international air transportation for compensation or hire, in airplanes having a payload capacity of more than 3,400 Kgs.
- (f) Definitions.
- (1) International air service, as used in paragraph (e) of this section, means scheduled air service performed in airplanes for the public transport of passengers, mail, or cargo, in which the service passes through the air space over the territory of more than one country.
 - (2) International air transportation, as used in paragraph (e) of this section, means air transportation performed in airplanes for the public transport of passengers, mail, or cargo, in which service passes through the air space over the territory of more than one country.
- (g) Expiration date. Each special purpose pilot authorization issued under this section expires:
- (1) 60 calendar months from the month it was issued, unless sooner suspended or revoked;
 - (2) When the lease agreement for the aircraft expires or the lessee terminates the employment of the person who holds the special purpose pilot authorization;
 - (3) Whenever the person's foreign pilot license has been suspended, revoked, or is no longer valid; or
 - (4) When the person no longer meets the medical standards for the issuance of the foreign pilot license.
- (h) Renewal. A person exercising the privileges of a special purpose pilot authorization may apply for a 60-calendar-month extension of that authorization, provided the person:
- (1) Continues to meet the requirements of this section; and
 - (2) Surrenders the expired special purpose pilot authorization upon receipt of the new authorization.

- (i) Surrender. The holder of a special purpose pilot authorization must surrender the authorization to the ECAA within 7 days after the date the authorization terminates.

61.78 Rendering a licence valid pursuant to a formal agreement between A.R.E and any other state.

- (A) The licenses of other contracting state may be automatically rendered valid if A.R.E and such state have:
1. Adopted common licenses regulations which are compliant with annex 1.
 2. Entered into a formal agreement recognizing the automatic validation process.
 3. Established a surveillance system to ensure the continuing implementation of the common licensing regulations.
 4. Registered the agreement with ICAO pursuant to article 83 of the convention on international civil aviation.
- (B) The endorsement shall appear on license rendered valid pursuant to item (A) indicating that the license is automatically validated under the agreement described in item (A) and referencing the ICAO registration number of the agreement .the endorsement shall further include a list of all states that are party to the agreement.

61.79 Rules applicable to pilot to operate more than one aircraft type.

This section stipulates when pilots may operate more than one aircraft type or aircraft type variant at any one time for compensation and hire (provided that they meet the training requirements established in part 121 – subpart N , Part 61-subpart A-sec 61.5 , and the operator complies with all requirement in 121.418 for each type) as follows :

- (a) Pilots may operate at any one time either aero planes or helicopters only one type over 5700 Kgm maximum take off gross weight in addition to only one type under 5700 Kgm maximum take –off gross weight.
- (b) Pilot may operate at any one time :
- (1) Only two aircraft types of the same manufacturer provided that the two types meet the mixed fleet flying concept of (cockpit layout , flight management computers and display system , type and number of power plants , and aircraft basic performance have very limited differences) ; or
 - (2) Only three variants of the same type.

Subpart C Student Pilots

61.81 Applicability.

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

61.83 Eligibility requirements for student pilots.

To be eligible for a student pilot license, an applicant must:

- (a) Be at least 16 years of age, for
- (b) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then the Director may place such operating limitations on that applicant's pilot license as are necessary for the safe operation of the aircraft.
- (c) Medical fitness the applicant shall hold a current class 2 medical assessment .

61.85 Application.

An application for a student pilot license is made on a form and in a manner provided by the Director and is submitted to:

- (a) A designated aviation medical examiner if applying for an ECAA medical certificate under part 67 of the ECARs;
- (b) An examiner; or
- (c) An ECAA, Airman Licensing Branch.

61.87 Solo requirements for student pilots.

- (a) General. A student pilot may not operate an aircraft in solo flight unless that student has met the requirements of this section. The term "solo flight" as used in this subpart means that flight time during which a student pilot is the sole occupant of the aircraft.
- (b) Aeronautical knowledge. A student pilot must demonstrate satisfactory aeronautical knowledge on a knowledge test that meets the requirements of this paragraph:
 - (1) The test must address the student pilot's knowledge of:
 - (i) Applicable sections of parts 61 and 91 of the ECARs;
 - (ii) Airspace rules and procedures for the airport where the solo flight will be performed; and
 - (iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
 - (2) The student's authorized instructor must:
 - (i) Administer the test; and
 - (ii) At the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight.
- (c) Pre-solo flight training. Prior to conducting a solo flight, a student pilot must have:
 - (1) Received and logged flight training for the maneuvers and procedures of this section that are appropriate to the make and model of aircraft to be flown; and
 - (2) Demonstrated satisfactory proficiency and safety, as judged by an authorized instructor, on the maneuvers and procedures required by this section in the make and model of aircraft or similar make and model of aircraft to be flown.
- (d) Maneuvers and procedures for pre-solo flight training in a single-engine airplane. A student pilot who is receiving training for a single-engine airplane rating or privileges must receive and log flight training for the following maneuvers and procedures:
 - (1) Proper flight preparation procedures, including preflight planning and preparation, power plant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including rumpus;
 - (3) Takeoffs and landings, including normal and crosswind;
 - (4) Straight and level flight, and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Airport traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, wind shear avoidance, and wake turbulence avoidance;
 - (8) Descents, with and without turns, using high and low drag configurations;
 - (9) Flight at various airspeeds from cruise to slow flight;

- (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference maneuvers;
 - (13) Approaches to a landing area with simulated engine malfunctions;
 - (14) Slips to a landing; and
 - (15) Go-rounds.
- (e) Maneuvers and procedures for pre-solo flight training in a multiengine airplane. A student pilot who is receiving training for a multiengine airplane rating must receive and log flight training for the following maneuvers and procedures:
- (1) Proper flight preparation procedures, including preflight planning and preparation, power plant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including rumpus;
 - (3) Takeoffs and landings, including normal and crosswind;
 - (4) Straight and level flight, and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Airport traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents, with and without turns, using high and low drag configurations;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference maneuvers;
 - (13) Approaches to a landing area with simulated engine malfunctions; and
 - (14) Go-rounds.
- (f) Maneuvers and procedures for pre-solo flight training in a helicopter. A student pilot who is receiving training for a helicopter rating must receive and log flight training for the following maneuvers and procedures:
- (1) Proper flight preparation procedures, including preflight planning and preparation, power plant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including rumpus;
 - (3) Takeoffs and landings, including normal and crosswind;
 - (4) Straight and level flight, and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Airport traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, wind shear avoidance, and wake turbulence avoidance;
 - (8) Descents with and without turns;
 - (9) Flight at various airspeeds;
 - (10) Emergency procedures and equipment malfunctions;
 - (11) Ground reference maneuvers;
 - (12) Approaches to the landing area;
 - (13) Hovering and hovering turns;
 - (14) Go-around;
 - (15) Simulated emergency procedures, including auto rotational descents with a power recovery and power recovery to a hover;
 - (16) Rapid decelerations; and
 - (17) Simulated one-engine-inoperative approaches and landings for multiengine helicopters.
- (g) Maneuvers and procedures for pre-solo flight training in a gyroplane. A student pilot who is receiving training for a gyroplane rating or privileges must receive and log flight training for the following maneuvers and procedures:
- (1) Proper flight preparation procedures, including preflight planning and preparation, power plant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including rumps;
 - (3) Takeoffs and landings, including normal and crosswind;
 - (4) Straight and level flight, and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Airport traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, wind shear avoidance, and wake turbulence avoidance;

- (8) Descents with and without turns;
 - (9) Flight at various airspeeds;
 - (10) Emergency procedures and equipment malfunctions;
 - (11) Ground reference maneuvers;
 - (12) Approaches to the landing area;
 - (13) High rates of descent with power on and with simulated power off, and recovery from those flight configurations;
 - (14) Go-a rounds; and
 - (15) Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures.
- (h) Maneuvers and procedures for pre-solo flight training in a powered-lift. A student pilot who is receiving training for a powered-lift rating must receive and log flight training in the following maneuvers and procedures:
- (1) Proper flight preparation procedures, including preflight planning and preparation, power plant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including rumps;
 - (3) Takeoffs and landings, including normal and crosswind;
 - (4) Straight and level flight, and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Airport traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents with and without turns;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference maneuvers;
 - (13) Approaches to a landing with simulated engine malfunctions;
 - (14) Go-a rounds;
 - (15) Approaches to the landing area;
 - (16) Hovering and hovering turns; and
 - (17) For multiengine powered-lifts, simulated one-engine-inoperative approaches and landings.
- (i) Limitations on student pilots operating an aircraft in solo flight. A student pilot may not operate an aircraft in solo flight unless that student pilot has received:
- (1) An endorsement from an authorized instructor on his or her student pilot license for the specific make and model aircraft to be flown; and
 - (2) An endorsement in the student's logbook for the specific make and model aircraft to be flown by an authorized instructor, who gave the training within the 90 days preceding the date of the flight.
- (j) Limitations on student pilots operating an aircraft in solo flight at night. A student pilot may not operate an aircraft in solo flight at night unless that student pilot has received:
- (1) Flight training at night on night flying procedures that includes takeoffs, approaches, landings, and go-a rounds at night at the airport where the solo flight will be conducted;
 - (2) Navigation training at night in the vicinity of the airport where the solo flight will be conducted; and
 - (3) An endorsement in the student's logbook for the specific make and model aircraft to be flown for night solo flight by an authorized instructor who gave the training within the 90-day period preceding the date of the flight.
- (k) Limitations on flight instructors authorizing solo flight.
- (1) No instructor may authorize a student pilot to perform a solo flight unless that instructor has:
 - (i) Given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown;
 - (ii) Determined the student pilot is proficient in the maneuvers and procedures prescribed in this section ;
 - (iii) Determined the student pilot is proficient in the make and model of aircraft to be flown;

- (iv) Ensured that the student pilot's license has been endorsed by an instructor authorized to provide flight training for the specific make and model aircraft to be flown; and
 - (v) Endorsed the student pilot's logbook for the specific make and model aircraft to be flown, and that endorsement remains current for solo flight privileges, provided an authorized instructor updates the student's logbook every 90 days thereafter.
- (2) The flight training required by this section must be given by an instructor authorized to provide flight training who is appropriately rated and current.

61.89 General limitations.

- (a) A student pilot may not act as pilot in command of an aircraft:
- (1) That is carrying a passenger;
 - (2) That is carrying property for compensation or hire;
 - (3) For compensation or hire;
 - (4) In furtherance of a business;
 - (5) On an international flight;
 - (6) With a flight or surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;
 - (7) When the flight cannot be made with visual reference to the surface; or
 - (8) In a manner contrary to any limitations placed in the pilot's logbook by an authorized instructor.
- (b) A student pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or regulations under which the flight is conducted, and no person other than a required flight crewmember is carried on the aircraft.

61.93 Solo cross-country flight requirements.

- (a) General.
- (1) Except as provided in paragraph (b) of this section, a student pilot must meet the requirements of this section before—
 - (i) Conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the airport from where the flight originated.
 - (ii) Making a solo flight and landing at any location other than the airport of origination.
 - (2) Except as provided in paragraph (b) of this section, a student pilot who seeks solo cross-country flight privileges must:
 - (i) Have received flight training from an instructor authorized to provide flight training on the maneuvers and procedures of this section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
 - (ii) Have demonstrated cross-country proficiency on the appropriate maneuvers and procedures of this section to an authorized instructor;
 - (iii) Have satisfactorily accomplished the pre-solo flight maneuvers and procedures required by section 61.87 of this part in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
 - (iv) Comply with any limitations included in the authorized instructor's endorsement that are required by paragraph (c) of this section.
 - (3) A student pilot who seeks solo cross-country flight privileges must have received ground and flight training from an authorized instructor on the cross-country maneuvers and procedures listed in this section that are appropriate to the aircraft to be flown.
- (b) Authorization to perform certain solo flights and cross-country flights. A student pilot must obtain an endorsement from an authorized instructor to make solo flights from the airport where the student pilot normally receives training to another location. A student pilot who receives this endorsement must comply with the requirements of this paragraph.
- (1) Solo flights may be made to another airport that is within 25 nautical miles from the airport where the student pilot normally receives training, provided—

- (i) An authorized instructor has given the student pilot flight training at the other airport, and that training includes flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other airport;
 - (ii) The authorized instructor who gave the training endorses the student pilot's logbook authorizing the flight;
 - (iii) The student pilot has current solo flight endorsements in accordance with section 61.87 of this part;
 - (iv) The authorized instructor has determined that the student pilot is proficient to make the flight; and
 - (v) The purpose of the flight is to practice takeoffs and landings at that other airport.
- (2) Repeated specific solo cross-country flights may be made to another airport that is within 50 nautical miles of the airport from which the flight originated, provided—
- (i) The authorized instructor has given the student flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs, and landings at the airports to be used;
 - (ii) The authorized instructor who gave the training has endorsed the student's logbook certifying that the student is proficient to make such flights;
 - (iii) The student has current solo flight endorsements in accordance with section 61.87 of this part; and
 - (iv) The student has current solo cross-country flight endorsements in accordance with paragraph (c) of this section ; however, for repeated solo cross-country flights to another airport within 50 nautical miles from which the flight originated, separate endorsements are not required to be made for each flight.
- (c) Endorsements for solo cross-country flights. Except as specified in paragraph (b)(2) of this section , a student pilot must have the endorsements prescribed in this paragraph for each cross-country flight:
- (1) Student pilot license endorsement. A student pilot must have a solo cross-country endorsement from the authorized instructor who conducted the training, and that endorsement must be placed on that person's student pilot license for the specific category of aircraft to be flown.
 - (2) Logbook endorsement.
 - (i) A student pilot must have a solo cross-country endorsement from an authorized instructor that is placed in the student pilot's logbook for the specific make and model of aircraft to be flown.
 - (ii) For each cross-country flight, the authorized instructor who reviews the cross-country planning must make an endorsement in the person's logbook after reviewing that person's cross-country planning, as specified in paragraph (d) of this section . The endorsement must—
 - (A) Specify the make and model of aircraft to be flown;
 - (B) State that the student's preflight planning and preparation is correct and that the student is prepared to make the flight safely under the known conditions; and
 - (C) State that any limitations required by the student's authorized instructor are met.
- (d) Limitations on authorized instructors to permit solo cross-country flights. An authorized instructor may not permit a student pilot to conduct a solo cross-country flight unless that instructor has:
- (1) Determined that the student's cross-country planning is correct for the flight;
 - (2) Reviewed the current and forecast weather conditions and has determined that the flight can be completed under VFR;
 - (3) Determined that the student is proficient to conduct the flight safely;
 - (4) Determined that the student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown; and
 - (5) Determined that the student's solo flight endorsement is current for the make and model aircraft to be flown.
- (e) Maneuvers and procedures for cross-country flight training in a single-engine airplane. A student pilot who is receiving training for cross-country flight in a single-engine airplane must receive and log flight training in the following maneuvers and procedures:
- (1) Use of aeronautical charts for VFR navigation using pilot age and dead reckoning with the aid of a magnetic compass;

- (2) Use of aircraft performance charts pertaining to cross-country flight;
 - (3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
 - (4) Emergency procedures;
 - (5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic Pattern, and approach;
 - (6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;
 - (7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;
 - (8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;
 - (9) Use of radios for VFR navigation and two-way communications;
 - (10) Takeoff, approach, and landing procedures, including short-field, soft-field, and crosswind takeoffs, approaches, and landings;
 - (11) Climbs at best angle and best rate; and
 - (12) Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.
- (f) Maneuvers and procedures for cross-country flight training in a multiengine airplane. A student pilot who is receiving training for cross-country flight in a multiengine airplane must receive and log flight training in the following maneuvers and procedures:
- (1) Use of aeronautical charts for VFR navigation using pilot age and dead reckoning with the aid of a magnetic compass;
 - (2) Use of aircraft performance charts pertaining to cross-country flight;
 - (3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
 - (4) Emergency procedures;
 - (5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;
 - (6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;
 - (7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;
 - (8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;
 - (9) Use of radios for VFR navigation and two-way communications;
 - (10) Takeoff, approach, and landing procedures, including short-field, soft-field, and crosswind takeoffs, approaches, and landings;
 - (11) Climbs at best angle and best rate; and
 - (12) Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.
- (g) Maneuvers and procedures for cross-country flight training in a helicopter. A student pilot who is receiving training for cross-country flight in a helicopter must receive and log flight training for the following maneuvers and procedures:
- (1) Use of aeronautical charts for VFR navigation using pilot age and dead reckoning with the aid of a magnetic compass;
 - (2) Use of aircraft performance charts pertaining to cross-country flight;
 - (3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
 - (4) Emergency procedures;
 - (5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;
 - (6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;
 - (7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

- (8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;
 - (9) Use of radios for VFR navigation and two-way communications; and
 - (10) Takeoff, approach, and landing procedures.
- (h) Maneuvers and procedures for cross-country flight training in a gyroplane. A student pilot who is receiving training for cross-country flight in a gyroplane must receive and log flight training in the following maneuvers and procedures:
- (1) Use of aeronautical charts for VFR navigation using pilot age and dead reckoning with the aid of a magnetic compass;
 - (2) Use of aircraft performance charts pertaining to cross-country flight;
 - (3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
 - (4) Emergency procedures;
 - (5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;
 - (6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;
 - (7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;
 - (8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;
 - (9) Use of radios for VFR navigation and two-way communications; and
 - (10) Takeoff, approach, and landing procedures, including short-field and soft-field takeoffs, approaches, and landings.
- (i) Maneuvers and procedures for cross-country flight training in a powered-lift. A student pilot who is receiving training for cross-country flight training in a powered-lift must receive and log flight training in the following maneuvers and procedures:
- (1) Use of aeronautical charts for VFR navigation using pilot age and dead reckoning with the aid of a magnetic compass;
 - (2) Use of aircraft performance charts pertaining to cross-country flight;
 - (3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
 - (4) Emergency procedures;
 - (5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;
 - (6) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;
 - (7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;
 - (8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;
 - (9) Use of radios for VFR navigation and two-way communications;
 - (10) Takeoff, approach, and landing procedures that include high-altitude, steep, and shallow takeoffs, approaches, and landings; and
 - (11) Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.

61.95 Operations in Class B airspace and at airports located within Class B airspace.

- (a) A student pilot may not operate an aircraft on a solo flight in Class B airspace unless:
- (1) The student pilot has received both ground and flight training from an authorized instructor on that Class B airspace area, and the flight training was received in the specific Class B airspace area for which solo flight is authorized;
 - (2) The logbook of that student pilot has been endorsed by the authorized instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight in that Class B airspace area; and

- (3) The logbook endorsement specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight in that specific Class B airspace area.
- (b) A student pilot may not operate an aircraft on a solo flight to, from, or at an airport located within Class B airspace pursuant to section 91.131(b) of the ECARs unless:
 - (1) The student pilot has received both ground and flight training from an instructor authorized to provide training to operate at that airport, and the flight and ground training has been received at the specific airport for which the solo flight is authorized;
 - (2) The logbook of that student pilot has been endorsed by an authorized instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight at that airport; and
 - (3) The logbook endorsement specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight operations at that specific airport.

Subpart D Private Pilots

61.102 Applicability.

This subpart prescribes the requirements for the issuance of private pilot licenses and ratings, the conditions under which those licenses and ratings are necessary, and the general operating rules for persons who hold those licenses and ratings.

61.103 Eligibility requirements: General.

To be eligible for a private pilot license, a person must:

- (a) Be at least 17 years of age, and shall hold current class (2) medical assessment.
- (b) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then the ECAA may place such operating limitations on that applicant's pilot license as are necessary for the safe operation of the aircraft.
- (c) Receive a logbook endorsement from an authorized instructor who:
 - (1) Conducted the training or reviewed the person's home study on the aeronautical knowledge areas listed in section 61.105(b) of this part that apply to the aircraft rating sought; and
 - (2) Certified that the person is prepared for the required knowledge test.
- (d) Pass the required knowledge test on the aeronautical knowledge areas listed in section 61.105(b) of this part.
- (e) Receive flight training and a logbook endorsement from an authorized instructor who:
 - (1) Conducted the training in the areas of operation listed in section 61.107(b) of this part that apply to the aircraft rating sought; and
 - (2) Certified that the person is prepared for the required practical test.
- (f) Meet the aeronautical experience requirements of this part that apply to the aircraft rating sought before applying for the practical test.
- (g) Pass a practical test on the areas of operation listed in section 61.107(b) of this part that apply to the aircraft rating sought.
- (h) Comply with the appropriate sections of this part that apply to the aircraft category and class rating sought.

61.105 Aeronautical knowledge.

- (a) General. A person who is applying for a private pilot license must receive and log ground training from an authorized instructor or complete a home-study course on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.
- (b) Aeronautical knowledge areas.
 - (1) Air law. Rules and regulations relevant to the holder of a private pilot license — airplane; rules of the air; appropriate air traffic services practices and procedures;
 - (2) Aircraft general knowledge;
 - (i) principles of operation of power plants, systems and instruments;
 - (ii) operating limitations of power plants; relevant operational information from the flight manual or other appropriate document;
 - (3) Flight performance and planning
 - (i) effects of loading and weight distribution on flight characteristics; weight and balance calculations;
 - (ii) use and practical application of take-off, landing and other performance data;
 - (iii) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;
 - (4) Human performance relevant to the private pilot — airplane license;
 - (5) Meteorology. application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;
 - (6) Navigation. practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;
 - (7) Operational procedures

- (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
- (8) Principles of flight.
- (9) Radiotelephony procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

61.107 Flight proficiency.

- (a) General. A person who applies for a private pilot license must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.
- (b) Areas of operation.
 - (1) For an airplane category rating with a single-engine class rating:
 - (i) Preflight preparation and operation including weight and balance determination, aero plane inspection and servicing;
 - (ii) Preflight procedures;
 - (iii) Airport and seaplane base operations including operations to, from and transiting controlled airports, compliance with air traffic services procedures, radiotelephony procedures and phraseology, traffic pattern operations, collision avoidance precautions and procedures;
 - (iv) Takeoffs, landings, and go-arounds including normal and cross-wind take-offs and landings, maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (v) Performance maneuvers;
 - (vi) Ground reference maneuvers;
 - (vii) Navigation including cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids
 - (viii) Slow flight and stalls including spin awareness and flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
 - (ix) Basic instrument maneuvers including a 180° turn
 - (x) Emergency operations including simulated airplane equipment malfunctions;
 - (xi) Night operations; and
 - (xii) Post flight procedures.
 - (2) For an airplane category rating with a multiengine class rating:
 - (i) All areas of operation outlined under 61.107(b)(1); and
 - (ii) Multiengine operations.
 - (3) For a rotorcraft category rating with a helicopter class rating:
 - (i) Preflight preparation including pre-flight operations, weight and balance determination, helicopter inspection and servicing;
 - (ii) Preflight procedures;
 - (iii) Airport and heliport operations including airport and traffic pattern operations, collision avoidance precautions and procedures; operations to, from and transiting controlled airports, compliance with air traffic services procedures, radiotelephony procedures and phraseology.
 - (iv) Hovering maneuvers;
 - (v) Takeoffs, landings, and go-arounds including take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (vi) Performance maneuvers;
 - (vii) Navigation including cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
 - (viii) Emergency operations including simulated helicopter equipment malfunctions; authoritative approach and landing;
 - (ix) Night operations; and
 - (x) Post flight procedures.
 - (4) For a rotorcraft category rating with a gyroplane class rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Airport operations;

- (iv) Takeoffs, landings, and go-arounds;
 - (v) Performance maneuvers;
 - (vi) Ground reference maneuvers;
 - (vii) Navigation;
 - (viii) Flight at slow airspeeds;
 - (ix) Emergency operations;
 - (x) Night operations, except as provided in section 61.110 of this part; and
 - (xi) Post flight procedures.
- (5) For a powered-lift category rating:
- (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Airport and heliport operations;
 - (iv) Hovering maneuvers;
 - (v) Takeoffs, landings, and go-arounds;
 - (vi) Performance maneuvers;
 - (vii) Ground reference maneuvers;
 - (viii) Navigation;
 - (ix) Slow flight and stalls;
 - (x) Basic instrument maneuvers;
 - (xi) Emergency operations;
 - (xii) Night operations; and
 - (xiii) Post flight procedures.

61.109 Aeronautical experience.

- (a) For an airplane single-engine rating. Except as provided in paragraph (f) of this section, a person who applies for a private pilot license with an airplane category and single-engine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in section 61.107(b)(1) of this part, and the training must include at least:
- (1) 3 hours of cross-country flight training in a single-engine airplane;
 - (2) 3 hours of night flight training in a single-engine airplane that includes:
 - (i) One cross-country flight of over 100 nautical miles total distance; and
 - (ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
 - (3) 3 hours of flight training in a single-engine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;
 - (4) 3 hours of flight training in preparation for the practical test in a single-engine airplane, which must have been performed within 60 days preceding the date of the test; and
 - (5) 10 hours of solo flight time in a single-engine airplane, consisting of at least:
 - (i) 5 hours of solo cross-country time;
 - (ii) One solo cross-country flight of at least 150 nautical miles total distance, with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and
 - (iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (b) For an airplane multiengine rating. Except as provided in paragraph (f) of this section, a person who applies for a private pilot license with an airplane category and multiengine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in section 61.107(b)(2) of this part, and the training must include at least:
- (1) 3 hours of cross-country flight training in a multiengine airplane;
 - (2) 3 hours of night flight training in a multiengine airplane that includes:
 - (i) One cross-country flight of over 100 nautical miles total distance; and
 - (ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

- (3) 3 hours of flight training in a multiengine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;
- (4) 3 hours of flight training in preparation for the practical test in a multiengine airplane, which must have been performed within the 60-day period preceding the date of the test; and
- (5) 10 hours of solo flight time in an airplane consisting of at least:
 - (i) 5 hours of solo cross-country time;
 - (ii) One solo cross-country flight of at least 150 nautical miles total distance, with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and
 - (iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (c) For a helicopter rating. Except as provided in paragraph (f) of this section, a person who applies for a private pilot license with rotorcraft category and helicopter class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in section 61.107(b)(3) of this part, and the training must include at least:
 - (1) 3 hours of cross-country flight training in a helicopter;
 - (2) 3 hours of night flight training in a helicopter that includes:
 - (i) One cross-country flight of over 50 nautical miles total distance; and
 - (ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
 - (3) 3 hours of flight training in preparation for the practical test in a helicopter, which must have been performed within 60 days preceding the date of the test; and
 - (4) 10 hours of solo flight time in a helicopter, consisting of at least:
 - (i) 3 hours cross-country time;
 - (ii) One solo cross-country flight of at least 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations; and
 - (iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (d) For a gyroplane rating. Except as provided in paragraph (f) of this section, a person who applies for a private pilot license with rotorcraft category and gyroplane class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in section 61.107(b)(4) of this part, and the training must include at least:
 - (1) 3 hours of cross-country flight training in a gyroplane;
 - (2) Except as provided in section 61.110 of this part, 3 hours of night flight training in a gyroplane that includes:
 - (i) One cross-country flight of over 50 nautical miles total distance; and
 - (ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
 - (3) 3 hours of flight training in preparation for the practical test in a gyroplane, which must have been performed within the 60-day period preceding the date of the test; and
 - (4) 10 hours of solo flight time in a gyroplane, consisting of at least:
 - (i) 3 hours of cross-country time;
 - (ii) One solo cross-country flight of over 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations; and
 - (iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (e) For a powered-lift rating. Except as provided in paragraph (f) of this section, a person who applies for a private pilot license with a powered-lift category rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized

instructor and 10 hours of solo flight training in the areas of operation listed in section 61.107(b)(5) of this part, and the training must include at least:

- (1) 3 hours of cross-country flight training in a powered-lift;
 - (2) 3 hours of night flight training in a powered-lift that includes:
 - (i) One cross-country flight of over 100 nautical miles total distance; and
 - (ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
 - (3) 3 hours of flight training in a powered-lift on the control and maneuvering of a powered-lift solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;
 - (4) 3 hours of flight training in preparation for the practical test in a powered-lift, which must have been performed within the 60-day period preceding the date of the test; and
 - (5) 10 hours of solo flight time in an airplane or powered-lift consisting of at least:
 - (i) 5 hours cross-country time;
 - (ii) One cross-country flight of at least 150 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and
 - (iii) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (f) Permitted credit for use of a flight simulator or flight training device.
- (1) Except as provided in paragraphs (f)(2) of this section, a maximum of 2.5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section, if received from an authorized instructor.
 - (2) A maximum of 5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section if the training is accomplished in a course conducted by a training center certificated under part 142 of the ECARs.
 - (3) Except when fewer hours are approved by the ECAA, an applicant for a private pilot license with an airplane, rotorcraft, or powered-lift rating, who has satisfactorily completed an approved private pilot course conducted by a training center certificated under part 142 of the ECARs, need only have a total of 35 hours of aeronautical experience to meet the requirements of this section.

61.110 Night flying exceptions.

A person who does not meet the night flying requirements in section 61.109(d)(2), may be issued a private pilot license with the limitation "Night flying prohibited." This limitation may be removed by an examiner if the holder complies with the requirements of section 61.109(d)(2), as appropriate.

61.113 Private pilot privileges and limitations: Pilot in command.

- (a) Except as provided in paragraphs (b) through (f) of this section, no person who holds a private pilot license may act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft.
- (b) A private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if:
 - (1) The flight is only incidental to that business or employment; and
 - (2) The aircraft does not carry passengers or property for compensation or hire.
- (c) A private *pilot* may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.
- (d) A private pilot may be reimbursed for aircraft operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, airport

expenditures, or rental fees, and the operation is sanctioned and under the direction and control of:

- (1) A local, State, or Governmental agency; or
 - (2) An organization that conducts search and location operations.
- (e) 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.
- (f) A private *pilot* who meets the requirements of section 61.69 may act as a pilot in command of an aircraft towing a glider or empowered ultra light vehicle.

61.115 Reserved

61.117 Private pilot privileges and limitations: Second in command of aircraft requiring more than one pilot.

Except as provided in section 61.113 of this part, no private pilot may, for compensation or hire, act as second in command of an aircraft that is type certificated for more than one pilot, nor may that pilot act as second in command of such an aircraft that is carrying passengers or property for compensation or hire.

61.119 Renewal requirement:

Refer to ECAR 61.56, 61.57 and 61.58.

Subpart E Commercial Pilots

61.121 Applicability.

This subpart prescribes the requirements for the issuance of commercial pilot licenses and ratings, the conditions under which those licenses and ratings are necessary, and the general operating rules for persons who hold those licenses and ratings.

61.123 Eligibility requirements: General.

To be eligible for a commercial pilot license, a person must:

- (a) Be at least 18 years of age and shall hold a current class 1 medical assessment
- (b) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then the ECAA may place such operating limitations on that applicant's pilot license as are necessary for the safe operation of the aircraft.
- (c) Receive a logbook endorsement from an authorized instructor who:
 - (1) Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas listed in section 61.125 of this part that apply to the aircraft category and class rating sought; and
 - (2) Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.
- (d) Pass the required knowledge test on the aeronautical knowledge areas listed in section 61.125 of this part;
- (e) Receive the required training and a logbook endorsement from an authorized instructor who:
 - (1) Conducted the training on the areas of operation listed in section 61.127(b) of this part that apply to the aircraft category and class rating sought; and
 - (2) Certified that the person is prepared for the required practical test.
- (f) Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;
- (g) Pass the required practical test on the areas of operation listed in section 61.127(b) of this part that apply to the aircraft category and class rating sought;
- (h) Hold at least a private pilot license issued under this part or meet the requirements of section 61.73; and
- (i) Comply with the sections of this part that apply to the aircraft category and class rating sought.

61.125 Aeronautical knowledge.

- (a) General. A person who applies for a commercial pilot license must receive and log ground training from an authorized instructor, or complete a home-study course, on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought .
- (b) Aeronautical knowledge areas.
 - (1) Air law. rules and regulations relevant to the holder of a commercial pilot license, rules of the air; appropriate air traffic services practices and procedures;
 - (2) Aircraft general knowledge;
 - (i) principles of operation and functioning of power plants, systems and instruments;
 - (ii) operating limitations of appropriate aircraft and power plants; relevant operational information from the flight manual or other appropriate document;
 - (iii) use and serviceability checks of equipment and systems of appropriate aircraft;
 - (iv) maintenance procedures for airframes, systems and power plants of appropriate aircraft;
 - (3) Flight performance and planning;
 - (i) Effects of loading and weight distribution on handling, flight characteristics and performance; weight and balance calculations;
 - (ii) Use and practical application of take-off, landing and other performance data;
 - (iii) Pre-flight and en-route flight planning appropriate to operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
 - (4) Human performance relevant to the commercial pilot license;

- (5) Meteorology
 - (i) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
 - (ii) aeronautical meteorology; climatologic of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; hazardous weather avoidance; Navigation
 - (iii) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;
- (6) Operational procedures
 - (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
 - (ii) appropriate precautionary and emergency procedures;
 - (iii) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
 - (iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from airplanes;
- (7) Principles of flight
 - (i) Principles of flight.
 - (ii) Radiotelephony procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.
- (8) Night and high-altitude operations;

61.127 Flight proficiency.

- (a) General. A person who applies for a commercial pilot license must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.
- (b) Areas of operation.
 - (1) For an airplane category rating with a single-engine class rating:
 - (i) Preflight preparation and operations, including weight and balance determination, aero plane inspection and servicing;
 - (ii) Preflight procedures;
 - (iii) Airport and seaplane base operations including operations to, from and transiting controlled airports, compliance with air traffic services procedures, radiotelephony procedures and phraseology, traffic pattern operations, collision avoidance precautions and procedures
 - (iv) Takeoffs, landings, and go-arounds including normal and cross-wind take-offs and landings, maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (v) Performance maneuvers including flight at critically high airspeeds; recognition of, and recovery from, spiral dives;;
 - (vi) Ground reference maneuvers;
 - (vii) Navigation including cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
 - (viii) Slow flight and stalls including basic flight maneuvers and recovery from unusual attitudes by reference solely to basic flight instruments; spin avoidance;
 - (ix) Emergency operations including abnormal and emergency procedures and maneuvers;
 - (x) High-altitude operations; and
 - (xi) Post flight procedures.
 - (2) For an airplane category rating with a multiengine class rating:
 - (i) Preflight preparation and operations, including weight and balance determination, aero plane inspection and servicing;
 - (ii) Preflight procedures;
 - (iii) Airport and seaplane base operations including operations to, from and transiting controlled airports, compliance with air traffic services procedures,

- radiotelephony procedures and phraseology, traffic pattern operations, collision avoidance precautions and procedures
- (iv) Takeoffs, landings, and go-arounds including normal and cross-wind take-offs and landings, maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (v) Performance maneuvers including flight at critically high airspeeds; recognition of, and recovery from, spiral dives;;
 - (vi) Navigation including cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
 - (vii) Slow flight and stalls including basic flight maneuvers and recovery from unusual attitudes by reference solely to basic flight instruments; spin avoidance;
 - (viii) Emergency operations including abnormal and emergency procedures and maneuvers;
 - (ix) Multiengine operations;
 - (x) High-altitude operations; and
 - (xi) Post flight procedures.
- (3) For a rotorcraft category rating with a helicopter class rating:
- (i) Preflight preparation including pre-flight operations, weight and balance determination, helicopter inspection and servicing;
 - (ii) Preflight procedures;
 - (iii) Airport and heliport operations including airport and traffic pattern operations, collision avoidance precautions and procedures; operations to, from and transiting controlled airports, compliance with air traffic services procedures, radiotelephony procedures and phraseology.
 - (iv) Hovering maneuvers;
 - (v) Takeoffs, landings, and go-a rounds;
 - (vi) Performance maneuvers including rapid deceleration (quick stop);
 - (vii) Navigation including cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
 - (viii) Emergency operations, including settling with power; simulated helicopter equipment malfunctions; authoritative approach and landing;
 - (ix) Special operations; and
 - (x) Post flight procedures.
 - (xi) basic flight maneuvers and recovery from unusual attitudes by reference solely to basic flight instruments; and
- (4) For a rotorcraft category rating with a gyroplane class rating:
- (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Airport operations;
 - (iv) Takeoffs, landings, and go-a rounds;
 - (v) Performance maneuvers;
 - (vi) Navigation;
 - (vii) Flight at slow airspeeds;
 - (viii) Emergency operations; and
 - (ix) Post flight procedures.
- (5) For a powered-lift category rating:
- (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Airport and heliport operations;
 - (iv) Hovering maneuvers;
 - (v) Takeoffs, landings, and go-a rounds;
 - (vi) Performance maneuvers;
 - (vii) Ground reference maneuvers;
 - (viii) Navigation;
 - (ix) Slow flight and stalls;
 - (x) Emergency operations;
 - (xi) High-altitude operations;
 - (xii) Special operations; and
 - (xiii) Post flight procedures.

61.129 Aeronautical experience.

- (a) For an airplane single-engine rating. Except as provided in paragraph (f) of this section, a person who applies for a commercial pilot license with an airplane category and single-engine class rating must log at least 250 hours of flight time as a pilot that consists of at least:
- (1) 100 hours in powered aircraft, of which 50 hours must be in airplanes.
 - (2) 100 hours of pilot-in-command flight time, which includes at least:
 - (i) 50 hours in airplanes; and
 - (ii) 50 hours in cross-country flight of which at least 10 hours must be in airplanes.
 - (3) 20 hours of training on the areas of operation listed in section 61.127(b)(1) of this part that includes at least:
 - (i) 10 hours of instrument training of which at least 5 hours must be in a single-engine airplane;
 - (ii) 10 hours of training in an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered, or for an applicant seeking a single-engine seaplane rating, 10 hours of training in a seaplane that has flaps and a controllable pitch propeller;
 - (iii) One cross-country flight of at least 2 hours in a single-engine airplane in day VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure;
 - (iv) One cross-country flight of at least 2 hours in a single-engine airplane in night VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure; and
 - (v) 3 hours in a single-engine airplane in preparation for the practical test within the 60-day period preceding the date of the test.
 - (4) 10 hours of solo flight in a single-engine airplane on the areas of operation listed in section 61.127(b)(1) of this part, which includes at least:
 - (i) One cross-country flight of not less than 300 nautical miles total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point; and
 - (ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (b) For an airplane multiengine rating. Except as provided in paragraph (f) of this section, a person who applies for a commercial pilot license with an airplane category and multiengine class rating must log at least 250 hours of flight time as a pilot that consists of at least:
- (1) 100 hours in powered aircraft, of which 50 hours must be in airplanes.
 - (2) 100 hours of pilot-in-command flight time, which includes at least:
 - (i) 50 hours in airplanes; and
 - (ii) 50 hours in cross-country flight of which at least 10 hours must be in airplanes.
 - (3) 20 hours of training on the areas of operation listed in section 61.127(b)(2) of this part that includes at least:
 - (i) 10 hours of instrument training of which at least 5 hours must be in a multiengine airplane;
 - (ii) 10 hours of training in a multiengine airplane that has a retractable landing gear, flaps, and controllable pitch propellers, or is turbine-powered, or for an applicant seeking a multiengine seaplane rating, 10 hours of training in a multiengine seaplane that has flaps and a controllable pitch propeller;
 - (iii) One cross-country flight of at least 2 hours in a multiengine airplane in day VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure;
 - (iv) One cross-country flight of at least 2 hours in a multiengine airplane in night VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure; and
 - (v) 3 hours in a multiengine airplane in preparation for the practical test within the 60-day period preceding the date of the test.
 - (4) 10 hours of solo flight time in a multiengine airplane or 10 hours of flight time performing the duties of pilot in command in a multiengine airplane with an authorized instructor (either of which may be credited towards the flight time

- requirement in paragraph (b)(2) of this section), on the areas of operation listed in section 61.127(b)(2) of this part that includes at least:
- (i) One cross-country flight of not less than 300 nautical miles total distance with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point; and
 - (ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight with a traffic pattern) at an airport with an operating control tower.
- (c) For a helicopter rating. Except as provided in paragraph (f) of this section, a person who applies for a commercial pilot license with a rotorcraft category and helicopter class rating must log at least 150 hours of flight time as a pilot that consists of at least:
- (1) 100 hours in powered aircraft, of which 50 hours must be in helicopters.
 - (2) 100 hours of pilot-in-command flight time, which includes at least:
 - (i) 35 hours in helicopters; and
 - (ii) 10 hours in cross-country flight in helicopters.
 - (3) 20 hours of training on the areas of operation listed in section 61.127(b)(3) of this part that includes at least:
 - (i) 10 hours of instrument training in an aircraft;
 - (ii) One cross-country flight of at least 2 hours in a helicopter in day VFR conditions, consisting of a total straight-line distance of more than 50 nautical miles from the original point of departure;
 - (iii) One cross-country flight of at least 2 hours in a helicopter in night VFR conditions, consisting of a total straight-line distance of more than 50 nautical miles from the original point of departure; and
 - (iv) 3 hours in a helicopter in preparation for the practical test within the 60-day period preceding the date of the test.
 - (4) 10 hours of solo flight in a helicopter on the areas of operation listed in section 61.127(b)(3) of this part, which includes at least:
 - (i) One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and
 - (ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).
- (d) For a gyroplane rating. A person who applies for a commercial pilot license with a rotorcraft category and gyroplane class rating must log at least 150 hours of flight time as a pilot (of which 5 hours may have been accomplished in a flight simulator or flight training device that is representative of a gyroplane) that consists of at least:
- (1) 100 hours in powered aircraft, of which 25 hours must be in gyroplanes.
 - (2) 100 hours of pilot-in-command flight time, which includes at least:
 - (i) 10 hours in gyroplanes; and
 - (ii) 3 hours in cross-country flight in gyroplanes.
 - (3) 20 hours of training on the areas of operation listed in section 61.127(b)(4) of this part that includes at least:
 - (i) 5 hours of instrument training in an aircraft;
 - (ii) One cross-country flight of at least 2 hours in a gyroplane in day VFR conditions, consisting of a total straight-line distance of more than 50 nautical miles from the original point of departure;
 - (iii) One cross-country flight of at least 2 hours in a gyroplane in night VFR conditions, consisting of a total straight-line distance of more than 50 nautical miles from the original point of departure; and
 - (iv) 3 hours in a gyroplane in preparation for the practical test within the 60-day period preceding the date of the test.
 - (4) 10 hours of solo flight in a gyroplane on the areas of operation listed in section 61.127(b)(4) of this part, which includes at least:
 - (i) One cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and
 - (ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).

- (e) For a powered-lift rating. Except as provided in paragraph (f) of this section, a person who applies for a commercial pilot license with a powered-lift category rating must log at least 250 hours of flight time as a pilot that consists of at least:
- (1) 100 hours in powered aircraft, of which 50 hours must be in a powered-lift.
 - (2) 100 hours of pilot-in-command flight time, which includes at least—
 - (i) 50 hours in a powered-lift; and
 - (ii) 50 hours in cross-country flight of which 10 hours must be in a powered-lift.
 - (3) 20 hours of training on the areas of operation listed in section 61.127(b)(5) of this part that includes at least:
 - (i) 10 hours of instrument training, of which at least 5 hours must be in a powered-lift;
 - (ii) One cross-country flight of at least 2 hours in a powered-lift in day VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure;
 - (iii) One cross-country flight of at least 2 hours in a powered-lift in night VFR conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure; and
 - (iv) 3 hours in a powered-lift in preparation for the practical test within the 60-day period preceding the date of the test.
 - (4) 10 hours of solo flight in a powered-lift on the areas of operation listed in section 61.127(b)(5) of this part, which includes at least:
 - (i) One cross-country flight of not less than 300 nautical miles total distance with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point; and
 - (ii) 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (f) Permitted credit for use of a flight simulator or flight training device.
- (1) Except as provided in paragraph (i)(2) of this section, an applicant who has not accomplished the training required by this section in a course conducted by a training center certificated under part 142 of the ECARs may:
 - (i) Credit a maximum of 50 hours toward the total aeronautical experience requirements for an airplane or powered-lift rating, provided the aeronautical experience was obtained from an authorized instructor in a flight simulator or flight training device that represents that class of airplane or powered-lift category and type, if applicable, appropriate to the rating sought; and
 - (ii) Credit a maximum of 25 hours toward the total aeronautical experience requirements of this section for a helicopter rating, provided the aeronautical experience was obtained from an authorized instructor in a flight simulator or flight training device that represents a helicopter and type, if applicable, appropriate to the rating sought.
 - (2) An applicant who has accomplished the training required by this section in a course conducted by a training center certificated under part 142 of this chapter may:
 - (i) Credit a maximum of 100 hours toward the total aeronautical experience requirements of this section for an airplane and powered-lift rating, provided the aeronautical experience was obtained from an authorized instructor in a flight simulator or flight training device that represents that class of airplane or powered-lift category and type, if applicable, appropriate to the rating sought; and
 - (ii) Credit a maximum of 50 hours toward the total aeronautical experience requirements of this section for a helicopter rating, provided the aeronautical experience was obtained from an authorized instructor in a flight simulator or flight training device that represents a helicopter and type, if applicable, appropriate to the rating sought.
 - (3) Except when fewer hours are approved by the ECAA, an applicant for a commercial pilot license with an airplane or a powered-lift rating who has satisfactorily completed an approved commercial pilot course conducted by a training center certificated under part 142 of the ECARs need only have 190 hours of total to meet the aeronautical experience requirements of this section.

61.133 Commercial pilot privileges and limitations.

(a) Privileges:

General. A person who holds a commercial pilot license may act as pilot in command of an aircraft:

- (1) Carrying persons or property for compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts of the ECARs that apply to the operation; and
- (2) For compensation or hire, provided the person is qualified in accordance with this part and with the applicable parts of the ECARs that apply to the operation.

(b) Limitations.

A person who applies for a commercial pilot license with an airplane category or powered-lift category rating and does not hold an instrument rating in the same category and class will be issued a commercial pilot license that contains the limitation, "The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited." The limitation may be removed when the person satisfactorily accomplishes the requirements listed in section 61.65 of this part for an instrument rating in the same category and class of aircraft listed on the person's commercial pilot license.

61.135 Renewal requirement

Refer to ECAR 61.56, 61.57 and 61.58

Subpart F **Airline Transport Pilots**

61.151 Applicability.

This subpart prescribes the requirements for the issuance of airline transport pilot licenses and ratings, the conditions under which those licenses and ratings are necessary, and the general operating rules for persons who hold those licenses and ratings.

61.153 Eligibility requirements: General.

To be eligible for an airline transport pilot license, a person must:

- (a) Be at least 21 years of age;
- (b) Be able to read, speak, write, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then the ECAA may place such operating limitations on that applicant's pilot license as are necessary for the safe operation of the aircraft;
- (c) Be of good moral character;
- (d) Meet at least one of the following requirements:
 - (1) Hold at least a commercial pilot license and an instrument rating;
 - (2) Meet the military experience requirements under section 61.73 of this part to qualify for a commercial pilot license, and an instrument rating if the person is a rated military pilot or former rated military pilot of an Armed Force of the Arab Republic of Egypt;
or
 - (3) Hold either a foreign airline transport pilot or foreign commercial pilot license and an instrument rating, without limitations, issued by a contracting State to the Convention on International Civil Aviation.
- (e) Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;
- (f) Pass a knowledge test on the aeronautical knowledge areas of section 61.155(c) of this part that apply to the aircraft category and class rating sought;
- (g) Pass the practical test on the areas of operation listed in section 61.157(d) of this part that apply to the aircraft category and class rating sought; and
- (h) Comply with the sections of this part that apply to the airplane, helicopter and power-lift category ratings sought.

61.155 Aeronautical knowledge.

- (a) General. The knowledge test for an airline transport pilot license is based on the aeronautical knowledge areas listed in paragraph (c) of this section that are appropriate to the aircraft category and class rating sought.
- (b) Aircraft type rating. A person who is applying for an additional aircraft type rating to be added to an airline transport pilot license is not required to pass a knowledge test if that person's airline transport pilot license lists the aircraft category and class rating that is appropriate to the type rating sought.
- (c) Aeronautical knowledge areas.
 - (1) Air law. Rules and regulations relevant to the holder of an airline transport pilot license rules of the air; appropriate air traffic services practices and procedures;
 - (2) Aircraft general knowledge;
 - (i) General characteristics and limitations of electrical, hydraulic, pressurization and other systems; flight control systems, including autopilot and stability augmentation;
 - (ii) Principles of operation, handling procedures and operating limitations of power plants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
 - (iii) Operating procedures and limitations of appropriate effects of atmospheric conditions on performance;
 - (iv) Use and serviceability checks of equipment and systems.
 - (v) Flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
 - (vi) Maintenance procedures for airframes, systems and power plants.
 - (vii) For helicopters and powered-lifts, transmission (power trains) where applicable.

- (3) Flight performance and planning
 - (i) Effects of loading and mass distribution on handling, flight characteristics and performance; mass and balance calculations;
 - (ii) Use and practical application of take-off, landing and other performance data, including procedures for cruise control;
 - (iii) Pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
 - (iv) In the case of helicopters and powered-lifts, effects of external loading on handling.
 - (4) Human performance. Relevant to the airline transport pilot license, including principles of threat and error management;
 - (5) Meteorology
 - (i) Interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
 - (ii) Aeronautical meteorology; climatologic of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
 - (iii) Causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (iv) Practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;
 - (6) Navigation
 - (i) Air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
 - (ii) Use, limitation and serviceability of avionics and instruments necessary for control and navigation .
 - (iii) Use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
 - (iv) Principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;
 - (7) Operational procedures
 - (i) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;
 - (ii) Precautionary and emergency procedures; safety practices associated with flight under IFR;
 - (iii) Operational procedures for carriage of freight and dangerous goods;
 - (iv) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking .
 - (8) Principles of flight subsonic aerodynamics; compressibility effects, maneuver boundary limits, wing design characteristics, effects of supplementary lift and drag devices; relationships between lift, drag and thrust at various airspeeds and in different flight configurations;
 - (9) Radiotelephony procedures and phraseology; action to be taken in case of communication failure.
- (d) In addition to the above subjects, the applicant for and airline transport pilot licence applicable to the aero plane or powered-lift category shall have met the knowledge requirements for the instrument rating at ECAR 61.65

61.157 Flight proficiency.

- (a) General.
 - (1) The practical test for an airline transport pilot license is given for:
 - (i) An airplane category rating;
 - (ii) A helicopter category rating;
 - (iii) A powered-lift category rating; and
 - (2) A person who is applying for an airline transport pilot practical test must meet:
 - (i) The eligibility requirements of section 61.153 of this part; and

- (ii) The aeronautical knowledge and aeronautical experience requirements of this subpart that apply to the airplane, helicopter and power-lift category ratings sought.
- (b) Aircraft type rating. Except as provided in paragraph (c) of this section, a person who is applying for an aircraft type rating to be added to an airline transport pilot license:
 - (1) Must receive and log ground and flight training from an authorized instructor on the areas of operation in this section that apply to the aircraft type rating sought;
 - (2) Must receive a logbook endorsement from an authorized instructor certifying that the applicant completed the training on the areas of operation listed in paragraph (e) of this section that apply to the aircraft type rating sought; and
 - (3) Must perform the practical test in actual or simulated instrument conditions.
- (c) Exceptions. A person who is applying for an aircraft type rating to be added to an airline transport pilot license or an aircraft type rating concurrently with an airline transport pilot license, and who is an employee of a certificate holder operating under part 121 of the ECARs, need not comply with the requirements of paragraph (b) of this section if the applicant presents a training record that shows satisfactory completion of that certificate holder's or program manager's approved pilot-in-command training program for the aircraft type rating sought.
- (d) The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres as provided in (f) below.
- (e) Areas of operation.
 - (1) For an airplane category rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures including the preparation of the operational flight plan and filing of the air traffic services flight plan;
 - (iii) Takeoff and departure phase including transition to instrument flight on take-off;
 - (iv) Normal flight procedures and manoeuvres during all phases of flight;
 - (v) Instrument procedures including en-route IFR procedures;
 - (vi) Landings and approaches to landings;
 - (vii) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe.
 - (viii) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists;
 - (ix) Procedures and manoeuvres for instrument flight described in ECAR 61.65 (c) including simulated engine failure.
 - (x) The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 61.157 (e) as pilot-in-command of a multi-engined airplane.
 - (xi) Post flight procedures.
 - (2) For a helicopter category rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures including the preparation of the operational flight plan and filing of the air traffic services flight plan;
 - (iii) Takeoff and departure phase including transition to instrument flight on take-off;
 - (iv) Normal flight procedures and manoeuvres during all phases of flight;
 - (v) Instrument procedures including en-route IFR procedures;
 - (vi) Landings and approaches to landings;
 - (vii) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe.
 - (viii) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists;
 - (ix) Post flight procedures.
 - (3) For a powered-lift category rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures including the preparation of the operational flight plan and filing of the air traffic services flight plan;
 - (iii) Takeoff and departure phase including transition to instrument flight on take-off;
 - (iv) Normal flight procedures and manoeuvres during all phases of flight;
 - (v) Instrument procedures including en-route IFR procedures;

- (vi) Landings and approaches to landings;
 - (vii) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe.
 - (viii) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists;
 - (ix) Procedures and manoeuvres for instrument flight described in ECAR 61.65 (c) including simulated engine failure.
 - (x) Post flight procedures.
- (f) The applicant shall have demonstrated the ability to perform the procedures and maneuvers described in 61.157 (d) with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:
- (i) Recognize and manage threats and errors;
 - (ii) Smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
 - (iii) Operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
 - (iv) Perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
 - (v) Exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and
 - (vi) Communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.
- (g) Proficiency checks conducted under part 121.
- (1) Successful completion of A proficiency check under section 121.441 of the ECARs.
 - (2) The check specified in paragraph (f)(1) of this section must be conducted by an authorized designated pilot examiner or ECAA aviation safety inspector.

61.159 Aeronautical experience: Airplane category rating.

- (a) Except as provided in paragraphs (b), (c), and (d) of this section, a person who is applying for an airline transport pilot license with an airplane category and class rating must have at least 1,500 hours of total time as a pilot on airplane that includes at least:
- (1) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
 - (2) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot in command or as pilot in command under supervision;
 - (3) 75 hours of instrument flight time, in actual or simulated instrument conditions, subject to the following:
 - (i) A maximum of 30 hours of training in a flight simulator or flight training device may be credited toward the instrument flight time if the training was accomplished in a course conducted by a training center certificated under part 142 of the ECARs.
 - (ii) Training in a flight simulator or flight training device must be accomplished in a flight simulator or flight training device, representing an airplane.
 - (4) 100 hours of night flight time.
 - (5) Not more than 100 hours of the total aeronautical experience requirements of paragraph (a) of this section may be obtained in a flight simulator or flight training device that represents an airplane of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.
- (b) When the pilot has flight time as a pilot of aircraft in other categories such experience shall not be acceptable by ECAA toward the flight time requirements of (a) above.

Note: The applicant shall have received the dual flight instruction required at 61.127(b)(1)(2) for the issue of the commercial pilot licence and at 61.65(c) for the issue of the instrument rating or at 61.223(c) for the issue of the multi-crew pilot licence

61.161 Aeronautical experience: Helicopter category rating.

- (a) A person who is applying for an airline transport pilot license with helicopter category rating, shall have completed at least 1,000 hours of flight time as a pilot of helicopters that includes at least:
- (1) 250 hours, either as pilot in command, or made up of not less than 70 hours as pilot in command and the necessary additional flight time as pilot in command under supervision;
 - (2) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot in command or as pilot in command under supervision;
 - (3) 30 hours of instrument flight time, of which not more than 10 hours may be instrument ground time;
 - (4) 50 hours of night flight time.
 - (5) Not more than 100 hours of the total aeronautical experience requirements of paragraph (a) of this section may be obtained in a flight simulator or flight training device that represents an airplane of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.
- (b) When the pilot has flight time as a pilot of aircraft in other categories such experience shall not be acceptable by ECAA toward the flight time requirements of (a) above.

Note -1: The applicant shall have received the dual flight instruction required at 61.127(b)(3) for the issue of the commercial pilot licence.

Note-2: The instrument time specified in 61.161(a)(3) and the night flying time specified in 61.161(4) do not entitle the holder of the airline transport pilot licence — helicopter to pilot helicopters under IFR.

61.163 Aeronautical experience: Powered-lift category rating.

- (a) A person who is applying for an airline transport pilot license with a powered-lift category rating shall have completed at least 1500 hours of total flight time as a pilot in powered-lifts that includes at least:
- (1) 250 hours, either as pilot in command, or made up of not less than 70 hours as pilot in command and the necessary additional flight time as pilot in command under supervision;
 - (2) 100 hours of cross-country flight time, of which not less than 50 hours shall be as pilot in command or as pilot in command under supervision;
 - (3) 75 hours of instrument flight time, of which not more than 30 hours may be instrument ground time;
 - (4) 25 hours of night flight time.
 - (5) Not more than 100 hours of the total aeronautical experience requirements of paragraph (a) of this section may be obtained in a flight simulator or flight training device that represents an airplane of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer
- (b) When the pilot has flight time as a pilot of aircraft in other categories such experience shall not be acceptable by ECAA toward the flight time requirements of (a) above.

Note -1: The applicant shall have received the dual flight instruction required at 61.127(b)(5) for the issue of the commercial pilot licence and at 61.65(c) for the issue of the instrument rating.

61.165 Additional aircraft category and class ratings.

- (a) Helicopter rating. A person applying for an airline transport license with helicopter rating who holds an airline transport pilot certificate with another aircraft category rating must:
- (1) Meet the eligibility requirements of section 61.153 of this part;
 - (2) Pass a knowledge test on the aeronautical knowledge areas of section 61.155(c) of this part;
 - (3) Comply with the requirements in section 61.157(b) of this part, if appropriate;
 - (4) Meet the applicable aeronautical experience requirements of section 61.161 of this part; and
 - (5) Pass the practical test on the areas of operation of section 61.157(d),(e)(2) of this part.
- (b) Airplane category rating with a single-engine class rating. A person applying for an airline transport certificate with an airplane category and single-engine class rating who holds an airline transport pilot certificate with another aircraft category rating must:
- (1) Meet the eligibility requirements of section 61.153 of this part;

- (2) Pass a knowledge test on the aeronautical knowledge areas of section 61.155(c) of this part;
 - (3) Comply with the requirements in section 61.157(b) of this part, if appropriate;
 - (4) Meet the applicable aeronautical experience requirements of section 61.159 of this part; and
 - (5) Pass the practical test on the areas of operation of section 61.157(e)(1) of this part.
- (c) Powered-lift category. A person applying for an airline transport pilot license with a powered-lift category rating who holds an airline transport license with another aircraft category rating must:
- (1) Meet the eligibility requirements of section 61.153 of this part;
 - (2) Pass a required knowledge test on the aeronautical knowledge areas of section 61.155(c) of this part;
 - (3) Comply with the requirements in section 61.157(b) of this part, if appropriate;
 - (4) Meet the applicable aeronautical experience requirements of section 61.163 of this part; and
 - (5) Pass the required practical test on the areas of operation of section 61.157(d)(3) of this part.
- (d) Additional class rating within the same aircraft category. A person applying for an airline transport license with an additional class rating who holds an airline transport license in the same aircraft category must:
- (1) Meet the eligibility requirements of section 61.153, except paragraph (f) of that section;
 - (2) Comply with the requirements in section 61.157(b) of this part, if applicable;
 - (3) Meet the applicable aeronautical experience requirements of subpart F of this part; and
 - (4) Pass a practical test on the areas of operation of section 61.157(e) appropriate to the aircraft rating sought.

61.167 Privileges.

- (a) A person who holds an airline transport pilot license is entitled to the same privileges as those afforded a person who holds a private and commercial pilot license in an aircraft within the appropriate aircraft category and, in the case of a licence for the aero plane and powered-lift categories, of the instrument rating; and
- (b) To act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot;
- (c) An airline transport pilot may instruct only as provided in this section when the airline transport pilot holds a flight instructor license, in which case the holder may exercise the instructor privileges of subpart G of part 61 for which he or she is rated
- (d) When the holder of an airline transport pilot licence in the aero plane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements established in ECAR 61.225 as appropriate. Any limitation of privileges shall be endorsed on the licence.

Subpart G Flight Instructors

61.181 Applicability.

This subpart prescribes the requirements for the issuance of flight instructor licenses and ratings, the conditions under which those licenses and ratings are necessary, and the limitations on those licenses and ratings.

61.183 Eligibility requirements.

To be eligible for a flight instructor license or rating a person must:

- (a) Be at least 18 years of age;
- (b) Be able to read, speak, write, and understand the English language.
- (c) Hold either a commercial pilot license or airline transport pilot license with:
 - (1) An aircraft category and class rating that is appropriate to the flight instructor rating sought; and
 - (2) An instrument rating, or privileges on that person's pilot license that are appropriate to the flight instructor rating sought, if applying for:
 - (i) A flight instructor license with an airplane category and single-engine class rating;
 - (ii) A flight instructor license with an airplane category and multiengine class rating;
 - (iii) A flight instructor license with a powered-lift rating; or
 - (iv) A flight instructor license with an instrument rating.
- (d) Receive a logbook endorsement from an authorized instructor on the fundamentals of instructing listed in section 61.185 of this part appropriate to the required knowledge test;
- (e) Pass a knowledge test on the areas listed in section 61.185(a)(1) of this part, unless the applicant holds a flight instructor license or ground instructor license issued under this part;
- (f) Pass a knowledge test on the aeronautical knowledge areas listed in section 61.185(a)(2) and (a)(3) of this part that are appropriate to the flight instructor rating sought;
- (g) Receive a logbook endorsement from an authorized instructor on the areas of operation listed in section 61.187(b) of this part, appropriate to the flight instructor rating sought;
- (h) Pass the required practical test that is appropriate to the flight instructor rating sought in an:
 - (1) Aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or
 - (2) Flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought, and used in accordance with a course at a training center certificated under part 142 of the ECARs.
- (i) Log at least 15 hours as pilot in command in the category and class of aircraft that is appropriate to the flight instructor rating sought; and
- (j) Comply with the appropriate sections of this part that apply to the flight instructor rating sought.

61.185 Aeronautical knowledge.

- (a) A person who is applying for a flight instructor certificate must receive and log ground training from an authorized instructor on:
 - (1) Except as provided in paragraph (b) of this section, the fundamentals of instructing, including:
 - (i) The learning process;
 - (ii) Elements of effective teaching;
 - (iii) Student evaluation and testing training philosophies;
 - (iv) Course development;
 - (v) Lesson planning; and
 - (vi) Classroom instructional/training techniques.
 - (vii) techniques of applied instruction;
 - (viii) assessment of student performance in those subjects in which ground instruction is given;
 - (ix) training programmer development;
 - (x) use of training aids;
 - (xi) analysis and correction of student errors;
 - (ix) human performance relevant to flight instruction; and

- (x) hazards involved in simulating system failures and malfunctions in the aircraft.
 - (2) The aeronautical knowledge areas for a private, and commercial pilot license applicable to the aircraft category for which flight instructor privileges are sought; and
 - (3) The aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought.
- (b) The holder of a flight instructor license or ground instructor license issued under this part does not need to comply with paragraph (a)(1) of this section .

61.187 Flight proficiency.

- (a) General. A person who is applying for a flight instructor license must receive and log flight and ground training from an authorized instructor on the areas of operation listed in this section that apply to the flight instructor rating sought. The applicant's logbook must contain an endorsement from an authorized instructor certifying that the person is proficient to pass a practical test on those areas of operation.
- (b) Areas of operation.
- (1) For an airplane category rating with a single-engine class rating:
 - (i) Fundamentals of instructing;
 - (ii) Technical subject areas;
 - (iii) Preflight preparation;
 - (iv) Preflight lesson on a maneuver to be performed in flight;
 - (v) Preflight procedures;
 - (vi) Airport and seaplane base operations;
 - (vii) Takeoffs, landings, and go-a rounds;
 - (viii) Fundamentals of flight;
 - (ix) Performance maneuvers;
 - (x) Ground reference maneuvers;
 - (xi) Slow flight, stalls, and spins;
 - (xii) Basic instrument maneuvers;
 - (xiii) Emergency operations; and
 - (xiv) Post flight procedures.
 - (2) For an airplane category rating with a multiengine class rating:
 - (i) Fundamentals of instructing;
 - (ii) Technical subject areas;
 - (iii) Preflight preparation;
 - (iv) Preflight lesson on a maneuver to be performed in flight;
 - (v) Preflight procedures;
 - (vi) Airport and seaplane base operations;
 - (vii) Takeoffs, landings, and go-a rounds;
 - (viii) Fundamentals of flight;
 - (ix) Performance maneuvers;
 - (x) Ground reference maneuvers;
 - (xi) Slow flight and stalls;
 - (xii) Basic instrument maneuvers;
 - (xiii) Emergency operations;
 - (xiv) Multiengine operations; and
 - (xv) Post flight procedures.
 - (3) For a rotorcraft category rating with a helicopter class rating:
 - (i) Fundamentals of instructing;
 - (ii) Technical subject areas;
 - (iii) Preflight preparation;
 - (iv) Preflight lesson on a maneuver to be performed in flight;
 - (v) Preflight procedures;
 - (vi) Airport and heliport operations;
 - (vii) Hovering maneuvers;
 - (viii) Takeoffs, landings, and go-arounds;
 - (ix) Fundamentals of flight;
 - (x) Performance maneuvers;
 - (xi) Emergency operations;
 - (xii) Special operations; and
 - (xiii) Post flight procedures.

- (4) For a rotorcraft category rating with a gyroplane class rating:
 - (i) Fundamentals of instructing;
 - (ii) Technical subject areas;
 - (iii) Preflight preparation;
 - (iv) Preflight lesson on a maneuver to be performed in flight;
 - (v) Preflight procedures;
 - (vi) Airport operations;
 - (vii) Takeoffs, landings, and go-arounds;
 - (viii) Fundamentals of flight;
 - (ix) Performance maneuvers;
 - (x) Flight at slow airspeeds;
 - (xi) Ground reference maneuvers;
 - (xii) Emergency operations; and
 - (xiii) Post flight procedures.
- (5) For a powered-lift category rating:
 - (i) Fundamentals of instructing;
 - (ii) Technical subject areas;
 - (iii) Preflight preparation;
 - (iv) Preflight lesson on a maneuver to be performed in flight;
 - (v) Preflight procedures;
 - (vi) Airport and heliport operations;
 - (vii) Hovering maneuvers;
 - (viii) Takeoffs, landings, and go-a rounds;
 - (ix) Fundamentals of flight;
 - (x) Performance maneuvers;
 - (xi) Ground reference maneuvers;
 - (xii) Slow flight and stalls;
 - (xiii) Basic instrument maneuvers;
 - (xiv) Emergency operations;
 - (xv) Special operations; and
 - (xvi) Post flight procedures.
- (6) For an instrument rating with the appropriate aircraft category and class rating:
 - (i) Fundamentals of instructing;
 - (ii) Technical subject areas;
 - (iii) Preflight preparation;
 - (iv) Preflight lesson on a maneuver to be performed in flight;
 - (v) Air traffic control clearances and procedures;
 - (vi) Flight by reference to instruments;
 - (vii) Navigation aids;
 - (viii) Instrument approach procedures;
 - (ix) Emergency operations; and
 - (x) Post flight procedures.
- (c) The flight training required by this section may be accomplished:
 - (1) In an aircraft that is representative of the category and class of aircraft for the rating sought; or
 - (2) In a flight simulator or flight training device representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at a training center certificated under part 142 of the ECARs.

61.189 Flight instructor records.

- (a) A flight instructor must sign the logbook of each person to whom that instructor has given flight training or ground training.
- (b) A flight instructor must maintain a record in a logbook or a separate document that contains the following:
 - (1) The name of each person whose logbook or student pilot license that instructor has endorsed for solo flight privileges, and the date of the endorsement; and
 - (2) The name of each person that instructor has endorsed for a knowledge test or practical test, and the record shall also indicate the kind of test, the date, and the results.
- (c) Each flight instructor must retain the records required by this section for at least 3 years.

61.191 Additional flight instructor ratings.

- (a) A person who applies for an additional flight instructor rating on a flight instructor license must meet the eligibility requirements listed in section 61.183 of this part that apply to the flight instructor rating sought.
- (b) A person who applies for an additional rating on a flight instructor license is not required to pass the knowledge test on the areas listed in section 61.185(a)(1) of this part.

61.193 Flight instructor privileges.

A person who holds a flight instructor license is authorized within the limitations of that person's flight instructor license and ratings to give training and endorsements that are required for, and relate to:

- (a) A student pilot license;
- (b) A pilot license;
- (c) A flight instructor license;
- (d) A ground instructor license;
- (e) An aircraft rating;
- (f) An instrument rating;
- (g) A flight review, operating privilege, or recency of experience requirement of this part;
- (h) A practical test; and
- (i) A knowledge test.

61.195 Flight instructor limitations and qualifications.

A person who holds a flight instructor license is subject to the following limitations:

- (a) Hours of training. In any 24-consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training.
- (b) Aircraft ratings. A flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold:
 - (1) A pilot license and flight instructor license with the applicable category and class rating; and
 - (2) If appropriate, a type rating.
- (c) Instrument Rating. A flight instructor who provides instrument flight training for the issuance of an instrument rating or a type rating not limited to VFR must hold an instrument rating on his or her flight instructor license and pilot license that is appropriate to the category and class of aircraft in which instrument training is being provided.
- (d) Limitations on endorsements. A flight instructor may not endorse a:
 - (1) Student pilot's license or logbook for solo flight privileges, unless that flight instructor has:
 - (i) Given that student the flight training required for solo flight privileges required by this part; and
 - (ii) Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight.
 - (2) Student pilot's license and logbook for a solo cross-country flight, unless that flight instructor has determined the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight;
 - (3) Student pilot's license and logbook for solo flight in a Class B airspace area or at an airport within Class B airspace unless that flight instructor has:
 - (i) Given that student ground and flight training in that Class B airspace or at that airport; and
 - (ii) Determined that the student is proficient to operate the aircraft safely.
 - (4) Logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the requirements of section 61.56(a) of this part; or
 - (5) Logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of section 61.57(d) of this part.
- (e) Training in an aircraft that requires a type rating. A flight instructor may not give flight training in an aircraft that requires the pilot in command to hold a type rating unless the flight instructor holds a type rating for that aircraft on his or her pilot license.

- (f) Training received in a multiengine airplane, a helicopter, or a powered-lift. A flight instructor may not give training required for the issuance of a license or rating in a multiengine airplane, a helicopter, or a powered-lift unless that flight instructor has at least 5 flight hours of pilot-in-command time in the specific make and model of multiengine airplane, helicopter, or powered-lift, as appropriate.
- (g) Position in aircraft and required pilot stations for providing flight training.
 - (1) A flight instructor must perform all training from in an aircraft that complies with the requirements of section 91.109 of the ECARs.
 - (2) A flight instructor who provides flight training for a pilot license or rating issued under this part must provide that flight training in an aircraft that meets the following requirements:
 - (i) The aircraft must have at least two pilot stations and be of the same category, class, and type, if appropriate, that applies to the pilot license or rating sought.
 - (ii) For single-place aircraft, the pre-solo flight training must have been provided in an aircraft that has two pilot stations and is of the same category, class, and type, if appropriate.
- (h) Qualifications of the flight instructor for giving training first-time flight instructor applicants.
 - (1) The ground training provided to an initial applicant for a flight instructor license must be given by an authorized instructor who:
 - (i) Holds a current ground or flight instructor license with the appropriate rating, has held that license for at least 24 months, and has given at least 40 hours of ground training; or
 - (ii) Holds a current ground or flight instructor license with the appropriate rating, and has given at least 100 hours of ground training in an ECAA-approved course.
 - (2) Except for an instructor who meets the requirements of paragraph (h)(3)(ii) of this section, a flight instructor who provides training to an initial applicant for a flight instructor license must:
 - (i) Meet the eligibility requirements prescribed in section 61.183 of this part;
 - (ii) Hold the appropriate flight instructor license and rating;
 - (iii) Have held a flight instructor license for at least 24 months;
 - (iv) For training in preparation for an airplane, rotorcraft, or powered-lift rating, have given at least 200 hours of flight training as a flight instructor; and
 - (3) A flight instructor who serves as a flight instructor in an ECAA-approved course for the issuance of a flight instructor rating must hold a current flight instructor license with the appropriate rating and pass the required initial and recurrent flight instructor proficiency tests, in accordance with the requirements of the part under which the ECAA-approved course is conducted, and must:
 - (i) Meet the requirements of paragraph (h)(2) of this section; or
 - (ii) Have trained and endorsed at least five applicants for a practical test for a pilot license, flight instructor license, ground instructor license, or an additional rating, and at least 80 percent of those applicants passed that test on their first attempt; and Given at least 400 hours of flight training as a flight instructor for training in an airplane, a rotorcraft, or for a powered-lift rating.
- (i) Prohibition against self-endorsements. A flight instructor shall not make any self-endorsement for a license, rating, flight review, authorization, operating privilege, practical test, or knowledge test that is required by this part.
- (j) Additional qualifications required to give training in Category II or Category III operations. A flight instructor may not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations, pursuant to section 61.67 or section 61.68 of this part, as applicable.
- (k) The ECAA, having issued a pilot licence, shall not permit the holder thereof to carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorization from the ECAA licensing authority.

Proper authorization shall comprise:

 - (1) A flight instructor rating on the holder's licence; or
 - (2) The authority to act as an agent of an approved organization authorized by the ECAA Licensing Authority to carry out flight instruction; or

- (3) A specific authorization granted by the ECAA Licensing Authority which issued the licence
- (l) The ECAA shall not permit a person to carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorization from the ECAA Licensing Authority.

61.197 Renewal of flight instructor licenses.

- (a) A person who holds a flight instructor license that has not expired may renew that license by:
- (1) Passing a practical test for:
 - (i) One of the ratings listed on the current flight instructor license; or
 - (ii) An additional flight instructor rating; or
 - (1) Presenting to an authorized ECAA Flight Standards Inspector:
 - (i) A record of training students showing that, during the preceding 24 calendar months, the flight instructor has endorsed at least five students for a practical test for a license or rating and at least 80 percent of those students passed that test on the first attempt;
 - (ii) A record showing that, within the preceding 24 calendar months, the flight instructor has served as a company check pilot, chief flight instructor, company check airman, or flight instructor in a part 121 operation, or in a position involving the regular evaluation of pilots; or
 - (iii) A graduation certificate showing that, within the preceding 3 calendar months, the person has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or a combination of both.
- (c) The expiration month of a renewed flight instructor license shall be 24 calendar months from:
- (1) The month the renewal requirements of paragraph (a) of this section are accomplished; or
 - (2) The month of expiration of the current flight instructor license provided:
 - (i) The renewal requirements of paragraph (a) of this section are accomplished within the 3 calendar months preceding the expiration month of the current flight instructor license, and
 - (ii) If the renewal is accomplished under paragraph (a)(2)(iii) of this section, the approved flight instructor refresher course must be completed within the 3 calendar months preceding the expiration month of the current flight instructor license.
- (d) The practical test required by paragraph (a)(1) of this section may be accomplished in a flight simulator or flight training device if the test is accomplished pursuant to an approved course conducted by a training center certificated under part 142 of the ECARs.

61.199 Expired flight instructor licenses and ratings.

- (a) Flight instructor licenses. The holder of an expired flight instructor license may exchange that license for a new license with the same ratings by passing a practical test as prescribed in section 61.183(h) of this part for one of the ratings listed on the expired flight instructor license.
- (b) Flight instructor ratings.
- (1) A flight instructor rating or a limited flight instructor rating on a pilot license is no longer valid and may not be exchanged for a similar rating or a flight instructor license.
 - (2) The holder of a flight instructor rating or a limited flight instructor rating on a pilot license may be issued a flight instructor license with the current ratings, but only if the person passes the required knowledge and practical test prescribed in this subpart for the issuance of the current flight instructor license and rating.

Subpart H Ground Instructors

61.211 Applicability.

This subpart prescribes the requirements for the issuance of ground instructor licenses and ratings, the conditions under which those licenses and ratings are necessary, and the limitations upon those licenses and ratings.

61.213 Eligibility requirements.

- (a) To be eligible for a ground instructor license or rating a person must:
 - (1) Be at least 18 years of age;
 - (2) Be able to read, write, speak, and understand the English language. If the applicant is unable to meet one of these requirements due to medical reasons, then the ECAA may place such operating limitations on that applicant's ground instructor certificate as are necessary;
 - (3) Except as provided in paragraph (b) of this section, pass a knowledge test on the fundamentals of instructing to include:
 - (i) The learning process;
 - (ii) Elements of effective teaching;
 - (iii) Student evaluation and testing;
 - (iv) Course development;
 - (v) Lesson planning; and
 - (vi) Classroom training techniques.
 - (4) Pass a knowledge test on the aeronautical knowledge areas in:
 - (i) For a basic ground instructor rating section 61.105;
 - (ii) For an advanced ground instructor rating sections 61.105, 61.125, and 61.155; and
 - (iii) For an instrument ground instructor rating, section 61.65.
- (b) The knowledge test specified in paragraph (a)(3) of this section is not required if the applicant:
 - (1) Holds a ground instructor license or flight instructor license issued under this part;
 - (2) Holds a current teacher's certificate issued by Egyptian Ministry of Higher Education that authorizes the person to teach at an educational level of high school or higher; or
 - (3) Is employed as a teacher at an accredited college or university.

61.215 Ground instructor privileges.

- (a) A person who holds a basic ground instructor rating is authorized to provide:
 - (1) Ground training in the aeronautical knowledge areas required for the issuance of a private pilot license, or associated ratings under this part;
 - (2) Ground training required for a private pilot flight review; and
 - (3) A recommendation for a knowledge test required for the issuance of private pilot license under this part.
- (b) A person who holds an advanced ground instructor rating is authorized to provide:
 - (1) Ground training in the aeronautical knowledge areas required for the issuance of any license or rating under this part;
 - (2) Ground training required for any flight review; and
 - (3) A recommendation for a knowledge test required for the issuance of any license under this part.
- (c) A person who holds an instrument ground instructor rating is authorized to provide:
 - (1) Ground training in the aeronautical knowledge areas required for the issuance of an instrument rating under this part;
 - (2) Ground training required for an instrument proficiency check; and
 - (3) A recommendation for a knowledge test required for the issuance of an instrument rating under this part.
- (d) A person who holds a ground instructor license is authorized, within the limitations of the ratings on the ground instructor license, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in paragraphs (a) through (c) of this section.

61.217 Recent experience requirements.

The holder of a ground instructor license may not perform the duties of a ground instructor unless, within the preceding 12 months:

- (a) The person has served for at least 3 months as a ground instructor; or
- (b) The person has received an endorsement from an authorized ground or flight instructor certifying that the person has demonstrated satisfactory proficiency in the subject areas prescribed in section 61.213 (a)(3) and (a)(4), as applicable.

Subpart I
Multi-crew pilot license appropriate to the aero plane category

61.221 Applicability

This subpart prescribes the requirements for the issuance of multi crew pilot licenses and ratings, the conditions under which those licenses and ratings are necessary, and the general operating rules for persons who hold those licenses and ratings.

61.223 Eligibility requirements for the issue of the license

To be eligible for Multi-crew pilot license appropriate to the airplane category a person must:

(a) Age:

The applicant shall be not less than 18 years of age.

(b) Knowledge:

The applicant shall have met the requirements specified in 61.155 for the airline transport pilot license appropriate to the airplane category in an approved training course.

(c) Skill:

(1) The applicant shall have demonstrated the skills required for fulfilling all the competency units specified in Appendix 1 as pilot flying and Pilot not flying, to the level required to perform as a co-pilot of turbine-powered airplanes certificated for operation with a minimum Crew of at least two pilots under VFR and IFR, and to:

(i) Recognize and manage threats and errors;

Note. — Guidance material on the application of threat and error management is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Chapter 3 Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

(ii) Smoothly and accurately, manually control the airplane within its limitations at all times, such that the successful outcome of a procedure or man oeuvre is assured;

(iii) Operate the airplane in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;

(iv) Perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight; and

(v) Communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, and adherence to standard operating procedures (SOPs) and use of checklists.

(2) Progress in acquiring the skills specified in (1) shall be continuously assessed.

(d) Medical fitness:

The applicant shall hold a current Class 1 medical assessment.

61.225 Privileges.

The privileges of the holder of a multi-crew pilot license shall be:

(a) To exercise all the privileges of the holder of a private pilot license in the airplane category provided the requirements specified in ECAR 61.107(a)(b)(1)(2)(3) and ECAR 61.109(a)(b) have been met;

(b) To exercise the privileges of the instrument rating in a multi-crew operation; and

(c) To act as co-pilot of an airplane required to be operated with a co-pilot.

61.227 Before exercising the privileges of the instrument rating in a single-pilot operation in airplanes, the license holder shall have demonstrated an ability to act as pilot-in command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified in 61.65 appropriate to the airplane category.

61.229 Before exercising the privileges of a commercial pilot license in a single - pilot operation in airplanes, the license holder shall have:

(a) Completed in airplanes 70 hours, either as pilot-in command, or made up of not less than 10 hours as pilot-in- command and the necessary additional flight time as pilot-in-command under supervision;

(b) Completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in command under

supervision, including a cross- country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and

- (c) Met the requirements for the commercial pilot license specified in ECAR 61.125, 61.127, 61.129 with the exception of ECAR 61.129 (a)(1) appropriate to the airplane category.

Note 1: When a Contracting State grants single-pilot operation privileges to the holder of a multi-crew pilot license, it can document the privileges through an endorsement of the multi-crew pilot license or through the issuance of a commercial pilot license in the airplane category.

Note 2 : Certain privileges of the license are curtailed by 61.3 (j) for license holders when they attain their 65th birthday.

61.231 Experience:

- (a) The applicant shall have completed in an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.
- (b) Flight experience in actual flight shall include at least the experience requirements at ECAR 61.109, upset recovery training, night flying and flight by reference solely to instruments.
- (c) In addition to meeting the provisions of (b), the applicant shall have gained, in a turbine-powered airplane certificated for operation with a minimum crew of at least two pilots, or in a flight simulation training device approved for that purpose by the Licensing Authority in accordance with Appendix 1, paragraph 4, the experience necessary to achieve the advanced level of competency defined in Appendix 1.

61.233 Flight instruction:

- (a) The applicant shall have completed a course of approved training covering the experience requirements specified in 61.231.
- (b) The applicant shall have received dual flight instruction in all the competency units specified in Appendix 1, to the level required for the issue of the multi-crew pilot license, to include the competency units required to pilot under instrument flight rules.

61.235-61.239 Reserved

Appendix 1 to ECAR 61 sub (I) **Requirements for The Issue Of The Multi-Crew Pilot Licence — Airplane**

1. Training:

1.1 In order to meet the requirements of the multi-crew pilot license in the airplane category, the applicant shall have completed an approved training course. The training shall be competency-based and conducted in a multi-crew operational environment.

1.2 During the training, the applicant shall have acquired the knowledge, skills and attitudes required as the underpinning attributes for performing as a co-pilot of a turbine-powered air transport airplane certificated for operation with a minimum crew of at least two pilots.

2. Assessment level:

The applicant for the multi-crew pilot license in the airplane category shall have satisfactorily demonstrated performance in all the nine competency units specified in 3, at the advanced level of competency as defined in Attachment A.

Note. — The training scheme for the multi-crew pilot license in the airplane category, including the various levels of competency are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

3. Competency units:

The nine competency units that an applicant has to demonstrate in accordance with ECAR 61.223(c) are as follows:

- (1) Apply threat and error management (TEM) principles;
- (2) Perform airplane ground operations;
- (3) Perform take-off;
- (4) Perform climb;
- (5) Perform cruise;
- (6) Perform descent;
- (7) Perform approach;
- (8) Perform landing; and
- (9) Perform after-landing and airplane post-flight operations.

Note 1: Competency units are broken down into their constituent elements, for which specific performance criteria have been defined. Competency elements and performance criteria are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

Note 2: The application of threat and error management principles is a specific competency unit that is to be integrated with each of the other competency units for training and testing purposes.

4. Simulated flight:

Note. The Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625),

Volume I — Airplanes, provides guidance on the qualification of flight simulation training devices used in training programmes. The manual defines seven examples of flight simulation training devices based on the specific training being conducted, including four examples for the four phases of multi-crew pilot licence training defined in Attachment A of ECAR 61.

4.1 The flight simulation training devices used to gain the experience specified in ECAR 61.231(b), shall have been approved by the Licensing Authority.

4.2 Flight simulation training devices shall be categorized as follows:

(a) Type I. E-training and part tasking devices approved by the Licensing Authority that have the following characteristics:

- (1) Involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side stick controller, or an FMS keypad; and
- (2) Involve psychomotor activity with appropriate application of force and timing of responses.

(b) Type II. A flight simulation training device that represents a generic turbine-powered airplane.

Note: This requirement can be met by a flight simulation training device equipped with a daylight visual system and otherwise meeting, at a minimum, ECAR 61 — Appendix 1

23/11/06 APP 3-2 the specifications equivalent to FAA FTD Level 5, or JAA FNPT II, MCC.

- (c) Type III. A flight simulation training device that represents a multi-engine turbine-powered airplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot.

Note: This requirement can be met by a flight simulation training device equipped with a daylight visual system and otherwise meeting, at a minimum, the specifications equivalent to a Level B simulator as defined in JAR STD 1A, as amended; and in FAA AC 120-40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC 120-40B.

(Some previously evaluated Level A full flight simulators that have been approved for training and checking required man oeuvres may be used.)

- (d) Type IV. Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.

Note: This requirement can be met by a flight simulation training device meeting, at a minimum, the specifications equivalent to a Level C and Level D simulator as defined in JAR STD 1A, as amended; and in FAA AC 120-40B, as amended, including Alternate Means of Compliance (AMOC), as permitted in AC 120-40B.

Attachment A

Multi-Crew Pilot Licence — Airplane Levels Of Competency

1. Core flying skills

The level of competency at which the applicant shall have complied with the requirements for the private pilot license specified in (ECAR 61 sub D), including night flight requirements, and, in addition, have completed, smoothly and with accuracy, all procedures and man oeuvres related to upset training and flight with reference solely to instruments.

From the outset, all training is conducted in an integrated multi crew, competency-based and threat and error management (TEM) environment. Initial training and instructional input levels are high as core skills are being embedded in the ab initio application. Assessment at this level confirms that control of the airplane is maintained at all times in a manner such that the successful outcome of a procedure or a man oeuvre is assured.

2. Level 1 (Basic)

The level of competency at which assessment confirms that control of the airplane or situation is maintained at all times and in such a manner that if the successful outcome of a procedure or man oeuvre is in doubt, corrective action is taken.

Performance in the generic cockpit environment does not yet consistently meet the Standards of knowledge, operational skills and level of achievement required in the core competencies.

Continual training input is required to meet an acceptable initial operating standard. Specific performance improvement/ personal development plans will be agreed and the details recorded. Applicants will be continuously assessed as to their suitability to progress to further training and assessment in successive phases.

3. Level 2 (Intermediate)

The level of competency at which assessment confirms that control of the airplane or situation is maintained at all times and in such a manner that the successful outcome of a procedure or man oeuvre is assured. The training received at Level 2 shall be conducted under the instrument flight rules, but need not be specific to any one type of airplane. On completion of Level 2, the applicant shall demonstrate levels of knowledge and operational skills that are adequate in the environment and achieves the basic standard in the core capability. Training support may be required with a specific development plan to maintain or improve aircraft handling, behavioral performance in leadership or team management. Improvement and development to attain the Standard is the key performance objective.

Any core competency assessed as less than satisfactory should include supporting evidence and a remedial plan.

4. Level 3 (Advanced)

The level of competency required to operate and interact as a copilot in a turbine-powered airplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment confirms that control of the airplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or man oeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable airplane type as specified in the performance criteria.

Note. — Material on the development of performance criteria can be found in the Procedures for ICAO Air Navigation Services — Training (PANS-TRG, Doc 9868).