
**GACAR PART 61 – CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, GROUND
 INSTRUCTORS, AND FLIGHT ENGINEERS**

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SUBPART A – GENERAL

§ 61.1 Applicability.

Except as provided in GACAR Parts 107 and 100, this part prescribes—

- (a) The requirements for issuing pilot, flight instructor, ground instructor, and flight engineer certificates and ratings; the conditions under which those certificates and ratings are necessary; and the privileges and limitations of those certificates and ratings.
- (b) The requirements for issuing pilot, flight instructor, ground instructor, and flight engineer authorizations; the conditions under which those authorizations are necessary; and the privileges and limitations of those authorizations.
- (c) This Part is not applicable to the Remote Pilot certification for unmanned aircraft systems under GACAR Part 107.

§ 61.3 Exercise of Privilege.

(a) *Validity.* No person may—

- (1) Exercise the privileges of a certificate, rating, endorsement, or authorization issued under this part if the certificate, rating, or authorization is surrendered, suspended, revoked, or expired.
- (2) Exercise the privileges of a foreign flight crew member certificate to operate an aircraft of foreign registry under General Authority of Civil Aviation (GACA) Regulation (GACAR) § 61.5(b) if the certificate is surrendered, suspended, revoked, or expired.
- (3) Exercise the privileges of a pilot certificate issued under GACAR § 61.55, if the foreign pilot certificate relied upon for the issuance of the Kingdom of Saudi Arabia (KSA) pilot certificate or authorization is surrendered, suspended, revoked, or expired.
- (4) Exercise the privileges of a medical certificate issued under GACAR Part 67 to meet any requirements of GACAR Part 61 if the medical certificate is surrendered, suspended, revoked, or expired according to the duration standards set forth in GACAR § 61.9(b).

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(b) *Currency*. No person may—

(1) Exercise the privileges of an airman certificate, rating, endorsement, or authorization issued under this part unless that person meets the appropriate airman and medical recency requirements of this part, including the flight review and recency of experience requirements of GACAR §§ 61.17, 61.19, and 61.21, specific to the operation or activity.

(2) Exercise the privileges of a foreign flight crew member license within the Kingdom of Saudi Arabia to conduct an operation described in GACAR § 61.5(b), unless that person meets the appropriate airman and medical recency requirements of the country that issued the license, specific to the operation.

(c) *Age limitations*. A person holding a commercial pilot certificate or airline transport pilot certificate may not serve as a pilot in international operations under GACAR Part 121 or 135 if the person has attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.

§ 61.5 Requirements for Certificates, Ratings, and Authorizations.

(a) *Airman certificate*. No person may exercise the privileges of a certificate or authorization issued under this part or serve as a required flight crew member of a Saudi Arabian registered civil aircraft, unless that person has in his physical possession or readily accessible in the aircraft—

(1) A current and valid airman certificate or document issued under GACAR § 61.37(c), endorsed with all ratings and authorizations necessary to the operation to be conducted, or a Temporary Flight Authorization (TFA) issued under GACAR § 61.57, and

(2) For airmen assessed as Level 4 or Level 5 in English language proficiency under Appendix A to this part, an English language proficiency certificate indicating the next retest date as established under Appendix A to this part.

(b) *Required airman certificate for operating a foreign registered aircraft*. No person may serve as a required flight crew member of a civil aircraft of foreign registry within the Kingdom of Saudi Arabia, unless—

(1) His valid and current airman certificate, or document issued under GACAR § 61.37(c)—

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(i) Is in his physical possession or readily accessible in the aircraft when exercising the privileges of that airman certificate; and

(ii) Has been issued or validated by the country in which the aircraft is registered.

(2) He has, in his physical possession or readily accessible in the aircraft, government-issued identification bearing his photographic image.

(c) *Inspection of certificate.* Each person who holds an airman certificate, medical certificate, English language proficiency certificate, authorization, or license required by this part must present it for inspection upon a request from—

(1) The President,

(2) An authorized representative of the Aviation Investigation Bureau (AIB), or

(3) Any law enforcement agency in the Kingdom of Saudi Arabia.

§ 61.7 Certificates and Ratings Issued Under This Part.

(a) The following certificates are issued under this part to an applicant who satisfactorily accomplishes the training and certification requirements for the certificate sought:

(1) Pilot certificates—

(i) Student pilot,

(ii) Sport pilot,

(iii) Private pilot,

(iv) Commercial pilot, and

(v) ATP.

(2) Flight instructor certificates,

(3) Ground instructor certificates, and

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(4) Flight engineer certificates.

(b) The following ratings are placed on a pilot certificate (other than student pilot) when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

(1) Aircraft category ratings—

- (i) Airplane,
- (ii) Rotorcraft,
- (iii) Glider,
- (iv) Lighter-than-air,
- (v) Powered-lift,
- (vi) Powered parachute, and
- (vii) Weight-shift-control aircraft.

(2) Airplane class ratings—

- (i) Single-engine land,
- (ii) Multi-engine land,
- (iii) Single-engine sea, and
- (iv) Multi-engine sea.

(3) Rotorcraft class ratings—

- (i) Helicopter and
- (ii) Gyroplane.

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- (4) Lighter-than-air class ratings—
- (i) Airship and
 - (ii) Balloon.
- (5) Weight-shift-control aircraft class ratings—
- (i) Weight-shift-control aircraft land and
 - (ii) Weight-shift-control aircraft sea.
- (6) Powered parachute class ratings—
- (i) Powered parachute land and
 - (ii) Powered parachute sea.
- (7) Aircraft type ratings—
- (i) Large aircraft other than lighter-than-air,
 - (ii) Turbojet-powered airplanes,
 - (iii) Aircraft certificated for operation with a minimum crew of at least two pilots,
 - (iv) Helicopters and powered-lifts certificated for single-pilot operation,
 - (v) Other aircraft type ratings specified by the President through the aircraft type certification procedures, and
 - (vi) Second in command (SIC) pilot type ratings for aircraft that are certificated for operations with a minimum crew of at least two pilots.
- (8) Instrument ratings (on private and commercial pilot certificates only)—
- (i) Instrument—Airplane,

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- (ii) Instrument—Helicopter, and
- (iii) Instrument—Powered-lift.

(c) The following ratings are placed on a flight instructor certificate when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

(1) Aircraft category ratings—

- (i) Airplane,
- (ii) Rotorcraft,
- (iii) Glider, and
- (iv) Powered-lift.

(2) Airplane class ratings—

- (i) Single-engine and
- (ii) Multi-engine.

(3) Rotorcraft class ratings—

- (i) Helicopter and
- (ii) Gyroplane.

(4) Instrument ratings—

- (i) Instrument—Airplane,
- (ii) Instrument—Helicopter, and
- (iii) Instrument—Powered-lift.

(5) Sport pilot rating.

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(d) The following ratings are placed on a ground instructor certificate when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

- (1) Basic,
- (2) Advanced, and
- (3) Instrument.

(e) The following ratings are placed on a flight engineer certificate when an applicant satisfactorily accomplishes the training and certification requirements for the rating sought:

- (1) Reciprocating-engine powered,
- (2) Turbopropeller powered, and
- (3) Turbojet powered.

§ 61.9 Medical Certificates and Limitations.

(a) *Requirement.*

(1) Except as provided in paragraph (c) of this section, a person may serve as a required flight crew member of a Saudi Arabian registered civil aircraft only if that person holds the appropriate medical certificate issued under GACAR Part 67.

(2) The medical certificate must be in that person’s physical possession or readily accessible in the aircraft.

(b) *Duration of a medical certificate.* Use the following table to determine duration for each class of medical certificate:

Medical certificate held	Age on date of most recent examination for medical certificate	Operations to be conducted	End of validity period of medical certificate
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(1) A Class 1 medical certificate	(i) Under age 40	Operations requiring an ATP certificate	12th month after the month of the date of examination shown on the medical certificate.
	(ii) Age 40 to age 60	Operations requiring an ATP certificate other than single pilot commercial air transport passenger operations	12th month after the month of the date of examination shown on the medical certificate.
	(iii) Age 40 or older	Single pilot commercial air transport passenger operations requiring an ATP certificate	Sixth month after the month of the date of examination shown on the medical certificate.
	(iv) Age 60 or older	Commercial air transport operations requiring an ATP certificate	Sixth month after the month of the date of examination shown on the medical certificate.
	(v) Any age	Operations requiring a commercial pilot certificate	12th month after the month of the date of examination shown on the medical certificate.
(2) A Class 1 or Class 2 medical certificate	(i) Any age	Operations requiring a glider pilot certificate, a flight instructor certificate (when acting as PIC or a required flight crew member in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate	60th month after the month of the date of examination shown on the medical certificate.
	(ii) Any age	Operations requiring a flight engineer certificate	12th month after the month of the date of examination shown on the medical certificate.

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	(iii) Under age 40	Operations requiring a private pilot certificate	60th month after the month of the date of examination shown on the medical certificate.
	(iv) Age 40 or older	Operations requiring a private pilot certificate	24th month after the month of the date of examination shown on the medical certificate.
(2) A Class 3 medical certificate	(i) Under age 40	Operations requiring a sport pilot certificate or flight instructor with a sport pilot rating	60th month after the month of the date of examination shown on the medical certificate.
	(ii) Age 40 or older	Operations requiring a sport pilot certificate or flight instructor with a sport pilot rating	24th month after the month of the date of examination shown on the medical certificate.

(c) *Exceptions to medical certificate requirements.* A person is not required to meet the requirements of paragraph (a) of this section if that person—

- (1) Is exercising the privileges of a student pilot certificate while seeking a pilot certificate with a weight-shift-control aircraft category rating;
- (2) Is exercising the privileges of a sport pilot certificate with glider or balloon privileges;
- (3) Is exercising the privileges of a flight instructor certificate, provided the person is not acting as PIC or as a required flight crew member;
- (4) Is exercising the privileges of a ground instructor certificate; or
- (5) Is operating an aircraft with a Saudi Arabian pilot certificate issued under GACAR § 61.55 and holds a medical certificate issued by the foreign country that issued the pilot license. The medical certificate must be in his physical possession or readily accessible in the aircraft when exercising the privileges of the pilot certificate.

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(d) *Prohibition on operations during medical deficiency.*

(1) *Operations that require a medical certificate.* Except as provided for in paragraph (d)(2) of this section, no person who holds a medical certificate issued under GACAR Part 67 may act as PIC or in any other capacity as a required flight crew member while that person—

(i) Knows or has reason to know of any medical condition that would result in his being unable to meet the requirements for the medical certificate necessary for the pilot operation,

(ii) Is taking medication or receiving other treatment for a medical condition that results in his being unable to meet the requirements for the medical certificate necessary for the pilot operation, or

(iii) Knows of a physical deficiency or an increase in physical deficiency that results in his being unable to meet the requirements for the medical certificate necessary for the pilot operation.

(2) *Operations that do not require a medical certificate.* For operations not requiring a medical certificate, a person may not act as PIC or in any other capacity as a required flight crew member while he knows or has reason to know of any medical condition that would make him unable to operate the aircraft in a safe manner.

(e) *Physical 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 certificate, rating, or authorization under this part with the appropriate limitation placed on the applicant's certificate provided—

(i) The applicant is able to meet all other certification requirements for the airman certificate, rating, or authorization sought,

(ii) The physical limitation has been recorded with the GACA on the applicant's medical records, and

(iii) The President determines that the applicant's inability to perform the particular area

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of operation will not adversely affect safety.

(2) A limitation placed on a person's airman certificate issued under this part may be removed, provided that person demonstrates to an examiner satisfactory proficiency in the area of operation appropriate to the airman certificate, rating, or authorization sought.

§ 61.11 Offenses Involving Psychoactive Substances.

(a) A conviction for the violation of any law relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of psychoactive substances is grounds for—

(1) Denial of an application for any license or rating issued under this part, or

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

(b) The commission of an act prohibited by GACAR § 91.21(a) or 91.23(a) is grounds for—

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

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

(c) A refusal to submit to a test to indicate the presence of psychoactive substances in the body, when requested by an authorized Government representative in accordance with GACAR §91.21(c)(1), or a refusal to furnish or authorize the release of the test results requested by the President in accordance with GACAR § 91.17(c)(2), is grounds for—

(1) Denial of an application for any certificate, rating, or authorization issued under this part;
or

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

§ 61.13 Pilot Logbooks.

(a) *Training time and aeronautical experience.* Each person must document and record the following time in a manner acceptable to the President:

(1) Training and aeronautical experience used to meet the requirements for a certificate, rating,

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or flight review;

(2) The aeronautical experience required for meeting the recent flight experience requirements of this part; and

(3) Any experience obtained serving as a required flight crew member of a Saudi Arabian-registered civil aircraft.

(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 simulation training device (FSTD) or aviation training device (ATD), the location where the lesson occurred;

(iv) Type and identification of aircraft, FSTD, or ATD, as appropriate; and

(v) The name of a safety pilot, if required by GACAR § 91.57(b).

(2) Type of pilot experience or training—

(i) Solo.

(ii) PIC.

(iii) SIC.

(iv) Flight and ground training received from an authorized instructor.

(v) Training received in an FSTD or ATD from an authorized instructor.

(3) Conditions of flight—

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(i) Day or night.

(ii) Actual instrument.

(iii) Simulated instrument conditions in flight, an FSTD or an ATD.

(c) *Logging of solo flight time.* Except for a student pilot performing the duties of PIC of an airship requiring more than one flight crew member, a pilot may log as solo flight time only that flight time in which the pilot is the sole occupant of the aircraft.

(d) *Logging PIC flight time.*

(1) A sport, private, commercial, or ATP may log PIC flight time for flights—

(i) In which the pilot is the sole manipulator of the controls of an aircraft for which he is rated or has sport pilot privileges for that category and class of aircraft (if the aircraft class rating is appropriate);

(ii) In which the pilot is the sole occupant in the aircraft;

(iii) Except for a holder of a sport pilot certificate, in which the pilot acts as PIC of an aircraft for which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted; or

(iv) In which the pilot performs the duties of PIC while under the supervision of a qualified PIC, provided—

(A) The pilot performing the duties of PIC holds a commercial or ATP certificate and aircraft rating that is appropriate to the category and class of aircraft being flown, if a class rating is appropriate;

(B) The pilot performing the duties of PIC is undergoing an approved PIC training program that includes ground and flight training in the following areas of operation:

(I) Preflight preparation,

(II) Preflight procedures,

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- (III) Takeoff and departure,
 - (IV) In-flight maneuvers,
 - (V) Instrument procedures,
 - (VI) Landings and approaches to landings,
 - (VII) Normal and abnormal procedures,
 - (VIII) Emergency procedures, and
 - (IX) Postflight procedures;
- (C) The supervising PIC holds—
- (I) A commercial pilot certificate, a flight instructor certificate, and an aircraft rating that is appropriate to the category, class, and type of aircraft being flown (if a class or type rating is required); or
 - (II) An ATP certificate and aircraft rating that is appropriate to the category, class, and type of aircraft being flown (if a class or type rating is required); and
- (D) The supervising PIC logs and certifies the PIC training in the pilot’s logbook, and attests to that licensure with his signature and flight instructor certificate number.
- (2) If rated to act as PIC of the aircraft, an ATP may log all flight time while acting as PIC of an operation requiring an ATP certificate.
- (3) A certificated flight instructor may log PIC flight time for all flight time while serving as the authorized instructor in an operation if the instructor is rated to act as PIC of that aircraft.
- (4) A student pilot may log PIC time only when the student pilot—
- (i) Is the sole occupant of the aircraft or is performing the duties of PIC of an airship requiring more than one flight crew member,

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- (ii) Has a solo flight endorsement as required under GACAR § 61.109, and
- (iii) Is undergoing training for a pilot certificate or rating.

(e) *Logging SIC flight time.*

(1) A person may log SIC time only for flight time during which he—

- (i) Is qualified in accordance with the SIC requirements of GACAR § 61.19 and occupies a crew member station in an aircraft that requires more than one pilot by the aircraft's type certificate; or
- (ii) 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 licensure of the aircraft or the regulations under which the flight is being conducted.

(2) Where more than one pilot is not required by an aircraft's type certificate, but more than one pilot is required by the regulations under which an operation is conducted, a person serving as SIC in that operation is entitled to credit not more than 50 percent of time logged for that operation toward the requirements for a higher airman certificate or rating issued under this part.

(f) *Logging instrument time.*

(1) A person may log instrument time only for that flight time in which he 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 GACAR § 61.17(a)(3), the following information must be recorded in the pilot's logbook—

- (i) The location and type of each instrument approach accomplished; and

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(ii) The name of the safety pilot, if required.

(4) A person can use time in an FSTD or ATD to acquire instrument aeronautical experience for an airman certificate or rating issued under this part or instrument recency experience, provided an authorized instructor is present to observe that time and signs the pilot's logbook or training record to verify the time and the content of the training session.

(g) *Logging training time.*

(1) A person may log training time when he receives training from an authorized instructor in an aircraft, FSTD, or ATD.

(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, certificate number, and certificate expiration date.

(h) *Presentation of required documents.*

(1) A person must present his airman certificate issued under this part, medical certificate, logbook, or any other record required by this part for inspection upon a reasonable request by—

(i) The President,

(ii) An authorized representative from the AIB, or

(iii) An authorized Government representative.

(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 certificate, and

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(iii) Any other record required by this section.

(3) A sport pilot must carry his logbook or other evidence of required authorized instructor endorsements on all flights.

(4) A flight instructor with a sport pilot rating must carry his logbook or other evidence of required authorized instructor endorsements on all flights when providing flight training.

(i) *Aircraft requirements for logging flight time.* For a person to log flight time, the time must be acquired in an aircraft that is identified as an aircraft under GACAR § 61.7(b), and is—

(1) An aircraft of Saudi Arabian registry with either a standard or special airworthiness certificate,

(2) An aircraft of foreign registry with an airworthiness certificate that is approved by the aviation authority of a foreign country that is a contracting state to the Convention on International Civil Aviation, or

(3) An Armed Forces aircraft under the direct operational control of the Armed Forces.

§ 61.15 Qualification and Approval of FSTDs.

(a) Except as specified in paragraph (b) of this section, each FSTD and ATD used for training and for which an airman is to receive credit to satisfy any training, testing, or checking requirement must be qualified and approved by the President in accordance with GACAR Part 60 for—

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

(2) Each maneuver, procedure, or crew member function performed; and

(3) The representation of the specific category and class of aircraft, type of aircraft, variation within the type of aircraft, or set of aircraft for certain flight training devices (FTD).

(b) The President may approve a device other than an FSTD or ATD for specific purposes.

§ 61.17 Pilot in Command.

(a) *Recent flight experience:*

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(1) *General experience.*

(i) Except as provided in paragraph (a)(5) of this section, no person may act as a PIC of an aircraft carrying passengers or of an aircraft certificated for more than one flight crew member unless he has made at least three takeoffs and three landings within the preceding 90 days, and—

(A) He has acted as the sole manipulator of the flight controls; and

(B) 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 tailwheel, the takeoffs and landings must have been made to a full stop.

(ii) For the purpose of meeting the requirements of paragraph (a)(1)(i) of this section, a person may act as PIC of an aircraft under day visual flight rules (VFR) or day instrument flight rules (IFR), provided no people or property are carried on board the aircraft other than those necessary for the conduct of the flight.

(iii) The takeoffs and landings required by paragraph (a)(1)(i) of this section may be accomplished in an FSTD that is—

(A) Approved by the President for landings, and

(B) Used in accordance with an approved course conducted by a training center certificated under GACAR Part 142.

(2) *Night takeoff and landing experience.*

(i) Except as provided in paragraph (a)(5) of this section, no person may act as PIC 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 he 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—

(A) He acted as sole manipulator of the flight controls; and

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(B) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required).

(ii) The takeoffs and landings required by paragraph (a)(2)(i) of this section may be accomplished in a full flight simulator (FFS) that is—

(A) Approved by the President for takeoffs and landings, if the visual system is adjusted to represent the period described in paragraph (a)(2)(i) of this section; and

(B) Used in accordance with an approved course conducted by a training center certificated under GACAR Part 142.

(3) *Instrument experience.* Except as provided in paragraph (a)(5) of this section, a person may act as PIC under IFR only if—

(i) Within the 6 months preceding the month of the flight, he performed and logged at least the following tasks and iterations solely by reference to instruments in an airplane, powered-lift, rotorcraft, or airship, as appropriate for the instrument rating privileges to be maintained, in actual or simulated instrument flight conditions:

(A) Six instrument approaches,

(B) Holding procedures and tasks, and

(C) Intercepting and tracking courses using electronic navigation systems.

(ii) Within the 6 months preceding the month of the flight, he performed and logged at least the following tasks and iterations solely by reference to instruments in an FSTD, provided it represents the category of aircraft for the instrument rating privileges to be maintained and involves having performed the following:

(A) Six instrument approaches,

(B) Holding procedures and tasks, and

(C) Intercepting and tracking courses through the use of navigational electronic systems.

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(iii) Within the 2 months preceding the month of the flight, he performed and logged at least the following tasks, iterations, and time in an ATD:

- (A) Three hours of instrument experience;
- (B) Holding procedures and tasks;
- (C) Six instrument approaches;
- (D) Two unusual attitude recoveries while in a descending, VNE airspeed condition and two unusual attitude recoveries while in an ascending, stall speed condition; and
- (E) Interception and tracking courses using electronic navigation systems.

(iv) He elected to complete the instrument experience with a combination of an aircraft, FSTD, and ATD, and performed and logged the following within the 6 months preceding the month of the flight:

(A) Experience operating an airplane, powered-lift, rotorcraft, or airship, as appropriate for the instrument rating privileges to be maintained, solely by reference to instruments in actual or simulated instrument flight conditions, on the following instrument currency tasks:

- (I) Instrument approaches,
- (II) Holding procedures and tasks, and
- (III) Interception and tracking courses using electronic navigation systems.

(B) Instrument experience in an FSTD that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks:

- (I) Instrument approaches,
- (II) Holding procedures and tasks, and

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(III) Interception and tracking courses using electronic navigation systems.

(C) Instrument experience in an ATD that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks:

(I) Six instrument approaches,

(II) Holding procedures and tasks, and

(III) Interception and tracking courses using electronic navigation systems.

(v) He elected to complete the instrument experience with a combination of an FSTD and an ATD and performed the following within the 6 months preceding the month of the flight:

(A) Instrument recency experience in an FSTD that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing the following tasks:

(I) Six instrument approaches,

(II) Holding procedures and tasks, and

(III) Interception and tracking courses using electronic navigation systems.

(B) Instrument experience of 3 hours in an ATD that represents the category of aircraft for the instrument rating privileges to be maintained and involves performing at least the following tasks:

(I) Six instrument approaches,

(II) Holding procedures and tasks, and

(III) Interception and tracking courses using electronic navigation systems.

(IV) Two unusual attitude recoveries while in a descending, VNE airspeed

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condition and two unusual attitude recoveries while in an ascending, stall speed condition.

(vi) Within the 6 months preceding the month of the flight, he has performed and logged the following instrument currency tasks, iterations, and flight time solely by reference to instruments in actual or simulated instrument flight conditions:

(A) At least 1 hour of instrument flight time in a glider or in a single-engine airplane while performing interception and tracking courses using electronic navigation systems and

(B) At least 2 hours of instrument flight time in a glider or a single-engine airplane while performing straight glides, turns to specific headings, steep turns, flight at various airspeeds, navigation, and slow flight and stalls.

(vii) Before carrying a passenger in a glider, he—

(A) Has logged and performed 2 hours of instrument flight time in a glider within the 6 months preceding the month of the flight; and

(B) Practices performance maneuvers, performance airspeeds, navigation, slow flight, and stalls while using a view-limiting device.

(4) *Instrument proficiency check.* Except as provided in paragraph (a)(5) of this section, a person who does not meet the instrument experience requirements of paragraph (a)(3) of this section for more than six calendar months may reestablish instrument currency only by completing an instrument proficiency check. The instrument proficiency check must consist of the areas of operation and instrument tasks required in the instrument rating practical test standards.

(i) The instrument proficiency check must be—

(A) In an aircraft that is appropriate to the aircraft category;

(B) For other than a glider, in an FSTD that is representative of the aircraft category;
or

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(C) For a glider, in a single-engine airplane or a glider.

(ii) The instrument proficiency check must be given by—

(A) An examiner;

(B) Reserved;

(C) A company check pilot who is authorized to conduct instrument flight tests under GACAR Part 121, 125, or 135, and provided that both the check pilot and the pilot being tested are employees of that certificate holder, as applicable;

(D) An authorized instructor; or

(E) A person approved by the President to conduct instrument practical tests.

(5) *Exceptions.*

(i) Paragraphs (a)(1) and (a)(2) of this section do not apply to a PIC who is employed by a GACAR Part 119 certificate holder authorized to conduct operations under GACAR Part 125, when the pilot is engaged in a flight operation for that certificate holder, and is in compliance with GACAR §§ 125.343 and 125.347.

(ii) This section does not apply to a PIC who is employed by a GACAR Part 119 certificate holder authorized to conduct operations under GACAR Part 121 when the pilot is engaged in a flight operation under GACAR Part 121 for that air operator; and is in compliance with GACAR §§ 121.765 and 121.769.

(iii) This section does not apply to a PIC who is employed by a GACAR Part 119 certificate holder authorized to conduct operations under GACAR 135 when the pilot is engaged in a flight operation under GACAR Part 135 for that air operator; and is in compliance with GACAR §§ 135.341 and 135.347.

(iv) Paragraph (a)(2) of this section does not apply to the PIC of a turbine-powered airplane that is type certificated for more than one flight crew member, provided that pilot has complied with the following requirements:

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(A) For each airplane that is type certificated for more than one flight crew member that he seeks to operate, the PIC must hold at least a commercial pilot certificate with the appropriate category, class, and type rating.

(B) He must have logged at least 1 500 hours of aeronautical experience as a pilot.

(C) In each airplane that is type certificated for more than one flight crew member that he seeks to operate under this alternative, the pilot must have accomplished and logged the daytime takeoff and landing recent flight experience of paragraph (a)(1) of this section as the sole manipulator of the flight controls.

(D) Within the preceding 90 days prior to the operation of an airplane that is type certificated for more than one flight crew member, the pilot must have accomplished and logged at least 15 hours of flight time in the type of airplane that he seeks to operate under this alternative.

(E) The PIC has satisfied one of the following:

(I) He has accomplished and logged at least three takeoffs and three landings to a full stop as the sole manipulator of the flight controls in a turbine-powered airplane that requires more than one flight crew member. He must have performed the takeoffs and landings during the period beginning 1 hour after sunset and ending 1 hour before sunrise within the 6 months prior to the month of the flight.

(II) Within the 12 months prior to the month of the flight, he completed a training program that is approved under GACAR Part 142. The approved training program must have required, and the pilot must have performed, at least six takeoffs and six landings to a full stop as the sole manipulator of the controls in an FFS that is representative of a turbine-powered airplane that requires more than one flight crew member. The FFS's visual system must have been adjusted to represent the period beginning 1 hour after sunset and ending 1 hour before sunrise.

(b) *Proficiency check*: Operation of aircraft requiring more than one flight crew member or is turbojet powered.

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(1) Except as otherwise provided in this section, to serve as PIC of an aircraft that is type certificated for more than one required flight crew member or is turbojet powered, a person must—

- (i) Within the preceding 12 months, have completed a PIC proficiency check in an aircraft that is type certificated for more than one required flight crew member or is turbojet powered and
- (ii) Within the preceding 24 months, have completed a PIC proficiency check in the particular type of aircraft in which that person will serve as PIC, that is type certificated for more than one required flight crew member or is turbojet powered.

(2) This paragraph (b) does not apply to people conducting operations under GACAR Part 121, 125, or 135.

(3) The PIC proficiency check given in accordance with the provisions of GACAR Part 121, 125, or 135 may be used to satisfy the requirements of this section.

(4) The PIC proficiency check required by paragraph (b)(1) of this section may be accomplished by satisfactory completion of one of the following:

- (i) A PIC proficiency check conducted by a person authorized by the President, consisting of the aeronautical knowledge areas, areas of operations, and tasks required for a type rating, in an aircraft that is type certificated for more than one flight crew member or is turbojet powered;
- (ii) The practical test required for a type rating, in an aircraft type certificated for more than one required flight crew member or is turbojet powered;
- (iii) The initial or periodic practical test required for the issuance of a pilot examiner or check pilot designation, in an aircraft type certificated for more than one required flight crew member or is turbojet powered; or
- (iv) Reserved.

(5) A check or test described in paragraphs (b)(4)(i) through (iv) of this section may be accomplished in an FFS under GACAR Part 142, subject to the following:

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(i) Except as provided for in paragraphs (b)(5)(ii) and (iii) of this section, if an otherwise qualified and approved FFS used for a PIC proficiency check is not qualified and approved for a specific required maneuver—

(A) The training center must annotate in the applicant’s training record the maneuver or maneuvers omitted and

(B) Prior to acting as PIC, the pilot must demonstrate proficiency in each omitted maneuver in an aircraft or FFS qualified and approved for each omitted maneuver.

(ii) If the FFS used pursuant to paragraph (b)(5) of this section is not qualified and approved for circling approaches—

(A) The applicant’s record must include the statement, “Proficiency in circling approaches not demonstrated.”;

(B) The applicant may not perform circling approaches as PIC when weather conditions are less than the basic VFR conditions described in GACAR § 91.165, until proficiency in circling approaches has been successfully demonstrated in an FFS qualified and approved for circling approaches or in an aircraft to a person authorized by the President to conduct the check required by this section.

(iii) If the FFS used pursuant to paragraph (b)(5) of this section is not qualified and approved for landings, the applicant must—

(A) Hold a type rating in the airplane represented by the FFS; and

(B) 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 of airplane for which the PIC proficiency check is sought.

(6) For the purpose of meeting the PIC proficiency check requirements of paragraph (b)(1) of this section, a person may act as PIC of a flight under day VFR or day IFR if no person or property is carried other than as necessary to demonstrate compliance with this part.

(7) If a pilot takes the PIC proficiency check required by this section in the month before or

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the month after the month in which it is due, he is considered to have taken it in the month in which it was due for the purpose of computing when the next PIC proficiency check is due.

§ 61.19 Second in Command.

(a) A person may serve as SIC of an aircraft type certificated for more than one required flight crew member or in operations requiring an SIC flight crew member only if that person holds—

- (1) At least a private pilot certificate with the appropriate category and class rating;
- (2) An instrument rating or privilege that applies to the aircraft being flown if the flight is under IFR;
- (3) The appropriate pilot type rating for the aircraft; and
- (4) If serving as second-in-command of a powered-lift, satisfies the requirements specified in GACAR § 100.209.

(b) Except as provided in paragraph (e) of this section, no person may serve as SIC of an aircraft type certificated for more than one required flight crew member or in operations requiring an SIC unless that person has within the previous 12 months—

- (1) Become familiar with the following information for the specific type aircraft for which SIC privileges are requested:
 - (i) Operational procedures applicable to the powerplant, equipment, and systems;
 - (ii) Performance specifications and limitations;
 - (iii) Normal, abnormal, and emergency operating procedures;
 - (iv) Flight manual; and
 - (v) Placards and markings.

(2) Except as provided in paragraph (g) of this section, performed and logged pilot time in the type of aircraft or in an FFS that represents the type of aircraft for which SIC privileges are requested, which includes—

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(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 PIC, and

(iii) Crew resource management training.

(c) If a person complies with the requirements in paragraph (b) of this section in the month before or after the month in which compliance with this section is required, he is considered to have accomplished the training and practice in the month it is due.

(d) A person may receive an SIC pilot type rating for an aircraft after satisfactorily completing the SIC familiarization training requirements under paragraph (b) of this section in that type of aircraft provided the training was completed within the 12 months before the month of application for the SIC pilot type rating. The person must comply with all of the following application and certification requirements and pass a practical test:

(1) The person who provided the training must sign the applicant's logbook or training record after each lesson in accordance with GACAR § 61.13(g)(2). In lieu of the trainer, 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, director of training, director of operations, or a comparable management position within the organization that provided the training and must be in a position to verify the applicant's training records.

(2) The trainer or qualified management official must make an endorsement in the applicant's logbook that states "[Applicant's Name and Pilot Certificate 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 trainer or qualified management official to the GACA.

(4) The applicant must complete and sign an Airman Certificate and/or rating application and

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present the application to the GACA 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 Certificate and/or rating application. In lieu of the trainer, it is permissible for a qualified management official within the organization to sign the application.

(6) The applicant must appear in person before the GACA or an examiner with his logbook, training records, and the completed and signed Airman Certificate and/or rating application.

(7) When a type rating is issued under this paragraph, the limitation, “SIC Privileges Only,” must be endorsed on the rating.

(e) A person may receive an SIC pilot type rating for the type of aircraft after satisfactorily completing an approved SIC training program under GACAR Part 121, 125 or 135, as appropriate, in that type of aircraft provided the training was completed within the 12 months before the month of application for the SIC pilot type rating. He must comply with all of the following application and certification requirements and pass a practical test:

(1) The person who provided the training must sign the applicant’s logbook or training record after each lesson in accordance with GACAR § 61.13(g)(2). In lieu of the trainer, 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, director of training, director of operations, or a 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 trainer or qualified management official must make an endorsement in the applicant’s logbook that states “[Applicant’s Name and Pilot Certificate 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 or training records are in an electronic form, he must provide a paper copy of those records containing the signature of the trainer or qualified management official to the GACA, an examiner, or an aircrew program designee.

(4) The applicant must complete and sign an Airman Certificate and/or rating application and

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present the application to the President, to an examiner, or to an authorized aircrew program designee.

(5) The person who provided the ground and flight training to the applicant must sign the “Instructor’s Recommendation” section of the Airman Certificate and/or rating application. In lieu of the trainer, it is permissible for a qualified management official within the organization to sign the application.

(6) The applicant must appear in person before the GACAR or an examiner or to an authorized aircrew program designee with his logbook/training records and with the completed and signed Airman Certificate and/or rating application.

(7) When a type rating is issued under this paragraph, the limitation, “SIC Privileges Only,” must be endorsed on the 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 PIC under GACAR Part 121, 125, or 135 in that specific type of aircraft;

(2) Designated as the SIC under GACAR Part 121, 125, or 135 in that specific type of aircraft;

(3) If there are no passengers or cargo carried on the aircraft, designated as the SIC in that specific type of aircraft for the purpose of receiving flight training required by this section; or

(4) Designated as a safety pilot for purposes required by GACAR § 91.57(b).

(g) The holder of a commercial or ATP certificate with the appropriate category and class rating is not required to meet the requirements of paragraph (b)(2) of this section, provided the pilot—

(1) Is conducting a ferry flight, aircraft flight test, or evaluation flight of an aircraft’s equipment and

(2) Is not carrying any person or property on board the aircraft, other than necessary for conduct of the flight.

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(h) To meet the requirements of paragraph (b) of this section, a person may serve as SIC 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.

(i) 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 an FFS that is used in accordance with an approved training course conducted by a training center certificated under GACAR Part 142 or under GACAR Part 121 or 135.

(j) When an applicant for an initial SIC qualification for a particular type of aircraft receives all the training in an FFS, he must satisfactorily complete one takeoff and one landing in an aircraft of the type for which the qualification is sought. This requirement does not apply to an applicant who completes a proficiency check under GACAR Part 121 or a competency check under GACAR Part 125 or 135 for the same type of aircraft.

§ 61.21 Flight Review.

(a) Except as provided in paragraphs (d) and (f) of this section, no person may act as a required flight crew member of an aircraft unless that flight crew member has done one of the following in the 24 months before the month in which he acts as a required flight crew member:

(1) Performed a flight review in an aircraft for which that flight crew member is rated by an authorized instructor and

(2) Obtained a logbook endorsement certifying that he has satisfactorily completed the review from the authorized instructor who gave the review.

(b) Except as provided in paragraphs (c) and (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) The current general operating and flight rules of GACAR Part 91 and

(2) At the discretion of the person giving the review, those maneuvers and procedures

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necessary for the flight crew member to demonstrate the safe exercise of the privileges of the appropriate airman certificate issued under this part.

(c) Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a flight to traffic pattern altitude, in lieu of the 1 hour of flight training required in paragraph (b) of this section.

(d) A person who has, within the period specified in paragraph (a) of this section, passed any of the following need not accomplish the flight review required by this section:

(1) A pilot proficiency check or practical test conducted by an examiner, or an approved check pilot, for an pilot certificate, rating or operating privilege.

(2) A practical test conducted by an examiner for the issuance of a flight instructor certificate, an additional rating on a flight instructor certificate, renewal of a flight instructor certificate, or reinstatement of a flight instructor certificate.

(e) A person who holds a flight instructor certificate and who has, within the period specified in paragraph (a) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions in GACAR § 61.201 need not accomplish the 1 hour of ground training specified in paragraph (b) of this section.

(f) A student pilot need not accomplish the flight review required by this section, provided he is undergoing training for a certificate and has a current solo flight endorsement as required under GACAR § 61.109.

(g) The requirements of this section may be accomplished in combination with the requirements of GACAR § 61.17 and other applicable recent experience requirements at the discretion of the authorized instructor conducting the flight review.

(h) An FSTD or, for holders of flight engineer certificates issued under this part, a flight engineer training device, may be used to meet the flight review requirements of this section subject to the following conditions:

(1) The FSTD or flight engineer training device must be used in accordance with an approved course conducted by a training center certificated under GACAR Part 141, 142, or 143 or under GACAR Part 121 or 135, provided the applicant is a flight crew member employee of

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that air operator.

(2) Unless the flight review is undertaken in an FFS approved for landings, an applicant undergoing a review must meet the takeoff and landing requirements of GACAR § 61.17(a)(1) or (2).

(3) The FSTD used must represent an aircraft or set of aircraft for which the pilot is rated.

§ 61.23 Tests: General Procedure.

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

§ 61.25 Knowledge Tests.

(a) *Prerequisites and passing grades.*

(1) An applicant for a knowledge test must have—

(i) Received an endorsement from an authorized instructor certifying that the applicant accomplished the appropriate ground-training required for the certificate or rating sought and is prepared for the knowledge test; and

(ii) Proper identification at the time of testing containing the applicant's—

(A) Photograph; and

(B) Date of birth, which shows the applicant meets or will meet the age requirements of this part for the certificate sought before the expiration date of the airman knowledge test report.

(2) The President will specify the minimum passing grade for the knowledge test.

(b) *Cheating or other unauthorized conduct.*

(1) An applicant for a knowledge test may not—

(i) Copy or intentionally remove any knowledge test;

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- (ii) Give to another applicant or receive from another applicant any part or copy of a knowledge test;
 - (iii) Give assistance on or receive assistance on a knowledge test during the period that test is being given;
 - (iv) Take any part of a knowledge test on behalf of another person;
 - (v) Be represented by or represent another person for a knowledge test;
 - (vi) Use any material or aid during the period that the test is being given, unless specifically authorized to do so by the President; or
 - (vii) Intentionally cause, assist, or participate in any act prohibited by this paragraph.
- (2) An applicant who the President finds has committed an act prohibited by paragraph (b)(1) of this section is prohibited, for 1 year after the date of committing that act, from—
- (i) Applying for any certificate, rating, or authorization issued; or
 - (ii) Applying for and taking any test.
- (3) Any certificate or rating held by an applicant may be suspended or revoked if the President finds that person has committed an act prohibited by paragraph (b)(1) of this section.

§ 61.27 Practical Tests.

(a) Prerequisites.

- (1) Except as provided in paragraphs (a)(2) and (3) of this section, to be eligible for a practical test for a certificate or rating issued under this part, an applicant must—
- (i) Pass the required knowledge test within the 24-month period preceding the month the applicant completes the practical test, if a knowledge test is required;
 - (ii) If a knowledge test is required, present the knowledge test report at the time of application for the practical test;

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(iii) Meet the prescribed age requirement of this part for the issuance of the certificate or rating sought;

(iv) Have an endorsement in the applicant's logbook or training record that has been signed by an authorized instructor who certifies that the applicant—

(A) Has received and logged training time within 2 months preceding the month of application in preparation for the practical test.

(B) Meets the aeronautical experience requirements that apply to the certificate or rating sought.

(C) Is prepared for the required practical test.

(D) Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test.

(v) Have a completed and signed application form, and

(vi) Have proper identification at the time of testing containing the applicant's—

(A) Photograph and

(B) Date of birth, which shows the applicant meets or will meet the age requirements of this part for the certificate sought before the expiration date of the airman knowledge test report.

(2) Notwithstanding the provisions of paragraphs (a)(1)(i) and (ii) of this section, an applicant for an ATP certificate or an additional rating to an ATP certificate may take the practical test for that certificate or rating with an expired knowledge test report, provided that the applicant—

(i) Is employed as a flight crew member by a certificate holder under GACAR Part 121, 125, or 135 at the time of the practical test and has satisfactorily accomplished that air operator's approved—

(A) PIC aircraft qualification training program appropriate to the certificate and

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rating sought and

(B) Qualification training requirements appropriate to the certificate and rating sought; or

(ii) Reserved.

(3) A person is not required to comply with the provisions of paragraph (a)(1)(iv) of this section if he—

(i) Holds a foreign pilot license issued by a contracting state to the Convention on International Civil Aviation that authorizes at least the privileges of the airman certificate sought under this part,

(ii) Is only applying for a type rating, or

(iii) Is applying for an ATP certificate or an additional rating to an ATP certificate in an aircraft that does not require an aircraft type rating practical test.

(4) If all increments of the practical test for a certificate or rating are not completed on the same date, then all the remaining increments of the test must be completed within 2 months after the month the applicant began the test.

(5) If all increments of the practical test for a certificate or rating are not completed within 2 months after the month the applicant began the test, the applicant must retake the entire practical test.

(b) *General procedures.*

(1) Completion of the practical test for a certificate or rating consists of—

(i) Performing the tasks specified in the areas of operation for the airman certificate or rating sought under this part within the approved practical test standards.

(ii) Demonstrating mastery of the aircraft by performing each task successfully.

(iii) Demonstrating proficiency and competency within the approved standards.

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- (iv) Demonstrating sound judgment.
- (2) The flight crew complement required during the practical test is based on one of the following requirements that applies to the aircraft being used on the practical test:
- (i) If the aircraft's type certificate or approved flight manual requires the flight crew complement to be a single pilot, then the applicant must demonstrate single-pilot proficiency on the practical test.
 - (ii) If the aircraft's type certificate or approved flight manual allows the flight crew complement to be either a single pilot or a pilot and a copilot, then the applicant may demonstrate single-pilot proficiency or have a copilot on the practical test. If the applicant performs the practical test with a copilot, the limitation of "Second in Command Required" must be placed on the applicant's pilot certificate. This limitation may be removed if the applicant passes the practical test by demonstrating single-pilot proficiency in the aircraft in which single-pilot privileges are sought.
- (3) If an applicant fails any area of operation, he fails the practical test.
- (4) An applicant is not eligible for a certificate or rating sought until all the areas of operation are passed.
- (5) The examiner or the applicant may discontinue a practical test at any time—
- (i) When the applicant fails one or more of the areas of operation or
 - (ii) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.
- (6) If a practical test is discontinued, the applicant may receive credit for those areas of operation that were passed, but only if he—
- (i) Passes the remainder of the practical test within the 60-day period after the date the practical test was discontinued;
 - (ii) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;

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(iii) Satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required; and

(iv) Presents to the examiner for the retest a properly completed and signed application.

(c) *Required aircraft and equipment.*

(1) *General.* Except as provided in paragraphs (c)(1)(ii) and (c)(7) of this section or when permitted to accomplish the entire flight increment of the practical test in an FSTD, an applicant for a certificate or rating issued under this part must furnish—

(i) An aircraft of Saudi Arabian registry for each required test that—

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

(B) Has a standard airworthiness certificate or special airworthiness certificate in the primary or light-sport category.

(ii) At the discretion of the examiner who administers the practical test, the applicant may furnish—

(A) An aircraft that has an airworthiness certificate other than a standard airworthiness certificate or special airworthiness certificate in the primary or light-sport category, but that otherwise meets the requirements of paragraph (c)(1)(i) of this section; or

(B) An aircraft of the same category, class, and type (if applicable) of foreign registry that is properly certificated by the country of registry.

(2) *Required equipment (other than controls).*

(i) Except as provided in paragraph (c)(2)(ii) of this section, an aircraft used for a practical test must have—

(A) The equipment for each area of operation required for the practical test;

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(B) No prescribed operating limitations that prohibit its use in any of the areas of operation required for the practical test;

(C) Except as provided in paragraphs (c)(5) and (6) of this section, at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and

(D) Flightdeck and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.

(ii) An applicant for a certificate 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, his certificate or rating, as appropriate, will be issued with an appropriate limitation.

(3) *Required controls.* Except for lighter-than-air aircraft, and gliders without an engine, 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 easily reached by the examiner.

(4) *Simulated instrument flight equipment.* An applicant for a practical test that involves maneuvering an aircraft solely by reference to instruments must furnish—

(i) Equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and

(ii) 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 President.

(5) *Aircraft with single controls.* A practical test may be conducted in an aircraft with a single set of controls, provided—

(i) The examiner agrees to conduct the test.

(ii) The test does not involve a demonstration of instrument skills.

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(iii) The proficiency of the applicant can be observed by an examiner who is in a position to observe him.

(6) *Light-sport aircraft with a single seat.* A practical test for a sport pilot certificate may be conducted in a light-sport aircraft with a single seat provided—

(i) The examiner agrees to conduct the test.

(ii) The examiner is in a position to observe the operation of the aircraft and evaluate the proficiency of the applicant.

(iii) The pilot certificate of an applicant successfully passing the test is issued with the limitation, “No passenger carriage and flight in a single-seat light-sport aircraft only.”

(7) *Flight engineer certificate practical tests.*

(i) A candidate for initial issuance of a flight engineer certificate or the addition of a rating to a flight engineer certificate may perform the airplane preflight inspection portion of the practical test using an advanced pictorial means instead of an airplane, subject to the following limitations:

(A) The advanced pictorial means used must provide distant views and detailed close-up views of each passenger compartment and exterior preflight inspection item depicting normal and abnormal conditions.

(B) The pictorial views of inspection items must be randomly accessible for training and checking purposes.

(C) The pictures and descriptions of the items must be approved by the President.

(D) The holder of a flight engineer certificate who has performed the preflight inspection portion of the practical test using an advanced pictorial means must demonstrate proficiency on at least one complete visual inspection of the aircraft exterior and the cabin interior of a static airplane of the appropriate type. This demonstration of proficiency must be completed successfully and documented before the completion of operating experience required by GACAR § 121.789(d).

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(ii) A candidate for initial issuance of a flight engineer certificate or the addition of a rating to a flight engineer certificate may perform the normal procedures portion of the practical test using an FSTD instead of an airplane, subject to the following limitations:

(A) The FSTD must be qualified under GACAR Part 60 as an FFS at Level A or higher or as an FTD at Level 6 or higher.

(B) The normal procedures portion of the practical test must be conducted with a complete crew complement that is task familiar.

(C) The crew complement may not include another flight engineer certificate candidate.

(iii) In addition to the requirements contained in paragraph (c)(7)(ii) of this section, to obtain an unrestricted flight engineer certificate, the following requirements must be satisfied:

(A) The FSTD must be qualified under GACAR Part 60 as an FFS at Level A or higher.

(B) The normal procedures portion of the practical test must be conducted as a line operational simulation (LOS).

(C) The flight crew members making up the crew complement required by paragraph (c)(7)(ii)(B) of this section must be qualified under GACAR § 61.17(b).

(D) The sponsor of the FFS used must develop, obtain approval for, and have available for use during the conduct of the normal procedures LOS no fewer than six separate flight engineer normal procedures LOS scenarios. Each scenario must be designed in a manner that avoids stereotyping and makes it distinct from other scenarios used in training or testing.

(iv) If the requirements of paragraph (c)(7)(iii) of this section are not satisfied, a flight engineer certificate candidate successfully completing the practical test will be issued a restricted flight engineer certificate. A restricted flight engineer certificate is subject to the following restrictions and limitations:

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(A) A restricted flight engineer certificate must bear the statement, “This certificate is subject to the provisions of GACAR § 61.27(c)(7)(iv), as amended.”

(B) The holder of a restricted flight engineer certificate may exercise the privileges of the certificate only under the supervision of a flight engineer, approved by the President, during the initial 12 hours of operating experience. The supervising flight engineer must hold the necessary certificates and ratings and must be qualified to perform flight engineer duties in the particular type airplane involved. The 12-hour operating experience required by this paragraph may be reduced to 6 hours by substituting one additional takeoff and landing for each hour of flight time.

(C) If the holder of a restricted flight engineer certificate demonstrates competence during supervised operating experience, the supervising flight engineer must issue a letter of competence upon completion of the required period of in-flight supervision. This letter must signify that the restriction on the certificate no longer applies. The holder of the formerly restricted flight engineer certificate must retain this letter and have it in his physical possession or readily accessible in the aircraft when exercising the privileges of the certificate until a permanent unrestricted flight engineer certificate can be issued.

(D) If the supervising flight engineer notes discrepancies in the performance of duties by the holder of a restricted flight engineer certificate and recommends additional training and further observation in the areas of discrepancy, the holder of the restricted flight engineer certificate must satisfactorily complete the recommended additional training and further line observation before an unrestricted flight engineer certificate may be issued.

(d) *Waiver of tasks.* An examiner, inspector, or check pilot who conducts a practical test or check may waive any task to the extent permitted by the applicable standard.

§ 61.29 Status of an Examiner Who Is Authorized by the President To Conduct Practical Tests.

(a) An examiner represents the President for the purpose of conducting practical tests for certificates 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 PIC of the aircraft during the practical test unless the examiner agrees to

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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 PIC 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 as specified in the GACAR.

(d) Examiners administering a practical test or proficiency check in an aircraft for an airman certificate, rating, or authorization issued under this part must hold at least a Class 2 medical certificate.

§ 61.31 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 certifies that he has given the applicant additional instruction in each of the subjects failed and that he considers the applicant ready for retesting.

(b) An applicant for a flight instructor certificate with an airplane or glider 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.

(3) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

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§ 61.33 Change of Name or Address.

(a) An application to change the name on a certificate issued under this part must be accompanied by—

- (1) The applicant’s airman certificate and
- (2) A legal document verifying the name change.

(b) The documents in paragraph (a) of this section will be returned to the applicant after inspection.

(c) The holder of a pilot, flight instructor, ground instructor certificate, or flight engineer certificate who has made a change in permanent mailing address may not, after 30 days from that date, exercise the privileges of the certificate unless he has notified the President in writing of his new permanent mailing address.

§ 61.35 Voluntary Surrender or Exchange of Certificate.

(a) The holder of a certificate issued under this part may voluntarily surrender it for—

- (1) Cancellation,
- (2) Issuance of a lower grade certificate, or
- (3) Another certificate 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.”

§ 61.37 Replacement of a Lost or Destroyed Airman Certificate or Knowledge Test Report.

(a) A request for the replacement of a lost or destroyed airman certificate or knowledge test report issued under this part must be made:

- (1) By letter to the President, or
- (2) In any other means acceptable to the President; and must be accompanied by evidence that

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the appropriate fee has been paid in accordance with the Implementation Regulation of the Civil Aviation Tariff Act.

(b) The request for replacement of a lost or destroyed airman certificate, or knowledge test report issued under this part must state—

- (1) The person's name;
- (2) The person's permanent mailing address;
- (3) The certificate holder's date and place of birth; and
- (4) Any information regarding the—
 - (i) Number and date of issuance of the airman certificate and ratings, if appropriate and
 - (ii) Date the knowledge test was taken, if appropriate.

(c) A person who has lost an airman certificate or knowledge test report issued under this part may obtain, in a form or manner approved by the President, a document from the GACA conveying temporary authority to exercise certificate privileges, and the:

- (1) Document may be carried as an airman certificate or knowledge test report, as appropriate, for up to 60 days pending the person's receipt of a duplicate under paragraph (a) of this section, unless the person has been notified that the certificate has been suspended or revoked.
- (2) Request for such a document must include the date on which a duplicate certificate or knowledge test report was previously requested.

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SUBPART B – ELIGIBILITY FOR, AND ISSUANCE OF, CERTIFICATES

§ 61.51 General.

This subpart prescribes the basic eligibility requirements for certificates, ratings and authorizations issued under this part. Additional eligibility requirements for each certificate issued under this part are prescribed in the applicable subpart dedicated to that certificate.

§ 61.53 Language Proficiency.

(a) Except for Sport Pilots covered under Subpart J, Flight Instructors with Sport Pilot Rating covered under Subpart K, and as provided in paragraph (c) of this section, no person is eligible for a certificate, rating, or authorization issued under this part, unless that person—

- (1) Can demonstrate, in a manner acceptable to the President, an ability to read, speak, write, and understand the English language equivalent to, or greater than, Operational Level (Level 4) of the Language Proficiency Rating Scale in Appendix A to this part and
- (2) Undergoes recurrent evaluation of his English language proficiency at intervals specified in Appendix A to this part.

(b) Any airman who is not evaluated within the periods prescribed by paragraph (a)(2) of this section, or who is evaluated at a language proficiency below the Operational Level (Level 4) of the Language Proficiency Rating Scale in Appendix A to this part, may not exercise the privileges of any certificate, rating, or authorization issued under this part until the airman again demonstrates in a manner acceptable to the President an ability equivalent to or greater than Operational Level (Level 4).

(c) A person may be issued a student pilot certificate without an ability to read, speak, write, and understand the English language equivalent to, or greater than, Operational Level (Level 4) of the Language Proficiency Rating Scale in Appendix A to this part. A student pilot may not fly solo unless they have demonstrated to their flight instructor the ability to speak and understand the English language at a level that provides an acceptable level of safety for the intended solo flights and the flight instructor has endorsed their student pilot certificate to this effect.

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§ 61.55 Issuance of a Certificate Based on a Foreign Certificate.

(a) *General.* A person who holds a foreign pilot license at the private pilot level or higher that was issued by a Contracting State to the Convention on International Civil Aviation may apply for and be issued a Saudi Arabian private pilot certificate with the appropriate ratings if the foreign pilot license meets the requirements of this section.

(b) *Certificate issued.* A Saudi Arabian private pilot certificate issued under this section must specify the person's foreign license number and country of issuance. A person who holds a foreign pilot license issued by a Contracting State to the Convention on International Civil Aviation may be issued a Saudi Arabian private pilot certificate based on the foreign pilot license without any further showing of proficiency, provided the applicant—

(1) Meets the requirements of this section,

(2) Holds a foreign pilot license at the private pilot license level or higher that does not contain a limitation stating he has not met all of the International Civil Aviation Organization (ICAO) standards for that license,

(3) Does not hold a Saudi Arabian pilot certificate other than a Saudi Arabian student pilot certificate, and

(4) Holds a medical certificate issued under GACAR Part 67 or a medical license issued by the country that issued his foreign pilot license.

(5) Pass a GACA test on the use KSA Aeronautical Information Publication (AIP).

(c) *Operating privileges and limitations.* A person who receives a Saudi Arabian private pilot certificate that has been issued under the provisions of this section—

(1) May act as PIC of a Saudi Arabian-registered civil aircraft in accordance with the pilot privileges authorized by this part and the limitations placed on that Saudi Arabian pilot certificate;

(2) Is limited to the privileges placed on the certificate by the President; and

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(3) Is subject to the limitations and restrictions on his Saudi Arabian certificate and foreign pilot license when exercising the privileges of that Saudi Arabian pilot certificate in an aircraft of Saudi Arabian registry operating within or outside the Kingdom of Saudi Arabia.

(d) *Limitation on licenses used as the basis for a Saudi Arabian certificate.* A person may use only one foreign pilot license as a basis for the issuance of a Saudi Arabian pilot certificate. The foreign pilot license and medical certification used as a basis for issuing a Saudi Arabian pilot certificate under this section must be written in English or accompanied by an English transcription that has been signed by an official or representative of the foreign aviation authority that issued the foreign pilot license.

(e) *Limitation placed on a Saudi Arabian pilot certificate.* A Saudi Arabian pilot certificate issued under this section can only be exercised when the pilot has the foreign pilot license upon which the issuance of the Saudi Arabian pilot certificate was based in his physical possession or readily accessible in the aircraft.

(f) *Aircraft ratings issued.* Only aircraft ratings issued after testing under the provisions of this part may be placed on that person's Saudi Arabian pilot certificate.

(g) *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 a Saudi Arabian pilot certificate, provided—

(1) The person's foreign pilot license authorizes instrument privileges and

(2) Within 24 months preceding the month in which the person applies for the instrument rating, the person passed the appropriate knowledge test.

(h) *Advanced foreign pilot certificates.*

(1) Except as provided in paragraph (h)(2) and (h)(3) of this section, and except for holders foreign ATP licenses which are covered under Subpart-G of this part, a person who holds a foreign pilot license at a level higher than the private pilot level that was issued by a Contracting State to the Convention on International Civil Aviation may present that certificate in lieu of a certificate of graduation from an approved flight training program under GACAR Part 141 or 142, for purposes of eligibility for issuance of an equivalent level of airman certificate or rating issued under this part.

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(2) An applicant holding a commercial pilot license that was issued by a Contracting State to the Convention on International Civil Aviation seeking to obtain a GACA Commercial Pilot License concurrently with an aircraft type rating is required to only take and pass the aircraft type rating practical test in addition to all prescribed knowledge tests.

(3) A person who holds a foreign pilot license and is applying for an equivalent Saudi Arabian pilot certificate on the basis of a valid bilateral agreement, working arrangement, or any arrangement; however described, and entered into between the Kingdom of Saudi Arabia and a Contracting State to the Convention on International Civil Aviation is considered to have met the applicable eligibility requirements, except any applicable medical certificate requirements, for an equivalent certificate under this part.

§ 61.57 Temporary Flight Authorization Issued Based on a Foreign License.

(a) *General.* The President may issue temporary flight authorization (TFA) to 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 for performing pilot duties in aircraft of Saudi Arabian registry. A TFA will not be issued or renewed for any person that has failed any practical test administered under the provisions of this part.

(b) *Eligibility.* To be eligible for the issuance or renewal of a TFA, an applicant must present the following in the form and manner specified by the President:

(1) A current and valid foreign pilot license issued by the aeronautical authority of a Contracting State to the Convention on International Civil Aviation that contains the appropriate aircraft category, class, type rating, if appropriate, and instrument rating for the aircraft to be flown;

(2) A certification by the owner or operator of the aircraft—

(i) Stating that the applicant is employed by or otherwise affiliated with the owner or operator;

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

(iii) Specifying in detail the pilot duties to be performed, including operations to be

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conducted and the flightdeck crew member position in which the applicant is to serve;

(iv) Stating that the applicant has received ground and flight instruction, or completed the operators basic indoctrination course, that qualifies the applicant to perform the duties to be assigned on the aircraft.

(3) Evidence that applicant has passed the KSA AIP knowledge test;

(4) Documentation showing the applicant meets the medical standards for the issuance of the foreign pilot license from the aeronautical authority of that Contracting State to the Convention on International Civil Aviation; and

(5) A statement that the applicant does not already hold a TFA; however, if the applicant already holds a TFA, then that TFA must be surrendered to the President prior to being issued another TFA.

(c) *Privileges.*

(1) A person issued a TFA under this section—

(i) May exercise the privileges prescribed on the TFA and

(ii) Must comply with the limitations specified in this section and any additional limitations specified on the TFA.

(2) A TFA issued under this section does not confer any privileges exceeding those conferred on the applicant by the foreign pilot license required by paragraph (b)(1) of this section.

(d) *General limitations.* A TFA may be used only—

(1) For flights within the period allotted on the authorization;

(2) If the foreign license required by paragraph (b)(1) of this section remains valid and current;

(3) If the foreign pilot license required by paragraph (b)(1) of this section, the medical documentation required by paragraph (b)(3) of this section, and the TFA issued under this section are in the holder's physical possession or immediately accessible in the aircraft;

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(4) While the holder is performing pilot duties on the Saudi Arabian-registered aircraft described in the certification required by paragraph (b)(2) of this section; and

(5) If the holder has only one TFA as provided in paragraph (b)(4) of this section.

(e) *Expiration date.* Unless otherwise specified by the President, each TFA issued under this section expires—

(1) Unless sooner suspended or revoked, 30 days from the date it was issued;

(2) When the owner or operator of the aircraft terminates the employment of or affiliation with the person who holds the TFA;

(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.

(f) *Renewal.* A person exercising the privileges of a TFA may apply for a 30-day extension of that authorization, provided the person—

(1) Continues to meet the requirements of this section and

(2) Surrenders the expired TFA upon receipt of the new authorization.

(g) *Surrender.* The holder of a TFA must surrender the authorization to the President within 7 days after the date the authorization terminates.

§ 61.59 Flight Training Received From Flight Instructors Not Certificated by the President.

(a) A person may credit flight training toward the requirements of an airman certificate or rating issued under this part if that person received his training from—

(1) An Armed Forces flight instructor in a program for training Armed Forces pilots of either—

(i) The Kingdom of Saudi Arabia or

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(ii) A foreign Contracting State to the Convention on International Civil Aviation.

(2) A flight instructor who is authorized to give such training by the licensing authority of a foreign Contracting State to the Convention on International Civil Aviation, and the flight training is given outside the Kingdom of Saudi Arabia.

(b) A flight instructor described in paragraph (a) of this section is only authorized to give endorsements to show training given.

§ 61.61 Application for and Issuance of Airman Certificates, Ratings, and Authorizations.

(a) *Application.*

(1) An applicant for an airman certificate, rating, or authorization issued under this part must make that application on a form and in a manner acceptable to the President.

(2) An applicant—

(i) Must present evidence that—

(A) The appropriate fee has been paid in accordance with the Implementation Regulation of the Civil Aviation Tariff Act;

(B) The applicant meets the requirements of GACAR § 61.53; and

(C) The applicant meets any academic requirements applicable to the certificate, rating, or authorization sought.

(ii) May be refused issuance of any Saudi Arabian airman certificate, rating, or authorization issued under this part by the President.

(3) Except as provided in paragraph (a)(2)(ii) of this section, an applicant who satisfactorily accomplishes the training and certification requirements for the certificate, rating, or authorization sought may receive that airman certificate, rating, or authorization.

(4) Except for an airline transport pilot license (ATPL), an applicant for an airman certificate under this part must be a citizen of the Kingdom of Saudi Arabia (KSA), a citizen of a GCC

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country, or , has a valid residency permit in KSA. An applicant for an airline transport pilot license (ATPL) under this part must be a citizen of the Kingdom of Saudi Arabia (KSA), a citizen of a GCC country. or, has a valid residency permit in KSA with a relevant profession.

(b) *Application during suspension or revocation.*

(1) Unless otherwise authorized by the President, a person whose pilot, flight instructor, ground instructor, or flight engineer certificate has been suspended may not apply for any certificate, rating, or authorization during the period of suspension.

(2) Unless otherwise authorized by the President, a person whose pilot, flight instructor, ground instructor, or flight engineer certificate has been revoked may not apply for any certificate, rating, or authorization for 1 year following the date of revocation.

§ 61.63 Temporary Certificate.

(a) A temporary pilot, flight instructor, ground instructor, or flight engineer certificate or rating is issued for up to 120 days to an applicant. Pending review of his application and supplementary documents, the President may issue a permanent certificate under this part to the applicant at or before the close of 120 days.

(b) A temporary pilot, flight instructor, ground instructor, or flight engineer certificate or rating expires—

(1) On the date as endorsed on the certificate,

(2) Upon receipt of the permanent certificate, or

(3) Upon receipt of a notice that the certificate or rating sought is denied or revoked.

§ 61.65 Duration of Airman Certificates.

(a) *General.* The holder of any airman certificate issued under this part may not exercise the privileges of that certificate after it expires.

(b) Except for a temporary certificate issued under GACAR § 61.63 or a student pilot certificate issued under Subpart D of this part, airman certificates issued under this part are valid—

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- (1) Until the date as endorsed on the certificate or
- (2) Until the certificate is surrendered, suspended, or revoked.

(c) *Return of certificates.* The holder of an airman certificate issued under this part that has been surrendered, suspended, or revoked must return it to the President when requested to do so by the President.

§ 61.67 Renewal and Reinstatement of Airman Certificates.

(a) A certificate or license issued to a Saudi Arabian national does not have an expiration date. However, the holder of the certificate or license is responsible for complying with all relevant regulations and procedures for updating or reissuing their certificate or license.

(b) An application for renewal must be accompanied by—

- (1) Evidence that the appropriate fee has been paid in accordance with the Implementation Regulation of the Civil Aviation Tariff Act and
- (2) Evidence that the applicant meets the requirements of GACAR § 61.53.

(c) If the holder of an airman certificate issued under this part fails to renew that certificate before the expiration date indicated on the certificate, he may apply for reinstatement of the expired certificate at any point within 2 years of the expiration date. An application for reinstatement must be accompanied by—

- (1) Evidence that the appropriate fee has been paid in accordance with the Implementation Regulation of the Civil Aviation Tariff Act and
- (2) Evidence that the applicant meets the requirements of GACAR § 61.53.

(d) The holder of an expired airman certificate applying for reinstatement may not exercise the privileges of that certificate until the reinstated certificate is issued.

(e) If the holder of an expired airman certificate fails to apply for reinstatement of that certificate within 2 years after the date of expiration, he may not apply for reinstatement of that certificate, and must satisfy the requirements of this part for original issuance of the certificate and any associated ratings or authorizations.

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SUBPART C – AIRCRAFT RATINGS

§ 61.81 Applicability.

This subpart prescribes the requirements for the issuance of additional aircraft ratings to an airman certificate issued under this part.

§ 61.83 Additional Aircraft Ratings (Other Than for Ratings at the ATP Certification Level).

(a) *General.* For an additional aircraft rating on a pilot certificate other than an ATP certificate, a person must meet the requirements of this section appropriate to the additional aircraft rating sought.

(b) *Additional aircraft category ratings for pilots.* A person who applies to add a category rating to a pilot certificate—

- (1) Must complete training and have the applicable aeronautical experience;
- (2) Must have a logbook or training record endorsement from an authorized instructor attesting that the applicant was found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation;
- (3) Must pass the practical test; and
- (4) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, weight-shift-control aircraft, powered parachute, or airship rating at that pilot certificate level.

(c) *Additional aircraft class ratings for pilots.* A person who applies for an additional class rating on a pilot certificate—

- (1) Must have a logbook or training record endorsement from an authorized instructor attesting that the applicant was found competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation.
- (2) Must pass the practical test.

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(3) Need not meet the specified training time requirements that apply to the pilot certificate for the aircraft class rating sought unless the applicant is seeking an airship class rating and only holds a lighter-than-air category rating with a balloon class rating. In that case, the applicant must receive the specified training time requirements and possess the appropriate aeronautical experience.

(4) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, weight-shift-control aircraft, powered parachute, or airship rating at that pilot certificate level.

(d) *Additional aircraft type rating for pilots.* Except as provided under paragraph (d)(6) of this section, a person who applies for an aircraft type rating or an aircraft type rating to be completed concurrently with an aircraft category or class rating—

(1) Except as provided in paragraph (e) of this section, must hold or concurrently obtain an appropriate instrument rating;

(2) Must have a logbook or training record endorsement from an authorized instructor attesting that the applicant is competent in the appropriate aeronautical knowledge areas and proficient in the appropriate areas of operation at the ATP certification level;

(3) Must pass the practical test at the ATP certification level;

(4) Except as provided in paragraph (e) of this section, must perform the tasks required for successful completion of the practical test solely by reference to instruments in actual or simulated instrument flight conditions;

(5) Need not take an additional knowledge test if the applicant holds an airplane, rotorcraft, powered-lift, or airship rating on the pilot certificate; and

(6) In the case of a pilot employee of an air operator conducting operations under GACAR Part 121 or 135, the pilot must—

(i) Meet the appropriate requirements under paragraphs (d)(1), (3), and (4) of this section and

(ii) Receive a flight training record endorsement from the certificate holder attesting that

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the applicant completed the certificate holder's approved ground and flight training program.

(7) In the case of a pilot with a private pilot certificate or commercial pilot certificate who seeks a PIC aircraft type rating, have at least 1200 hours total flight time.

(e) *Aircraft not capable of instrument maneuvers and procedures.*

(1) An applicant for a type rating or an additional type rating who provides an aircraft that is not capable of the instrument maneuvers and procedures required on the practical test—

(i) May apply for the type rating, but the rating will be limited to “VFR only,” and

(ii) May have the “VFR only” limitation removed for that aircraft type after the applicant—

(A) Passes the tasks required for successful completion of the practical test in that type of aircraft solely by reference to instruments in actual or simulated instrument flight conditions,

(B) Passes a practical test in that type of aircraft on the appropriate instrument maneuvers and procedures in Appendix B to GACAR Part 141, or

(C) Becomes qualified under GACAR § 61.93(d) for that type of aircraft.

(2) When an instrument rating is issued to a person who holds one or more type ratings, the amended pilot certificate must bear the “VFR only” limitation for each aircraft type rating on which the applicant did not demonstrate instrument competency.

(f) *Reserved.*

(g) *Aircraft category and class rating for the operation of aircraft with an experimental certificate.* A person holding a private or commercial pilot certificate may apply for a category and class rating limited to a specific make and model of experimental aircraft, provided the applicant received a logbook endorsement from an authorized instructor who determined the pilot's proficiency to act as PIC of the same category, class, make, and model of aircraft.

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(h) *Waiver authority.* An examiner who conducts a practical test may waive any task for which the President has provided waiver authority.

§ 61.85 Type Rating Requirements, Additional Training, and Authorization Requirements.

(a) *Type ratings required.* A person who acts as a PIC of any of the following aircraft must hold a type rating for that aircraft:

- (1) Large aircraft (except lighter-than-air),
- (2) Turbojet-powered airplanes,
- (3) Aircraft certificated for operation with a minimum crew of at least two pilots,
- (4) Helicopters and powered-lifts certificated for single-pilot operation, and
- (5) Any other aircraft specified by the President as a result of the aircraft type certification or operational evaluation activities.

(b) *Authorization in lieu of a type rating.* A person may be authorized to operate an aircraft requiring a type rating for up to 60 days, provided—

- (1) The President has authorized the flight or series of flights.
- (2) The President has determined that an equivalent level of safety can be achieved through the operating limitations on the authorization.
- (3) The person shows that compliance with paragraph (a) of this section is impracticable for the flight or series of flights.
- (4) The flight—
 - (i) Involves only a ferry flight, training flight, test flight, or practical test for an airman certificate or rating issued under this part,
 - (ii) Is within the Kingdom of Saudi Arabia,
 - (iii) Does not involve operations for compensation or hire unless the compensation or

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hire involves payment for the use of the aircraft for training or taking a practical test, and

(iv) Involves only the carriage of flight crew members considered essential for the flight.

(5) If the flight or series of flights cannot be accomplished within the time limit of the authorization, the President may authorize an additional period of up to 60 days to accomplish the flight or series of flights.

(c) *Aircraft category, class, and type ratings: Limitations on the carriage of people or operating for compensation or hire.* Unless a person holds a category, class, and type rating (if a class or type rating is required) that applies to the aircraft, he may not act as PIC of an aircraft that is carrying another person, or is operated for compensation or hire. That person also may not act as PIC of that aircraft for compensation or hire.

(d) *Aircraft category, class, and type ratings: Limitations on operating an aircraft as the PIC.* To serve as the PIC of an aircraft, a person must—

(1) Hold the appropriate category, class, and type rating (if a class or type rating is required) for the aircraft to be flown; or

(2) Have received the training required by GACAR Part 141 or 142 that is appropriate to the pilot certification level, aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and have received an endorsement for solo flight in that aircraft from an authorized instructor.

(e) *Additional training required for operating complex airplanes.*

(1) Except as provided in paragraph (e)(2) of this section, no person may act as PIC of a complex airplane unless he has—

(i) Received and logged ground and flight training from an authorized instructor in a complex airplane, or in an FSTD that is representative of a complex airplane, and has been found proficient in its operation and systems 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.

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(2) The training and endorsement required by paragraph (e)(1) of this section are not required if the person has logged flight time as PIC of a complex airplane or in an FSTD that is representative of a complex airplane before 4 August 1997.

(f) *Additional training required for operating high-performance airplanes.*

(1) Except as provided in paragraph (f)(2) of this section, no person may act as PIC of a high-performance airplane unless he has—

(i) Received and logged ground and flight training from an authorized instructor in a high-performance airplane or in an FSTD that is representative of a high-performance airplane, and has been found proficient in its operation and systems, 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 PIC of a high-performance airplane or in an FSTD that is representative of a high-performance airplane prior to 4 August 1997.

(g) *Additional training required for operating pressurized aircraft capable of operating at high altitudes.*

(1) Except as provided in paragraph (g)(3) of this section, no person may act as PIC of a pressurized aircraft, unless he has received and logged ground training from an authorized instructor and obtained an endorsement in the pilot's logbook or training record from an authorized instructor who certifies the pilot 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;

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- (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) Except as provided in paragraph (g)(3) of this section, no person may act as PIC of a pressurized aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25 000 ft (7 600 m) mean sea level (MSL) unless he has received and logged training from an authorized instructor in a pressurized aircraft or in an FSTD that is representative of a pressurized aircraft, and obtained an endorsement in the pilot's logbook or training record from an authorized instructor who found him 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 ft (7 600 m) MSL,
- (ii) Proper emergency procedures for simulated rapid decompression without actually depressurizing the aircraft; and
- (iii) Emergency descent procedures.

(3) The training and endorsement required by paragraphs (g)(1) and (2) of this section are not required if that person can document satisfactory accomplishment of any of the following in a pressurized aircraft or in an FSTD that is representative of a pressurized aircraft:

- (i) Reserved; or
- (ii) Completing a PIC proficiency check under GACAR Part 121, 125, or 135 conducted by the President or by an approved check pilot.

(h) *Additional aircraft type-specific training.* No person may serve as PIC of an aircraft that the President has determined requires aircraft type-specific training unless that person has—

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- (1) Received and logged type-specific training in the aircraft or in an FSTD that is representative of that type of aircraft; and
- (2) Received a logbook endorsement from an authorized instructor who has found him proficient in the operation of the aircraft and its systems.

(i) *Additional training required for operating tailwheel airplanes.*

(1) No person may act as PIC of a tailwheel airplane unless he has received and logged flight training from an authorized instructor in a tailwheel airplane and received an endorsement in the pilot's logbook from an authorized instructor who found him proficient in the operation of a tailwheel airplane. The flight training must include at least the following maneuvers and procedures:

- (i) Normal and crosswind takeoffs and landings,
- (ii) Wheel landings (unless the manufacturer has recommended against such landings), and
- (iii) Go-around procedures.

(j) *Additional training required for operating a glider.*

- (1) No person acting as PIC of a glider may—
 - (i) Use ground-tow procedures, unless he has satisfactorily accomplished ground and flight training on ground-tow procedures and operations, and received an endorsement in his logbook from an authorized instructor who found him proficient in ground-tow procedures and operations;
 - (ii) Use aerotow procedures, unless that person has satisfactorily accomplished ground and flight training on aerotow procedures and operations, and received an endorsement in the pilot's logbook or training record from an authorized instructor who found him proficient in aerotow procedures and operations; or
 - (iii) Use self-launch procedures, unless that person has satisfactorily accomplished ground and flight training on self-launch procedures and operations, and has received an

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endorsement in the pilot's logbook or training record from an authorized instructor who found him proficient in self-launch procedures and operations.

(k) *Exceptions.*

(1) This section does not require a category and class rating for aircraft not type-certificated as airplanes, rotorcraft, gliders, lighter-than-air aircraft, powered-lifts, powered parachutes, or weight-shift-control aircraft.

(2) The rating limitations of this section do not apply to—

(i) An applicant taking a practical test given by an examiner;

(ii) The holder of a student pilot certificate;

(iii) The holder of a sport pilot certificate when operating a light-sport aircraft;

(iv) The holder of a pilot certificate with a lighter-than-air category rating when operating a balloon; or

(v) The holder of an airman certificate issued under this part when operating an aircraft under the authority of—

(A) A provisional type certificate or

(B) An experimental certificate, unless the operation involves carrying a passenger.

§ 61.87 Use of a Flight Simulation Training Device.

(a) If an applicant for a certificate or rating uses an FSTD for training or any portion of the practical test, the FSTD—

(1) Must represent the category, class, and type (if a class or type rating is applicable) for the rating sought; and

(2) Must be qualified and approved by the President under GACAR Part 60 and used in accordance with an approved course of training under GACAR Part 141 or 142; or under GACAR Part 121 or 135, provided the applicant is a pilot employee of that air operator.

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(b) Except as provided in paragraph (f) of this section, if an airplane is not used during the practical test for a type rating for a turbojet airplane (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher FFS and the applicant must—

- (1) Hold a type rating in a turbojet airplane of the same class of airplane for which the type rating is sought, and that type rating may not contain a supervised operating experience limitation;
- (2) Have 1 000 hours of flight time in two different turbojet airplanes of the same class of airplane for which the type rating is sought;
- (3) Reserved;
- (4) Have 500 hours of flight time in the same type of airplane for which the type rating is sought; or
- (5) Have logged at least 2 000 hours of flight time, of which 500 hours were in turbine-powered airplanes of the same class of airplane for which the type rating is sought.

(c) Except as provided in paragraph (f) of this section, if an airplane is not used during the practical test for a type rating for a turbopropeller airplane (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher FFS and the applicant must—

- (1) Hold a type rating in a turbopropeller airplane of the same class of airplane for which the type rating is sought, and that type rating may not contain a supervised operating experience limitation;
- (2) Have 1 000 hours of flight time in two different turbopropeller airplanes of the same class of airplane for which the type rating is sought;
- (3) Reserved;
- (4) Have 500 hours of flight time in the same type of airplane for which the type rating is sought; or
- (5) Have logged at least 2 000 hours of flight time, of which 500 hours were in turbine-

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powered airplanes of the same class of airplane for which the type rating is sought.

(d) Except as provided in paragraph (f) of this section, if a helicopter is not used during the practical test for a type rating in a helicopter (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher FFS and the applicant must meet one of the following requirements—

- (1) Hold a type rating in a helicopter and that type rating may not contain the supervised operating experience limitation;
- (2) Reserved;
- (3) Have 500 hours of flight time in the type of helicopter; or
- (4) Have 1 000 hours of flight time in two different types of helicopters.

(e) Except as provided in paragraph (f) of this section, if a powered-lift is not used during the practical test for a type rating in a powered-lift (except for preflight inspection), an applicant must accomplish the entire practical test in a Level C or higher flight simulator and have 500 hours of flight time in the type of powered-lift for which the rating is sought.

(f) If the applicant does not meet one of the experience requirements of paragraphs (b)(1) through (5), paragraphs (c)(1) through (5), paragraphs (d)(1) through (4), or paragraph (e) of this section, as appropriate to the type rating sought, then—

- (1) The applicant must complete the following tasks on the practical test in an aircraft appropriate to category, class, and type for the rating sought: Preflight inspection, normal takeoff, normal instrument landing system (ILS) approach, missed approach, and normal landing; or
- (2) The applicant will be issued with an SIC aircraft type rating.

(g) For powered-lift aircraft only, the limitation described under paragraph (f)(2) of this section may be removed from the pilot certificate if the applicant complies with the following—

- (1) Performs 25 hours of flight time in an aircraft type for which the limitation applies under the direct observation of the pilot in command who holds a type rating, without limitations,

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for the aircraft;

- (2) Logs each flight and the pilot in command who observed the flight attests in writing to each flight;
- (3) Obtains the flight time while performing the duties of pilot in command; and
- (4) Presents evidence of the supervised operating experience to the President to have the limitation removed.

§ 61.89 Instrument Rating Requirements.

(a) *General.* A person who applies for an instrument rating must—

- (1) Hold at least a current private pilot certificate, or be concurrently applying for a private pilot certificate, with an airplane, helicopter, or powered-lift rating appropriate to the instrument rating sought;
- (2) Except when the applicant already holds an instrument rating, pass the required knowledge test on the aeronautical knowledge areas of Appendix B to GACAR Part 141;
- (3) Have—
 - (i) Received a certificate of graduation from an approved instrument rating certification course under Appendix B to GACAR Part 141, or a combined private pilot certification and instrument rating course under Appendix L to GACAR Part 141, applicable to the aircraft rating sought;
 - (ii) Completed an approved instrument rating training program of an air operator conducting operations under GACAR Part 121; or
 - (iii) Received and logged ground and flight training, from an appropriately certificated and rated instructor on the applicable areas of operation for an instrument rating, as prescribed in Appendix B to GACAR Part 141, and met the applicable aeronautical experience requirements of Appendix E to this part. Effective Jan 1st 2023 appropriately certificated and rated non-Saudi national instructors, except GCC national instructors must be employed by a GACA certificated pilot school.

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(4) Pass the required practical test on the areas of operation in Appendix B to GACAR Part 141 in—

(i) An airplane, helicopter, or powered-lift appropriate to the rating sought; or

(ii) An FSTD appropriate to the rating sought and for the specific maneuver or instrument approach procedure performed. If an approved FTD is used for the practical test, the instrument approach procedures conducted in that FTD are limited to one precision and one nonprecision approach, provided the FTD is approved for the procedure performed.

(b) No person may act as PIC 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 airman certificate issued under this part for any aircraft or powered-lift being flown;

(2) An ATP certificate with the appropriate aircraft category, class, and type rating (if required) for the aircraft being flown;

(3) For a glider, a pilot certificate with a glider category rating and an airplane instrument rating; or

(4) For an airship, a commercial pilot certificate with a lighter-than-air category rating and airship class rating.

(c) If instrument rating privileges are to be exercised in multi-engine aircraft, the flight training required under this section must include training for the operation of a multi-engine aircraft of the category appropriate to the rating sought solely by reference to instruments with one engine inoperative.

(d) A person holding or applying for an instrument rating on a private pilot certificate must—

(1) Hold a Class 1 medical certificate or

(2) Have established hearing acuity based on compliance with the hearing requirements for the issue of a Class 1 medical certificate.

§ 61.91 Glider and Unpowered Ultralight Vehicle Towing: Experience and Training

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Requirements.

(a) No person may act as PIC for towing a glider or unpowered ultralight vehicle unless that person—

(1) Holds a private, commercial, or ATP license with a category rating for powered aircraft;

(2) Has logged at least 100 hours of PIC time in the aircraft category, class and type, if required, that the pilot is using to tow a glider or unpowered ultralight vehicle;

(3) Has a logbook endorsement from an authorized instructor who certifies that the person has received ground and flight training in gliders or unpowered ultralight vehicles and is proficient in—

(i) The techniques and procedures essential to the safe towing of gliders or unpowered ultralight vehicles, including airspeed limitations;

(ii) Emergency procedures;

(iii) Signals used; and

(iv) Maximum angles of bank.

(4) Has logged at least three flights as the sole manipulator of the controls of an aircraft while towing a glider or unpowered ultralight vehicle, or has simulated towing flight procedures in an aircraft while accompanied by a pilot who meets the requirements of paragraphs (b) and (c) of this section;

(5) Has received a logbook endorsement from a pilot described in paragraph (a)(4) of this section, certifying that the person has accomplished at least three flights in an aircraft while towing or simulating towing flight procedures; and

(6) Within 24 months before the flight has—

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

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(ii) Made at least three flights as PIC of a glider or unpowered ultralight vehicle towed by an aircraft.

(b) The pilot described in paragraph (a)(4) of this section who endorses the logbook of a person seeking towing privileges must have—

(1) Met the requirements of this section prior to endorsing the logbook of the person seeking towing privileges and

(2) Logged at least 10 flights as PIC of an aircraft while towing a glider or unpowered ultralight vehicle.

(c) If the pilot described in paragraph (a)(4) of this section holds only a private pilot license, then that pilot must have—

(1) Logged at least 100 hours of PIC time in airplanes or 200 hours of PIC time in powered and/or unpowered aircraft and

(2) Performed and logged at least three flights within the 12 months preceding the month that the pilot accompanies or endorses the logbook of a person seeking towing privileges—

(i) In an aircraft while towing a glider or unpowered ultralight vehicle accompanied by another pilot who meets the requirements of this section; or

(ii) As PIC of a glider or unpowered ultralight vehicle being towed by another aircraft.

§ 61.93 Current or Former Armed Forces Pilots: Special Rules.

(a) *General.* Except for a person who has been removed from flying status for lack of proficiency or because of a disciplinary action involving aircraft operations, a current or former KSA Armed Forces pilot who meets the requirements of this section may apply, based on his KSA Armed Forces pilot qualifications, for—

(1) A commercial pilot certificate with the appropriate aircraft category and class rating,

(2) An instrument rating with the appropriate aircraft rating, and

(3) A type rating.

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(b) *Current and former KSA Armed Forces pilots.* A person who qualifies as a current or former KSA Armed Forces pilot may apply for a pilot certificate and ratings under paragraph (a) of this section if the applicant—

- (1) Presents documents described under paragraphs (h)(1) through (3) of this section that show the applicant’s status in the Armed Forces.
- (2) Has passed the GACA aeronautical knowledge test on the appropriate parts for commercial pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules.
- (3) Presents official Armed Forces records that show compliance with one of the following requirements:
 - (i) Before the date of the application, passing an official Armed Forces pilot and instrument proficiency check in an Armed Forces aircraft of the kind of aircraft category, class, and type (if class or type of aircraft is applicable) for the ratings sought; or
 - (ii) Before the date of the application, logging 10 hours of Armed Forces pilot time in an Armed Forces aircraft in the kind of aircraft category, class, and type (if a class rating or type rating is applicable) for the aircraft rating sought.
- (4) Has been assessed in English language proficiency with a minimum of Level 4 as prescribed in Appendix A to this part.
- (5) Passes the appropriate practical test administered by a GACA aviation safety inspector or examiner if the applicant is seeking a GACA Commercial Pilot License without an aircraft type rating.
- (6) Passes the appropriate aircraft type rating practical test administered by a GACA aviation safety inspector or examiner if the applicant is seeking a GACA Commercial Pilot License concurrently with an aircraft type rating.

(c) Reserved.

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(d) *Instrument rating.* A person who is qualified as a current or former KSA Armed Forces pilot may apply for an instrument rating to be added to a pilot certificate if he—

- (1) Passes appropriate practical tests administered by a GACA aviation safety inspector for non-transport aircraft experience and a GACA aviation safety inspector or examiner for pilots with transport aircraft experience.

(e) *Aircraft type rating.* An aircraft type rating may only be issued—

- (1) For a type of aircraft that has a comparable civilian type designation by the President.
- (2) When the applicant passes appropriate practical tests administered by a GACA aviation safety inspector for non-transport aircraft experience and a GACA aviation safety inspector or examiner for pilots with transport aircraft experience.

(f) *Aircraft type rating placed on an ATP certificate.* A person who is a current or former KSA Armed Forces pilot and requests an aircraft type rating to be placed on an existing Saudi Arabian ATP license may be issued the rating at the ATP licensure level, provided he—

- (1) Holds a category and class rating for that type of aircraft at the ATP licensure level.
- (2) Passes appropriate practical tests administered by a GACA aviation safety inspector for non-transport aircraft experience and a GACA aviation safety inspector or examiner for pilots with transport aircraft experience.

(g) Reserved.

(h) *Documents for qualifying for a pilot certificate and rating.* The following documents are required for a person to apply for a pilot certificate and rating:

- (1) An official KSA Armed Forces record that shows the person is or was a KSA Armed Forces pilot;
- (2) An official KSA Armed Forces record that shows the person graduated from a KSA Armed Forces undergraduate pilot training school and received a rating qualification as a KSA Armed Forces pilot; and

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(3) An official KSA Armed Forces record indicating applicant’s compliance with the applicable requirements of Appendix D to this part in addition to Appendix E to this part for Instrument rating applicant applicants.

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SUBPART D – STUDENT PILOTS

§ 61.101 Applicability.

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

§ 61.103 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for a student pilot certificate, an applicant must—

- (a) Be at least 16 years of age for other than the operation of a glider or balloon; or
- (b) Be at least 14 years of age for the operation of a glider or balloon.

§ 61.105 Medical Certificate.

- (a) Except as provided in paragraph (b) of this section, a person must hold at least a Class 2 medical certificate when exercising the privileges of a student pilot certificate.
- (b) Student pilots training to become a sport pilot need only hold at least a Class 3 medical certificate when exercising the privileges of a student pilot certificate.

§ 61.107 Application.

An application for a student pilot certificate must be made on a form and in a manner provided by the President.

§ 61.109 Solo Flight by Student Pilots.

(a) *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 student pilot certificate for the specific make and model of aircraft to be flown in accordance with the approved training program as prescribed in GACAR Part 141 or the requirements contained in Appendix B to this part;

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(2) An endorsement in the student's logbook by an authorized instructor, who gave the training within the 90 days preceding the date of the flight for the specific make and model of aircraft to be flown; and

(3) An endorsement in the student's logbook by an authorized instructor which attests to the student's ability to speak and understand the English language at a level that provides an acceptable level of safety for the intended solo flights.

(b) *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 he has received—

(1) Flight training at night on night flying procedures, including takeoffs, approaches, landings, and go-arounds at the aerodrome where the solo flight will be conducted;

(2) Navigation training at night in the vicinity of the aerodrome where the solo flight will be conducted; and

(3) An endorsement in the student's logbook by an authorized instructor, who gave the training within the 90-day period preceding the date of the flight for the specific make and model of aircraft to be flown for night solo flight.

§ 61.111 Privileges and Limitations.

(a) Subject to the limitations of this section, a student pilot may act as PIC of any aircraft for which he has received the endorsements described in GACAR § 61.109(a) for the purposes of flight training or taking the practical test.

(b) A student pilot may not act as PIC 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;

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- (6) With a flight or surface visibility of less than 5 km during daylight hours or 8 km 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.

(c) A student pilot may not act as a required flight crew member on any aircraft for which more than one pilot is required by the type certificate of the aircraft or regulations under which the flight is conducted, except when receiving flight training from an authorized instructor on board an airship and no person other than a required flight crew member is carried on the aircraft.

(d) A student pilot seeking a sport pilot certificate must comply with the provisions of paragraphs (a), (b), and (c) of this section and may not act as PIC—

- (1) Of an aircraft other than a light-sport aircraft;
- (2) At night;
- (3) At an altitude of more than 10 000 ft (3 050 m) MSL or 2 000 ft (600 m) above ground level (AGL), whichever is higher;
- (4) Without having received the ground and flight training specified in GACAR § 61.115 and an endorsement from an authorized instructor—
 - (i) In Class B, C, and D airspace;
 - (ii) At an aerodrome located in Class B, C, or D airspace; or
 - (iii) To, from, through, or on an aerodrome with an operational control tower.
- (5) Of a light-sport aircraft without having received the applicable ground training, flight training, and instructor endorsements specified in GACAR §§ 61.247(a) and (b).

(e) *Student pilot certificate duration.*

- (1) For a student pilot who has not reached his 40th birthday, the student pilot certificate

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does not expire until 60 months after the month of the date of examination on the medical certificate.

(2) For a student pilot who has reached his 40th birthday, the student pilot certificate does not expire until 24 months after the month of the date of examination shown on the medical certificate.

(3) For a student pilot seeking a glider rating, balloon rating, or sport pilot certificate, the student pilot certificate does not expire until 60 months after the month of the date issued, regardless of his age.

§ 61.113 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 NM from the aerodrome from where the flight originated.

(ii) Making a solo flight and landing at any location other than the aerodrome 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 ground and flight training from an authorized instructor on cross-country maneuvers and procedures, in accordance with an approved training program as prescribed in GACAR Part 141 or the requirements contained in Appendix B to this part that are appropriate to the aircraft to be flown.

(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 GACAR § 61.109 in the make and model of aircraft or similar make and model

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of aircraft for which solo cross-country privileges are sought.

(iv) Comply with any limitations included in the authorized instructor's endorsement that are required by paragraph (c) of this section.

(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 aerodrome 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 aerodrome that is within 25 NM from the aerodrome where the student pilot normally receives training, provided—

(i) An authorized instructor has given the student pilot flight training at the other aerodrome, and that training includes flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other aerodrome.

(ii) The authorized instructor who gave the training endorses the student pilot's logbook, authorizing the flight.

(iii) The student pilot has a solo flight endorsement in accordance with GACAR § 61.109.

(iv) The authorized instructor has determined that the student pilot is proficient to make the flight.

(v) The purpose of the flight is to practice takeoffs and landings at that other aerodrome.

(2) Repeated specific solo cross-country flights may be made to another aerodrome that is within 50 NM of the aerodrome 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 aerodromes 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.

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(iii) The student has a solo flight endorsement in accordance with GACAR § 61.109.

(iv) The student has a solo cross-country flight endorsement in accordance with paragraph (b) of this section; however, separate endorsements are not required for each flight for repeated solo cross-country flights to another aerodrome within 50 NM from which the flight originated.

(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 certificate 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 his student pilot certificate 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 his logbook for the specific make and model of aircraft to be flown and

(ii) For each cross-country flight, the authorized instructor who reviews the cross-country planning must make an endorsement in the student's logbook after reviewing his cross-country planning, as specified in paragraph (c) 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 he is prepared to make the flight safely under the known conditions.

(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—

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- (1) Determined that the student's cross-country planning is correct for the flight.
- (2) Reviewed the current and forecast weather conditions and 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.
- (5) Determined that the student's solo flight endorsement is current for the make and model of aircraft to be flown.

§ 61.115 Student Pilot Seeking a Sport Pilot Certificate: Operations at Aerodromes Within, and in Airspace Located Within, Class B, C, and D Airspace or at Aerodromes With an Operational Control Tower in Other Airspace.

(a) A student pilot seeking a sport pilot certificate who wants to obtain privileges to operate in Class B, C, and D airspace; at an aerodrome located in Class B, C, or D airspace; and to, from, through, or at an aerodrome with an operational control tower must receive and log ground and flight training from an authorized instructor in the following aeronautical knowledge areas and areas of operation:

- (1) The use of radios, communications, navigation systems and facilities, and radar services;
- (2) Operations at aerodromes with an operating control tower, including three takeoffs and three landings to a full stop, with each landing involving a flight in the traffic pattern;
- (3) Applicable flight rules of GACAR Part 91 for operations in Class B, C, and D airspace and air traffic control (ATC) clearances;
- (4) Ground and flight training for the specific Class B, C, or D airspace for which the solo flight is authorized (if applicable) within the 90-day period preceding the date of the flight in that airspace; and
- (5) Ground and flight training for the specific aerodrome located in Class B, C, or D airspace for which the solo flight is authorized (if applicable) within the 90-day period preceding the

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date of the flight at that aerodrome. The flight and ground training must be received at the specific aerodrome for which solo flight is authorized.

(b) The authorized instructor who provides the training specified in paragraph (a) of this section must provide a logbook endorsement that certifies the student has received that training and is proficient to conduct solo flight in that specific airspace or at that specific aerodrome and in those aeronautical knowledge areas and areas of operation specified in this section.

§ 61.117 Operations in Class B Airspace and at Aerodromes Located Within Class B Airspace.

(a) A student pilot may not operate an aircraft on a solo flight in Class B airspace unless—

- (1) He 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) His logbook has been endorsed by the authorized instructor who gave him flight training, and the endorsement is dated within the 90-day period preceding the date of the flight in that Class B airspace area.
- (3) The logbook endorsement specifies that he has received the required ground and flight training and has been found proficient to conduct solo flights 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 aerodrome located within Class B airspace pursuant to GACAR § 91.131(b) unless—

- (1) He has received both ground and flight training from an instructor authorized to provide training to operate at that aerodrome, and the flight and ground training has been received at the specific aerodrome for which the solo flight is authorized.
- (2) His logbook has been endorsed by the authorized instructor who gave him flight training, and the endorsement is dated within the 90-day period preceding the date of the flight at that aerodrome.
- (3) The logbook endorsement specifies that he has received the required ground and flight

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training and has been found proficient to conduct solo flight operations at that specific aerodrome.

(c) This section does not apply to a student pilot seeking a sport pilot certificate.

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SUBPART E – PRIVATE PILOTS

§ 61.131 Applicability.

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

§ 61.133 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for a private pilot certificate, a person must—

- (a) Be at least 17 years of age for a rating in other than a glider or balloon.
- (b) Be at least 16 years of age for a rating in a glider or balloon.
- (c) Pass the required knowledge test on the aeronautical knowledge areas listed in Appendix A to GACAR Part 141.
- (d) Have—
 - (1) Received a certificate of graduation from an approved private pilot certification course at a pilot school under Appendix A to GACAR Part 141, or a combined private pilot certification and instrument rating course under Appendix L to GACAR Part 141, applicable to the aircraft rating sought;
 - (2) Received a certificate of graduation from an approved private pilot certification course at a training center under GACAR Part 142, or a combined private pilot certification and instrument rating course at a training center under GACAR Part 142, applicable to the aircraft rating sought;
 - (3) Completed an approved private pilot certificate training program of an air operator conducting operations under GACAR Part 121; or
 - (4) Received and logged ground and flight training, from an appropriately certificated and rated instructor, on the applicable areas of operation for a private pilot certificate that apply to

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the aircraft category and class rating sought, as prescribed in Appendix A to GACAR Part 141, and met the aeronautical experience requirements of Appendix C to this part. Effective Jan 1st, 2023 appropriately certificated and rated non-Saudi national instructors, except GCC national instructors must be employed by a GACA certificated pilot school.

- (e) Pass a practical test on the areas of operation listed in Appendix A to GACAR Part 141 that apply to the aircraft rating sought.
- (f) Comply with the appropriate sections of this part that apply to the aircraft category and class rating sought.
- (g) Hold a Saudi Arabian student pilot certificate or sport pilot certificate.
- (h) Hold at least a Class 2 medical certificate.

§ 61.135 Privileges and Limitations.

(a) *PIC*.

(1) Subject to the provisions of this part and any limitations imposed by the President, a person who holds a private pilot certificate may act as PIC of aircraft for each category, class, and type (if a type rating is required) for which he is rated.

(2) Except as provided in paragraphs (a)(3) through (6) of this section, no person who holds a private pilot certificate may act as PIC of an aircraft carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as PIC of an aircraft.

(3) 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, aerodrome expenditures, or rental fees, and the operation is sanctioned and under the direction and control of an organization that conducts search and location operations.

(4) 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.

(5) A private pilot who meets the requirements of GACAR § 61.91 may act as a PIC of an aircraft towing a glider or unpowered ultralight vehicle.

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(6) A private pilot may act as PIC for the purpose of conducting a production flight test in a light-sport aircraft intended for certification in the light-sport category under GACAR § 21.190, provided—

(i) The aircraft is a powered parachute or a weight-shift-control aircraft.

(ii) The person has at least 100 hours of PIC time in the category and class of aircraft flown.

(iii) The person is familiar with the processes and procedures applicable to the conduct of production flight testing, to include operations conducted under a special flight permit and any associated operating limitations.

(b) *SIC of aircraft requiring more than one pilot.*

Except as provided in GACAR § 61.135(a), no private pilot may, for compensation or hire, act as SIC of an aircraft that is type certificated for more than one pilot, nor may that pilot act as SIC of such an aircraft that is carrying passengers or property for compensation or hire.

(c) *Balloon rating.*

(1) If a person who applies for a private pilot certificate with a balloon rating takes a practical test in a balloon with an airborne heater—

(i) The private pilot certificate will contain a limitation restricting the exercise of the privileges of that certificate to a balloon with an airborne heater; and

(ii) The limitation may be removed when the person obtains the required aeronautical experience in a gas balloon and receives a logbook endorsement from an authorized instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(2) If a person who applies for a private pilot certificate with a balloon rating takes a practical test in a gas balloon—

(i) The private pilot certificate will contain a limitation restricting the exercise of the privilege of that certificate to a gas balloon and

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(ii) The limitation may be removed when the person obtains the required aeronautical experience in a balloon with an airborne heater and receives a logbook endorsement from an authorized instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

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SUBPART F – COMMERCIAL PILOTS

§ 61.151 Applicability.

This subpart prescribes the requirements for the issuance of commercial pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the privileges and limitations for persons who hold those certificates and ratings.

§ 61.153 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for a commercial pilot certificate, a person must—

- (a) Be at least 18 years of age.
- (b) Pass the required knowledge test on the aeronautical knowledge areas listed in Appendix C to GACAR Part 141.
- (c) Have—
 - (1) Received a certificate of graduation from an approved commercial pilot certification course under Appendix C to GACAR Part 141 applicable to the aircraft category and class rating sought;
 - (2) Received a certificate of graduation from an approved commercial pilot certification course at a training center under GACAR Part 142, applicable to the aircraft rating sought;
 - (3) Completed an approved commercial pilot certificate training program of an air operator conducting operations under GACAR Part 121; or
 - (4) Received and logged ground and flight training, from an appropriately certificated and rated instructor, on the applicable areas of operation for a commercial pilot certificate that apply to the aircraft category and class rating sought, as prescribed in Appendix C to GACAR Part 141 , and met the aeronautical experience requirements of Appendix D to this part. Effective Jan 1st, 2023 appropriately certificated and rated non-Saudi national instructors, except GCC national instructors must be employed by a GACA certificated pilot school.

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- (d) Pass the required practical test on the areas of operation listed in Appendix C to GACAR Part 141 that apply to the aircraft category and class rating sought.
- (e) Hold at least a private pilot certificate issued under this part or meet the requirements of GACAR § 61.93.
- (f) Comply with the sections of this part that apply to the aircraft category and class rating sought.
- (g) Hold a Class 1 medical certificate, except persons undergoing the practical test for or exercising the privileges of a commercial pilot certificate with a glider category rating or balloon class rating in a glider or a balloon, as appropriate, need only hold a Class 2 medical certificate.

§ 61.155 Privileges and Limitations.

(a) *Privileges* —

(1) *General.* A person who holds a commercial pilot certificate may exercise the same privileges as a person who holds a private pilot certificate.

(2) *Operations for compensation or hire.* A person who holds a commercial pilot certificate may act as PIC of an aircraft—

(i) Carrying persons or property for compensation or hire, provided the person is qualified in accordance with this part and with the other GACAR parts that apply to the operation and

(ii) For compensation or hire, provided the person is qualified in accordance with this part and with the other GACAR parts that apply to the operation.

(3) *Commercial pilots with lighter-than-air category ratings.* A person with a commercial pilot certificate with a lighter-than-air category rating may—

(i) For an airship—

(A) Give flight and ground training in an airship for the issuance of a certificate or rating.

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(B) Give an endorsement for a pilot certificate with an airship rating.

(C) Endorse a student pilot certificate or logbook for solo operating privileges in an airship.

(D) Act as PIC of an airship under IFR or in weather conditions less than the minimum prescribed for VFR flight.

(E) Give flight and ground training and endorsements that are required for a flight review, an operating privilege, or recency-of-experience requirements of this part.

(ii) For a balloon—

(A) Give flight and ground training in a balloon for the issuance of a certificate or rating.

(B) Give an endorsement for a pilot certificate with a balloon rating.

(C) Endorse a student pilot certificate or logbook for solo operating privileges in a balloon.

(D) Give ground and flight training and endorsements that are required for a flight review, an operating privilege, or recency-of-experience requirements of this part.

(b) *Limitations* —

(1) A person who applies for a commercial pilot certificate 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 certificate that contains the limitation, “The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 NM or at night is prohibited.” The limitation may be removed when the person satisfactorily accomplishes the requirements listed in GACAR § 61.89 for an instrument rating in the same category and class of aircraft listed on the person’s commercial pilot certificate.

(2) If a person who applies for a commercial pilot certificate with a balloon rating takes a practical test in a balloon with an airborne heater—

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- (i) The commercial pilot certificate will contain a limitation restricting the exercise of the privileges of that certificate to a balloon with an airborne heater; and
- (ii) The limitation specified in paragraph (b)(2)(i) of this section may be removed when the person obtains the required aeronautical experience in a gas balloon and receives a logbook endorsement from an authorized instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a gas balloon.
- (3) If a person who applies for a commercial pilot certificate with a balloon rating takes a practical test in a gas balloon—
- (i) The pilot certificate will contain a limitation restricting the exercise of the privileges of that certificate to a gas balloon; and
- (ii) The limitation specified in paragraph (b)(3)(i) of this section may be removed when the person obtains the required aeronautical experience in a balloon with an airborne heater and receives a logbook endorsement from an authorized instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

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SUBPART G – AIRLINE TRANSPORT PILOTS

§ 61.171 Applicability.

This subpart prescribes the requirements for the issuance of ATP certificates and ratings, the conditions under which those certificates and ratings are necessary, and the privileges and limitations for persons who hold those certificates and ratings.

§ 61.173 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for an ATP certificate, a person must—

(a) Be at least 23 years of age.

(b) Be of good moral character.

(c) Meet at least one of the following requirements:

(1) Holds a commercial pilot certificate with an instrument rating issued under this part; or

(2) Holds a foreign ATP license with instrument privileges that—

(i) Was issued by a Contracting State to the Convention on International Civil Aviation; and

(ii) Contains no geographical limitations.

(d) For an airline transport pilot certificate with an airplane category multiengine class rating or an airline transport pilot certificate obtained concurrently with an airplane type rating, receive a graduation certificate from an authorized training provider certifying completion of the airline

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transport pilot certification training program specified in §61.177 before applying for the knowledge test required by paragraph (g) of this section with the following applicability :

(1) After December 31 ,2019, all applicants except for applicants with aeronautical experience of more than 1500 hours in turbo jet airplanes obtained within GACA certificated commercial air operators.

(2) After December, 31,2023, all applicants.

(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 § 61.175 (c)that apply to the aircraft category and class rating sought, except for holders of foreign ATP licenses as in § 61.173 (c) (2) with a minimum of 2000 hours of aeronautical experience as Air Transport Pilots in (PIC) capacity on turbojets in commercial aviation environment.

(g) Pass the practical test on the areas of operation listed in § 61.179 (e) in this part that apply to the aircraft category and class rating sought.

(h) Comply with the sections of this subpart that apply to the aircraft category and class rating sought.

(i) Hold a Class 1 medical certificate, except persons undergoing the practical test for or exercising the privileges of an ATP certificate with a glider category rating or balloon class rating in a glider or a balloon, as appropriate, need only hold a Class 2 medical certificate.

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§ 61.175 Aeronautical knowledge.

(a) General. The knowledge test for an airline transport pilot certificate 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 certificate is not required to pass a knowledge test if that person's airline transport pilot certificate lists the aircraft category and class rating that is appropriate to the type rating sought.

(c) Aeronautical knowledge areas.

(1) Applicable GACARs of this chapter that relate to airline transport pilot privileges, limitations, and flight operations;

(2) Meteorology, including knowledge of and effects of fronts, frontal characteristics, cloud formations, icing, and upper-air data;

(3) General system of weather and NOTAM collection, dissemination, interpretation, and use;

(4) Interpretation and use of weather charts, maps, forecasts, sequence reports, abbreviations, and symbols;

(5) National Weather Service functions as they pertain to operations in the KSA National Airspace System;

(6) Windshear and microburst awareness, identification, and avoidance;

(7) Principles of air navigation under instrument meteorological conditions in the National Airspace System;

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(8) Air traffic control procedures and pilot responsibilities as they relate to en route operations, terminal area and radar operations, and instrument departure and approach procedures;

(9) Aircraft loading, weight and balance, use of charts, graphs, tables, formulas, and computations, and their effect on aircraft performance;

(10) Aerodynamics relating to an aircraft's flight characteristics and performance in normal and abnormal flight regimes;

(11) Human factors;

(12) Aeronautical decision making and judgment;

(13) Crew resource management to include crew communication and coordination; and

(14) After December 31, 2023, for airplane category multiengine class rating or airplane type rating, the content of the airline transport pilot certification training program in §61.177.

(d) An applicant who successfully completes the knowledge test for an airline transport pilot certificate prior to January 1, 2024, must successfully complete the practical test within 24 months from the month in which the knowledge test was successfully completed. An applicant who passes the knowledge test prior to January 1, 2024, but fails to successfully complete the airplane category with a multiengine class rating practical test within 24 months must complete the airline transport pilot certification training program specified in §61.177 and retake the knowledge test prior to applying for the airplane category with a multiengine class rating practical test.

§ 61.177 Training requirements: Airplane category - multiengine class rating or airplane type rating concurrently with airline transport pilot certificate.

After December 31, 2023, a person who applies for the knowledge test for an airline transport pilot certificate with an airplane category multiengine class rating must present a graduation certificate

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from an authorized training provider under GACAR parts 121, 135, 141, or 142 , certifying the applicant has completed the following training in a course approved by the Administrator.

(a) Academic training. The applicant for the knowledge test must receive at least 30 hours of classroom instruction that includes the following:

- (1) At least 8 hours of instruction on aerodynamics including high altitude operations;
- (2) At least 2 hours of instruction on meteorology, including adverse weather phenomena and weather detection systems; and
- (3) At least 14 hours of instruction on air carrier operations, including the following areas:
 - (i) Physiology;
 - (ii) Communications;
 - (iii) Checklist philosophy;
 - (iv) Operational control;
 - (v) Minimum equipment list/configuration deviation list;
 - (vi) Ground operations;
 - (vii) Turbine engines;
 - (viii) Transport category aircraft performance;
 - (ix) Automation, navigation, and flight path warning systems.

- (4) At least 6 hours of instruction on leadership, professional development, crew resource

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management, and safety culture.

(b) FSTD training. The applicant for the knowledge test must receive at least 10 hours of training in a flight simulation training device qualified under GACAR part 60 that represents a multiengine turbine airplane. The training must include the following:

(1) At least 6 hours of training in a Level C or higher full flight simulator qualified under GACAR part 60 of that represents a multiengine turbine airplane with a maximum takeoff mass of 18200 KG or greater. The training must include the following areas:

(i) Low energy states/stalls;

(ii) Upset recovery techniques; and

(iii) Adverse weather conditions, including icing, thunderstorms, and crosswinds with gusts.

(2) The remaining FSTD training may be completed in a Level 4 or higher flight simulation training device. The training must include the following areas:

(i) Navigation including flight management systems; and

(ii) Automation including autoflight.

(c) Regulatory relief. The President may issue a regulatory relief from the weight requirement in paragraph (b)(1) of this section upon a determination that the objectives of the training can be met in an alternative device.

§ 61.179 Flight proficiency

(a) *General.*

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(1) The practical test for an airline transport pilot certificate is given for—

- (i) An airplane category and single engine class rating.
- (ii) An airplane category and multiengine class rating.
- (iii) A rotorcraft category and helicopter class rating.
- (iv) A powered-lift category rating.
- (v) An aircraft type rating.

(2) A person who is applying for an airline transport pilot practical test must meet—

- (i) The eligibility requirements of §61.173; and
- (ii) The aeronautical knowledge and aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought.

(b) *Aircraft type rating.* Except as provided in paragraph (c) of this section, a person who applies for an aircraft type rating to be added to an airline transport pilot certificate or applies for a type rating to be concurrently completed with an airline transport pilot certificate:

- (1) Must receive and log ground and flight training from an authorized instructor on the areas of operation under this section that apply to the aircraft type rating;
- (2) Must receive a logbook endorsement from an authorized instructor that certifies the applicant completed the training on the areas of operation listed under paragraph (e) of this section that apply to the aircraft type rating; and
- (3) Must perform the practical test in actual or simulated instrument conditions, except as provided under paragraph (g) of this section.

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(c) *Exceptions.* A person who applies for an aircraft type rating to be added to an airline transport pilot certificate or an aircraft type rating concurrently with an airline transport pilot certificate, and who is an employee of a certificate holder operating under part 121 or part 135 of this chapter, does not need to comply with the requirements of paragraph (b) of this section if the applicant presents a training record that shows completion of that certificate holder's approved training program for the aircraft type rating.

(d) *Upgrading type ratings.* Any type rating(s) and limitations on a pilot certificate of an applicant who completes an airline transport pilot practical test will be included at the airline transport pilot certification level, provided the applicant passes the practical test in the same category and class of aircraft for which the applicant holds the type rating(s).

(e) *Areas of operation.*

(1) For an airplane category—single engine class rating:

- (i) Preflight preparation;
- (ii) Preflight procedures;
- (iii) Takeoff and departure phase;
- (iv) In-flight maneuvers;
- (v) Instrument procedures;
- (vi) Landings and approaches to landings;
- (vii) Normal and abnormal procedures;
- (viii) Emergency procedures; and

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- (ix) Postflight procedures.
- (2) For an airplane category—multiengine class rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Takeoff and departure phase;
 - (iv) In-flight maneuvers;
 - (v) Instrument procedures;
 - (vi) Landings and approaches to landings;
 - (vii) Normal and abnormal procedures;
 - (viii) Emergency procedures; and
 - (ix) Postflight procedures.
- (3) For a powered-lift category rating:
 - (i) Preflight preparation;
 - (ii) Preflight procedures;
 - (iii) Takeoff and departure phase;
 - (iv) In-flight maneuvers;

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(v) Instrument procedures;

(vi) Landings and approaches to landings;

(vii) Normal and abnormal procedures;

(viii) Emergency procedures; and

(ix) Postflight procedures.

(4) For a rotorcraft category—helicopter class rating:

(i) Preflight preparation;

(ii) Preflight procedures;

(iii) Takeoff and departure phase;

(iv) In-flight maneuvers;

(v) Instrument procedures;

(vi) Landings and approaches to landings;

(vii) Normal and abnormal procedures;

(viii) Emergency procedures; and

(ix) Postflight procedures.

(f) *Proficiency and competency checks conducted under part 121, part 135.*

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(1) Successful completion of any of the following checks satisfies the flight proficiency requirements of this section for the issuance of an airline transport pilot certificate and/or the appropriate aircraft rating:

(i) A proficiency check under §121.797 of this chapter.

(ii) Both a competency check under §135.349(a)(2) and §135.349(b) of this chapter and pilot-in-command instrument proficiency check under §135.351 of this chapter.

(2) The checks specified in paragraph (f)(1) of this section must be conducted by one of the following:

(i) A GACA Aviation Safety Inspector.

(ii) An Aircrew Program Designee who is authorized to perform proficiency and/or competency checks for the air carrier whose approved training program has been satisfactorily completed by the pilot applicant.

(iii) A Training Center Evaluator with appropriate certification authority who is also authorized to perform the portions of the competency and/or proficiency checks required by paragraph (f)(1) of this section for the air carrier whose approved training program has been satisfactorily completed by the pilot applicant.

(g) *Aircraft not capable of instrument maneuvers and procedures.* An applicant may add a type rating to an airline transport pilot certificate with an aircraft that is not capable of the instrument maneuvers and procedures required on the practical test under the following circumstances—

(1) The rating is limited to “VFR only.”

(2) The type rating is added to an airline transport pilot certificate that has instrument privileges in that category and class of aircraft.

(3) The “VFR only” limitation may be removed for that aircraft type after the applicant passes a practical test in that type of aircraft on the appropriate instrument maneuvers and procedures

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in §61.179.

(h) *Multiengine airplane with a single-pilot station.* An applicant for a type rating, at the ATP certification level, in a multiengine airplane with a single-pilot station must perform the practical test in the multi-seat version of that airplane. The practical test may be performed in the single-seat version of that airplane if the Examiner is in a position to observe the applicant during the practical test in the case where there is no multi-seat version of that multiengine airplane.

(i) *Single engine airplane with a single-pilot station.* An applicant for a type rating, at the ATP certification level, in a single engine airplane with a single-pilot station must perform the practical test in the multi-seat version of that single engine airplane. The practical test may be performed in the single-seat version of that airplane if the Examiner is in a position to observe the applicant during the practical test in the case where there is no multi-seat version of that single engine airplane.

(j) *Waiver authority.* An Examiner who conducts a practical test may waive any task for which the GACA has provided waiver authority.

§ 61.181 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 certificate with an airplane category and class rating must have at least 1,500 hours of total time as a pilot that includes at least:

(1) 500 hours of cross-country time.

(2) 100 hours of night flight time.

(3) 50 hours of flight time in the class of airplane for the rating sought. A maximum of 25 hours of training in a full flight simulator representing the class of airplane for the rating sought may be credited toward the flight time requirement of this paragraph if the training was accomplished as part of an approved training course in parts 121, 135, 141, or 142 of this chapter. A flight training device or aviation training device may not be used to satisfy this

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requirement.

(4) 75 hours of instrument flight time, in actual or simulated instrument conditions, subject to the following:

(i) Except as provided in paragraph (a)(4)(ii) of this section, an applicant may not receive credit for more than a total of 25 hours of simulated instrument time in a full flight simulator or flight training device.

(ii) A maximum of 50 hours of training in a full flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a)(4) of this section if the training was accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(iii) Training in a full flight simulator or flight training device must be accomplished in a full flight simulator or flight training device, representing an airplane.

(5) 250 hours of flight time in an airplane as a pilot in command, or as second in command performing the duties of pilot in command while under the supervision of a pilot in command, or any combination thereof, which includes at least—

(i) 100 hours of cross-country time; and

(ii) 25 hours of night flight time.

(6) Not more than 100 hours of the total aeronautical experience requirements of paragraph (a) of this section may be obtained in a full flight simulator or flight training device provided the device represents an airplane and the aeronautical experience was accomplished as part of an approved training course in parts 121, 135, 141, or 142 of this chapter.

(b) A person who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop for 1 hour of night flight time to satisfy the requirements of paragraph (a)(2) of this section; however, not more than 25 hours of night flight

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time may be credited in this manner.

(c) A commercial pilot may log the following flight engineer flight time toward the 1,500 hours of total time as a pilot required by paragraph (a) of this section:

(1) Flight-engineer time, provided the time—

(i) Is acquired in an airplane required to have a flight engineer by the airplane's flight manual or type certificate;

(ii) Is acquired while engaged in operations under GACAR part 121 for which a flight engineer is required;

(iii) Is acquired while the person is participating in a pilot training program approved under GACAR part 121 ; and

(iv) Does not exceed more than 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

(2) Flight-engineer time, provided the flight time—

(i) Is acquired as a KSA Armed Forces flight engineer crewmember in an airplane that requires a flight engineer crewmember by the flight manual;

(ii) Is acquired while the person is participating in a flight engineer crewmember training program for the KSA Armed Forces; and

(iii) Does not exceed 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

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§ 61.183 Aeronautical experience: Rotorcraft category and helicopter class rating.

(a) A person who is applying for an airline transport pilot certificate with a rotorcraft category and helicopter class rating, must have at least 1,200 hours of total time as a pilot that includes at least:

(1) 500 hours of cross-country time;

(2) 100 hours of night flight time, of which 15 hours are in helicopters;

(3) 200 hours of flight time in helicopters, which includes at least 75 hours as a pilot in command, or as second in command performing the duties of a pilot in command under the supervision of a pilot in command, or any combination thereof; and

(4) 75 hours of instrument flight time in actual or simulated instrument meteorological conditions, of which at least 50 hours are obtained in flight with at least 25 hours in helicopters as a pilot in command, or as second in command performing the duties of a pilot in command under the supervision of a pilot in command, or any combination thereof.

(b) Training in a full flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a)(4) of this section, subject to the following:

(1) Training in a full flight simulator or a flight training device must be accomplished in a full flight simulator or flight training device that represents a rotorcraft.

(2) Except as provided in paragraph (b)(3) of this section, an applicant may receive credit for not more than a total of 25 hours of simulated instrument time in a full flight simulator and flight training device.

(3) A maximum of 50 hours of training in a full flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a)(4) of this section if the aeronautical experience is accomplished in an approved course conducted by a training center certificated under GACAR part 142 .

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§ 61.185 Aeronautical experience: Powered-lift category rating.

(a) A person who is applying for an airline transport pilot certificate with a powered-lift category rating must have at least 1,500 hours of total time as a pilot that includes at least:

(1) 500 hours of cross-country time;

(2) 100 hours of night flight time;

(3) 250 hours in a powered-lift as a pilot in command, or as a second in command performing the duties of a pilot in command under the supervision of a pilot in command, or any combination thereof, which includes at least—

(i) 100 hours of cross-country time; and

(ii) 25 hours of night flight time.

(4) 75 hours of instrument flight time in actual or simulated instrument conditions, subject to the following:

(i) Except as provided in paragraph (a)(4)(ii) of this section, an applicant may not receive credit for more than a total of 25 hours of simulated instrument time in a flight simulator or flight training device.

(ii) A maximum of 50 hours of training in a flight simulator or flight training device may be credited toward the instrument flight time requirements of paragraph (a)(4) of this section if the training was accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(iii) Training in a flight simulator or flight training device must be accomplished in a flight simulator or flight training device that represents a powered-lift.

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(b) 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 a powered-lift, provided the aeronautical experience was obtained in an approved course conducted by a training center certificated under GACAR part 142 .

§ 61.187 Additional aircraft category and class ratings.

(a) Rotorcraft category and helicopter class rating. A person applying for an airline transport certificate with a rotorcraft category and helicopter class rating who holds an airline transport pilot certificate with another aircraft category rating must:

- (1) Meet the eligibility requirements of §61.173 of this part;
- (2) Pass a knowledge test on the aeronautical knowledge areas of §61.175(c) of this part;
- (3) Comply with the requirements in §61.179(b) of this part, if appropriate;
- (4) Meet the applicable aeronautical experience requirements of §61.183 of this part; and
- (5) Pass the practical test on the areas of operation of §61.179(e)(4) 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 §61.173 of this part;
- (2) Pass a knowledge test on the aeronautical knowledge areas of §61.175(c) of this part;
- (3) Comply with the requirements in §61.179(b) of this part, if appropriate;
- (4) Meet the applicable aeronautical experience requirements of §61.181 of this part; and

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(5) Pass the practical test on the areas of operation of §61.179(e)(1) of this part.

(c) Airplane category rating with a multiengine class rating. A person applying for an airline transport certificate with an airplane category and multiengine class rating who holds an airline transport certificate with another aircraft category rating must:

(1) Meet the eligibility requirements of §61.173 of this part;

(2) After December 31, 2023, successfully complete the airline transport pilot certification training program specified in §61.177;

(3) Pass a knowledge test for an airplane category multiengine class rating or type rating on the aeronautical knowledge areas of §61.175(c);

(4) Comply with the requirements in §61.179(b) of this part, if appropriate;

(5) Meet the aeronautical experience requirements of §61.181; and

(6) Pass the practical test on the areas of operation of §61.179(e)(2) of this part.

(d) Powered-lift category. A person applying for an airline transport pilot certificate with a powered-lift category rating who holds an airline transport certificate with another aircraft category rating must:

(1) Meet the eligibility requirements of §61.173 of this part;

(2) Pass a required knowledge test on the aeronautical knowledge areas of §61.175(c) of this part;

(3) Comply with the requirements in §61.179(b) of this part, if appropriate;

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(4) Meet the applicable aeronautical experience requirements of §61.185 of this part; and

(5) Pass the required practical test on the areas of operation of §61.179(e)(3) of this part.

(e) Additional class rating within the same aircraft category. Except as provided in paragraph (f) of this section, a person applying for an airline transport pilot certificate with an additional class rating who holds an airline transport certificate in the same aircraft category must—

(1) Meet the eligibility requirements of §61.173, except paragraph (g) of that section;

(2) Comply with the requirements in §61.179(b) of this part, if applicable;

(3) Meet the applicable aeronautical experience requirements of subpart G of this part; and

(4) Pass a practical test on the areas of operation of §61.179(e) appropriate to the aircraft rating sought.

(f) Adding a multiengine class rating or airplane type rating to an airline transport pilot certificate with a single engine class rating. A person applying to add a multiengine class rating or airplane type rating to an airline transport pilot certificate with an airplane category single engine class rating must—

(1) Meet the eligibility requirements of §61.173;

(2) After December 31,2023, pass a required knowledge test on the aeronautical knowledge areas of §61.175(c), as applicable to multiengine airplanes; unless a pilot can present valid airline transport pilot knowledge test results from a test taken prior to December 31,2023.

(3) Comply with the requirements in §61.179(b), if applicable;

(4) Meet the applicable aeronautical experience requirements of §61.181; and

(5) Pass a practical test on the areas of operation of §61.179(e)(2).

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§ 61.189 Privileges and Limitations.

(a) A person who holds an ATP certificate may exercise the same privileges as a person who holds a commercial pilot certificate with an instrument rating.

(b) An ATP may instruct—

(1) Other pilots in commercial air transportation service in aircraft of the category, class, and type, as applicable, for which the ATP is rated and endorse the logbook or other training record of the person to whom training has been given;

(2) In FSTDs representing the aircraft referenced in paragraph (b)(1) of this section, when instructing under the provisions of this section and may endorse the logbook or other training record of the person to whom training has been given;

(3) Only as provided in this section, except that an ATP who also holds a flight instructor certificate can exercise the instructor privileges under Subpart H of this part for which he is rated; and

(4) In an aircraft, only if the aircraft has functioning dual controls, when instructing under the provisions of this section.

(c) Excluding briefings and debriefings, an ATP may not instruct in aircraft or FSTDs under this section—

(1) For more than 8 hours in any 24-consecutive-hour period or

(2) For more than 36 hours in any 7-consecutive-day period.

(d) An ATP may not instruct in Category II or Category III operations unless he has been trained and successfully tested under Category II or Category III operations, as applicable.

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**SUBPART H – FLIGHT INSTRUCTORS OTHER THAN FLIGHT INSTRUCTORS
WITH A SPORT PILOT RATING**

§ 61.191 Applicability.

This subpart prescribes the requirements for the issuance of flight instructor certificates and ratings (except for flight instructor certificates with a sport pilot rating), the conditions under which those certificates and ratings are necessary, and the privileges and limitations on those certificates and ratings.

§ 61.193 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for a flight instructor certificate or rating a person must—

- (a) Be at least 18 years of age and no more than 65 years of age.
- (b) Hold either a commercial pilot certificate or ATP certificate with—
 - (1) An aircraft category and class rating appropriate to the flight instructor rating sought and
 - (2) An instrument rating, or privileges on that person’s pilot certificate appropriate to the flight instructor rating sought, if applying for—
 - (i) A flight instructor certificate with an airplane category and single-engine class rating,
 - (ii) A flight instructor certificate with an airplane category and multi-engine class rating,
 - (iii) A flight instructor certificate with a powered-lift rating, or
 - (iv) A flight instructor certificate with an instrument rating.
- (c) Pass a knowledge test on the aeronautical knowledge areas listed in Appendix E to GACAR Part 141 appropriate to the flight instructor rating sought, unless the applicant—
 - (1) Holds a flight instructor certificate or ground instructor certificate issued under this part,
 - (2) Holds a teacher’s certificate issued by the Ministry of Education that authorizes the

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person to teach at an educational level of the 7th grade or higher, or

(3) Is employed as a teacher at a college or university.

(d) Have—

(1) Received a certificate of graduation from an approved flight-instructor certification course under Appendix E to GACAR Part 141 appropriate to the flight instructor rating sought;

(2) Completed an approved flight-instructor certification course at a training center under GACAR Part 142, applicable to the flight instructor rating sought; or

(3) Received and logged ground and flight training, from an appropriately certificated and rated instructor, on the applicable areas of operation for a flight instructor certificate that apply to the flight instructor rating sought, as prescribed in Appendix E to GACAR Part 141. Effective Jan 1st, 2023 appropriately certificated and rated non-Saudi national instructors, except GCC national instructors must be employed by a GACA certificated pilot school.

(e) Pass the required practical test appropriate to the flight instructor rating sought in an—

(1) Aircraft representative of the category and class of aircraft for the aircraft rating sought or

(2) FSTD 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 GACAR Part 142.

(f) Accomplish the following for a flight instructor certificate with an airplane or a glider rating:

(1) Receive a logbook endorsement from an authorized instructor indicating the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after providing the applicant with flight training in those training areas in an airplane or glider, as appropriate, that is certificated for spins; and

(2) Demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures. However, upon presentation of the endorsement specified in paragraph (f)(1) of this section, an examiner may accept that endorsement as satisfactory evidence of instructional proficiency in these skill areas for the practical test, provided the practical test is

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not a retest as a result of the applicant failing the previous test for deficiencies in these skill areas. If the retest is a result of deficiencies in the ability of an applicant to demonstrate knowledge or skill of stall awareness, spin entry, spins, or spin recovery instructional procedures, the examiner must test the person on instructional procedures in these skill areas in an airplane or glider, as appropriate, that is certificated for spins; and

(g) Hold at least a Class 1 medical certificate, except persons undergoing the practical test for or exercising the privileges of a flight instructor certificate with a glider category rating or balloon class rating in a glider or a balloon, as appropriate.

(h) Be able to read, write, speak, and understand the English language.

§ 61.195 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 certificate 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 kind of test, the date of the test, and the results.

(c) Each flight instructor must retain the records required by this section for at least 3 years.

§ 61.197 Additional Flight Instructor Ratings.

(a) A person who applies for an additional flight instructor rating on a flight instructor certificate must meet the eligibility requirements listed in GACAR § 61.193 that apply to the flight instructor rating sought.

(b) A person who applies for an additional rating on a flight instructor certificate is not required to pass the knowledge test on the areas listed in Appendix E to GACAR Part 141.

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§ 61.199 Privileges and Limitations.

(a) A person who holds a flight instructor certificate is authorized within the limitations of that person's flight instructor certificate and ratings to train an applicant and issue endorsements that are required for—

- (1) A student pilot certificate;
- (2) A pilot certificate;
- (3) A flight instructor certificate;
- (4) A ground instructor certificate;
- (5) An aircraft rating;
- (6) An instrument rating;
- (7) A flight review, operating privilege, or recency of experience requirement of this part;
- (8) A practical test; and
- (9) A knowledge test.

(b) A person who holds a flight instructor certificate is subject to the following limitations:

(1) *Hours of training.* In any 24-consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training.

(2) *Aircraft ratings.* A flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold—

(i) A pilot certificate and flight instructor certificate with the applicable category and class rating and

(ii) If appropriate, a type rating.

(3) *Instrument rating.* A flight instructor who provides instrument training for the issuance of

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an instrument rating, a type rating not limited to VFR, or the instrument training required for commercial pilot and ATP certificates must hold an instrument rating on his pilot certificate and flight instructor certificate appropriate to the category and class of aircraft used for the training provided.

(4) *Limitations on endorsements.* A flight instructor may not endorse a—

(i) Student pilot's certificate or logbook for solo flight privileges, unless that flight instructor has—

(A) Given that student the flight training required for solo flight privileges required by Appendix A to GACAR Part 141 or Appendix B to this part in the specific make and model of aircraft to be flown and

(B) Determined that the student is proficient in the make and model of aircraft to be flown and 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;

(ii) Student pilot's certificate 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;

(iii) Student pilot's logbook for solo flight in a Class B airspace area or at an aerodrome within Class B airspace unless that flight instructor has—

(A) Given that student ground and flight training in that Class B airspace or at that aerodrome and

(B) Determined that the student is proficient to operate the aircraft safely.

(iv) Logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the requirements of GACAR § 61.21(a); or

(v) Logbook of a pilot for an instrument proficiency check, unless that instructor has

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tested that pilot in accordance with the requirements of GACAR § 61.17(a)(4).

(5) *Training in an aircraft that requires a type rating.* A flight instructor may not give flight training in an aircraft that requires the PIC to hold a type rating unless the flight instructor holds a type rating for that aircraft on his pilot certificate.

(6) *Training received in a multi-engine airplane, a helicopter, or a powered-lift.* A flight instructor may not give training required for the issuance of a certificate or rating in a multi-engine airplane, a helicopter, or a powered-lift unless that flight instructor has at least 5 flight hours of PIC time in the specific make and model of multi-engine airplane, helicopter, or powered-lift, as appropriate.

(7) *Position in aircraft and required pilot stations for providing flight training.*

(i) A flight instructor must perform all training in an aircraft that complies with the requirements of GACAR § 91.57.

(ii) A flight instructor who provides flight training for an airman certificate or rating issued under this part must provide that flight training in an aircraft that meets the following requirements:

(A) The aircraft must have at least two pilot stations and be of the same category, class, and type, if appropriate, that applies to the airman certificate or rating sought and

(B) 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.

(8) *Qualifications of the flight instructor for training first-time flight instructor applicants.*

(i) The ground training provided to an initial applicant for a flight instructor certificate must be given by an authorized instructor who—

(A) Holds a ground or flight instructor certificate with the appropriate rating, has held that certificate for at least 24 months, and has given at least 40 hours of ground

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training; or

(B) Holds a ground or flight instructor certificate with the appropriate rating, and has given at least 100 hours of ground training in a GACA-approved course.

(ii) Except for an instructor who meets the requirements of paragraph (b)(8)(i)(B) of this section, a flight instructor who provides training to an initial applicant for a flight instructor certificate must—

(A) Meet the eligibility requirements prescribed in GACAR § 61.193;

(B) Hold the appropriate flight instructor certificate and rating;

(C) Have held a flight instructor certificate for at least 24 months;

(D) 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

(E) For training in preparation for a glider rating, have given at least 80 hours of flight training as a flight instructor.

(iii) A flight instructor who serves as a flight instructor in a GACA-approved course for the issuance of a flight instructor rating must hold a flight instructor certificate 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 GACA-approved course is conducted, and must—

(A) Meet the requirements of paragraph (b)(8)(ii) of this section; or

(B) Have trained and endorsed at least 5 applicants for a practical test for a pilot certificate, flight instructor certificate, ground instructor certificate, or an additional rating, and at least 80 percent of those applicants must have passed that test on their first attempt; and—

(I) Given at least 400 hours of flight training as a flight instructor for training in preparation for an airplane, rotorcraft, or powered-lift rating; or

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(II) Given at least 100 hours of flight training as a flight instructor, for training in preparation for a glider rating.

(9) *Prohibition against self-endorsements.* A flight instructor may not make any self-endorsement for a certificate, rating, flight review, authorization, or operating privilege practical test, or knowledge test required by this part.

(c) Except as provided in paragraph (d) of this section, no person other than the holder of a flight instructor certificate issued under this part with the appropriate rating on that certificate may—

(1) Give training required to qualify a person for solo flight and solo cross-country flight;

(2) Endorse an applicant for a—

(i) Pilot certificate or rating issued under this part,

(ii) Flight instructor certificate or rating issued under this part or

(iii) Ground instructor certificate or rating issued under this part.

(3) Endorse a pilot logbook to show training given; or

(4) Endorse a student pilot certificate and logbook for solo operating privileges.

(d) A flight instructor certificate issued under this part is not necessary—

(1) Under paragraph (c) of this section, if the training is given by the holder of a commercial pilot certificate with a lighter-than-air rating, provided the training is given in accordance with the privileges of the certificate in a lighter-than-air aircraft;

(2) Under paragraph (c) of this section, if the training is given by the holder of an ATP certificate with a rating appropriate to the aircraft in which the training is given, provided the training is given in accordance with the privileges of the certificate and conducted in accordance with an approved air operator training program approved under GACAR Part 121 or 135;

(3) Under paragraph (c) of this section, if the training is given by a person qualified in

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accordance with Subpart C of GACAR Part 142, provided the training is conducted in accordance with an approved GACAR Part 142 training program;

(4) Under paragraphs (c)(1), (c)(2)(iii), and (c)(3) of this section, if the training is given by the holder of a ground instructor certificate in accordance with the privileges of the certificate; or

(5) Under paragraph (c)(3) of this section, if the training is given by an authorized flight instructor under GACAR § 61.59.

§ 61.201 Renewal Requirements for Flight Instructor Certification.

(a) A person who holds a flight instructor certificate that has not expired may renew that flight instructor certificate by—

(1) Passing a practical test for—

(i) One of the ratings listed on the current flight instructor certificate or

(ii) An additional flight instructor rating; or

(2) Submitting a completed and signed application to the President and satisfactorily completing one of the following renewal requirements:

(i) A record of training students showing that, during the preceding 24 months, the flight instructor has endorsed at least five students for a practical test for a certificate 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 months, the flight instructor has served as a company check pilot, chief flight instructor, or flight instructor in a GACAR Part 121 or 135 operation, or in a position involving the regular evaluation of pilots;

(iii) A graduation certificate showing that, within the preceding 3 months, the person has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or a combination of both; or

(iv) A record showing that, within the preceding 12 months from the month of application, the flight instructor passed an official Armed Forces instructor pilot proficiency check.

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(b) The expiration month of a renewed flight instructor certificate may be no longer than 24 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 certificate, provided—

(i) The renewal requirements of paragraph (a) of this section are accomplished within the 3 months preceding the expiration month of the current flight instructor certificate; 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 months preceding the expiration month of the current flight instructor certificate.

(c) The practical test required by paragraph (a)(1) of this section may be accomplished in an FSTD if the test is accomplished pursuant to an approved course conducted by a training center certificated under GACAR Part 142.

§ 61.203 Reinstatement Requirements for an Expired Flight Instructor Certificate.

(a) *Flight instructor certificates.* The holder of an expired flight instructor certificate who has not complied with the flight instructor renewal requirements of GACAR § 61.201 may reinstate that flight instructor certificate and ratings by filing a completed and signed application with the President and satisfactorily completing one of the following reinstatement requirements:

(1) A flight instructor certification practical test, as prescribed by GACAR § 61.193(g), for one of the ratings held on the expired flight instructor certificate or

(2) A flight instructor certification practical test for an additional rating.

(b) *Flight instructor ratings.*

(1) A flight instructor rating or a limited flight instructor rating on a pilot certificate is no longer valid and may not be exchanged for a similar rating or a flight instructor certificate.

(2) The holder of a flight instructor rating or a limited flight instructor rating on a pilot certificate may be issued a flight instructor certificate with the current ratings, but only if the

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person passes the required knowledge and practical test prescribed in this subpart for the issuance of the current flight instructor certificate and rating.

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SUBPART I – GROUND INSTRUCTORS

§ 61.211 Applicability.

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

§ 61.213 Eligibility Requirements.

(a) In addition to the requirements of Subpart B of this part, to be eligible for a ground instructor certificate or rating a person must—

- (1) Be at least 18 years of age;
- (2) 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;
- (3) Pass a knowledge test on the following aeronautical knowledge areas, as appropriate:
 - (i) For a basic ground instructor rating, the areas contained in Section III of Appendix A to GACAR Part 141 and GACAR § 61.235(b);
 - (ii) For an advanced ground instructor rating, the areas contained in Section III of Appendixes A, C, and D to GACAR Part 141 and GACAR § 61.235(b); and

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(iii) For an instrument ground instructor rating, the areas contained in Section III of Appendix B to GACAR Part 141;

(b) The knowledge test specified in paragraph (a)(3) of this section is not required if the applicant—

- (1) Holds a ground instructor certificate or flight instructor certificate issued under this part,
- (2) Holds a teacher's certificate issued by the Ministry of Education that authorizes the person to teach at an educational level of the 7th grade or higher, or
- (3) Is employed as a teacher at a college or university.

§ 61.215 Privileges and Limitations.

(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 sport pilot certificate, private pilot certificate, or associated ratings under this part;
- (2) Ground training required for a sport pilot, and private pilot flight review; and
- (3) A recommendation for a knowledge test required for the issuance of a sport pilot certificate or private pilot certificate under this part.

(b) A person who holds an advanced ground instructor rating is authorized to provide—

- (1) Ground training on the aeronautical knowledge areas required for the issuance of any certificate or rating under this part except for the aeronautical knowledge areas required for an instrument rating,
- (2) The ground training required for any flight review except for the training required for an instrument rating, and
- (3) A recommendation for a knowledge test required for the issuance of any certificate or rating under this part except for an instrument rating.

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- (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 certificate is authorized, within the limitations of the ratings on the ground instructor certificate, 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.
- (e) Except as provided in paragraph (f) of this section, no person other than the holder of a ground instructor certificate issued under this part, with the appropriate rating on that certificate may—
- (1) Give ground training required to qualify a person for solo flight and solo cross-country flight;
 - (2) Endorse an applicant for a knowledge test required for a pilot, flight instructor, ground instructor or rating issued under this part; or
 - (3) Endorse a pilot logbook to show ground training given.
- (f) A ground instructor certificate issued under this part is not necessary—
- (1) Under paragraph (e) of this section, if the training is given by the holder of a flight instructor certificate issued under this part in accordance with the privileges of that certificate;
 - (2) Under paragraph (e) of this section, if the training is given by the holder of a commercial pilot certificate with a lighter-than-air rating, provided the training is given in accordance with the privileges of the certificate in a lighter-than-air aircraft;
 - (3) Under paragraph (e) of this section, if the training is given by the holder of an ATP

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certificate with a rating appropriate to the aircraft in which the training is given, provided the training is given in accordance with the privileges of the certificate and conducted in accordance with an approved air operator training program approved under GACAR Part 121 or 135;

(4) Under paragraph (e) of this section, if the training is given by a person who is qualified in accordance with Subpart C of GACAR Part 142, provided the training is conducted in accordance with an approved GACAR Part 142 training program; or

(5) Under paragraph (f)(3) of this section, if the training is given by an authorized flight instructor under GACAR § 61.59.

§ 61.217 Recent Experience Requirements.

The holder of a ground instructor certificate may not perform the duties of a ground instructor unless the person can show that one of the following occurred during the preceding 12 months:

- (a) Employment or activity as a ground instructor giving pilot, flight instructor, ground instructor, or flight engineer training;
- (b) Employment or activity as a flight instructor giving pilot, flight instructor, ground instructor, or flight engineer ground or flight training;
- (c) Completion of an approved flight instructor refresher course and receipt of a graduation certificate for that course; or
- (d) An endorsement from an authorized instructor certifying that the person has demonstrated knowledge in the subject areas prescribed under GACAR §§ 61.213(a)(2) and (3), as appropriate.

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SUBPART J – SPORT PILOTS

§ 61.231 Applicability.

This subpart prescribes the requirements for the issuance of sport pilot certificates, the conditions under which those certificates are necessary, and the privileges and limitations for persons who hold those certificates.

§ 61.233 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for a sport pilot certificate, a person who applies for that certificate must—

- (a) Be at least 17 years of age if applying to operate aircraft other than a glider or balloon.
- (b) Be at least 16 years of age if applying to operate a glider or balloon.
- (c) Pass the required knowledge test on the aeronautical knowledge areas listed in GACAR § 61.235.
- (d) Meet the aeronautical experience requirements of GACAR § 61.239 that apply to the aircraft endorsement sought before applying for the practical test.
- (e) Pass a practical test on the areas of operation listed in GACAR § 61.237 that apply to the aircraft endorsement sought.
- (f) Comply with the appropriate sections of this part that apply to the aircraft category and class endorsement sought.
- (g) Hold at least a Class 3 medical certificate.
- (h) Be able to read, write, speak, and understand the English language.

§ 61.235 Knowledge Requirements.

- (a) *General.* A person applying for a sport pilot certificate must receive and log ground training

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from an authorized instructor on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class endorsement sought.

(b) *Aeronautical knowledge areas.*

- (1) Applicable regulations that relate to sport pilot privileges, limits, and flight operations;
- (2) Accident reporting requirements of the AIB;
- (3) Use of the applicable portions of the Saudi Arabian AIP and GACA regulatory advisory material;
- (4) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate;
- (5) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;
- (6) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;
- (7) Effects of density altitude on takeoff and climb performance;
- (8) Mass and balance computations;
- (9) Principles of aerodynamics, powerplants, and aircraft systems;
- (10) Stall awareness, spin entry, spins, and spin recovery techniques, as applicable;
- (11) Aeronautical decisionmaking and risk management; and
- (12) Preflight actions that include—
 - (i) How to get information on runway lengths at aerodromes of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements and
 - (ii) How to plan for alternatives if the planned flight cannot be completed or if delays are

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encountered.

§ 61.237 Skill Requirements.

(a) *General.* A person who applies for a sport pilot certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section, as appropriate, for airplane single engine land or sea, glider, gyroplane, airship, balloon, powered parachute land or sea, and weight-shift-control aircraft land or sea privileges.

(b) *Areas of operation.*

- (1) Preflight preparation;
- (2) Preflight procedures;
- (3) Aerodrome, seaplane base, and gliderport operations, as applicable;
- (4) Takeoffs (or launches), landings, and go-arounds;
- (5) Performance maneuvers, and for gliders, performance speeds;
- (6) Ground reference maneuvers (not applicable to gliders and balloons);
- (7) Soaring techniques (applicable only to gliders);
- (8) Navigation;
- (9) Slow flight (not applicable to lighter-than-air aircraft and powered parachutes);
- (10) Stalls (not applicable to lighter-than-air aircraft, gyroplanes, and powered parachutes);
- (11) Emergency operations; and
- (12) Postflight procedures.

§ 61.239 Experience Requirements.

The following table is to determine the aeronautical experience a person seeking a sport pilot certificate must have for each aircraft category and class for which privileges are sought:

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Privileges sought	Experience required	Which must include at least . . .
(a) Airplane category and single engine land or sea class privileges:	(1) Flight time of 20 hours, including at least 15 hours of flight training from an authorized instructor in a single-engine airplane and at least 5 hours of solo flight training in the areas of operation listed in GACAR § 61.237,	(i) Cross-country flight training of 2 hours, (ii) Ten takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome, (iii) One solo cross-country flight of at least 75 NM total distance, with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straight-line distance of at least 25 NM between the takeoff and landing locations, and (iv) Flight training of 2 hours with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.
(b) Glider category privileges, (The applicant has not logged at least 20 hours of flight time in a heavier-than-air aircraft):	(1) Flight time of 10 hours in a glider, including 10 flights in a glider receiving flight training from an authorized instructor and at least 2 hours of solo flight training in the areas of operation listed in GACAR § 61.237,	(i) Five solo launches and landings, and (ii) At least three training flights with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.

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Privileges sought	Experience required	Which must include at least . . .
(c) Glider category privileges, the applicant has logged 20 hours flight time in a heavier-than-air aircraft):	(1) Flight time of 3 hours in a glider, including 5 flights in a glider while receiving flight training from an authorized instructor and at least 1 hour of solo flight training in the areas of operation listed in GACAR § 61.237,	(i) Three solo launches and landings, and (ii) At least three training flights with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.
(d) Rotorcraft category and gyroplane class privileges:	(1) Flight time of 20 hours, including 15 hours of flight training from an authorized instructor in a gyroplane and at least 5 hours of solo flight training in the areas of operation listed in GACAR § 61.237,	(i) Cross-country flight training of 2 hours, (ii) Ten takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome, (iii) One solo cross-country flight of at least 50 NM total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 NM between the takeoff and landing locations, and (iv) 2 hours of flight training with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.

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Privileges sought	Experience required	Which must include at least . . .
(e) Lighter-than-air category and airship class privileges:	(1) Flight time of 20 hours, including 15 hours of flight training from an authorized instructor in an airship and at least 3 hours performing the duties of PIC in an airship with an authorized instructor in the areas of operation listed in GACAR § 61.237,	(i) Cross-country flight training of 2 hours, (ii) Three takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome, (iii) One cross-country flight of at least 25 NM between the takeoff and landing locations, and (iv) Flight training of 2 hours with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.
(f) Lighter-than-air category and balloon class privileges:	(1) Flight time of 7 hours in a balloon, including three flights with an authorized instructor and one flight performing the duties of PIC in a balloon with an authorized instructor in the areas of operation listed in GACAR § 61.237,	(i) Cross-country flight training of 2 hours, and (ii) Flight training of 1 hour with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.

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Privileges sought	Experience required	Which must include at least . . .
(g) Powered parachute category land or sea class privileges:	(1) Flight time of 12 hours in a powered parachute, including 10 hours of flight training from an authorized instructor in a powered parachute, and at least 2 hours of solo flight training in the areas of operation listed in GACAR § 61.237,	(i) Cross-country flight training of 1 hour, (ii) Twenty takeoffs and landings to a full stop in a powered parachute with each landing involving flight in the traffic pattern at an aerodrome; (iii) Ten solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome, (iv) One solo flight with a landing at a different aerodrome and one segment of the flight consisting of a straight-line distance of at least 10 NM between takeoff and landing locations, and (v) Flight training of 1 hour with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.

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Privileges sought	Experience required	Which must include at least . . .
(h) Weight-shift-control aircraft category land or sea class privileges:	(1) Flight time of 20 hours, including 15 hours of flight training from an authorized instructor in a weight-shift-control aircraft and at least 5 hours of solo flight training in the areas of operation listed in GACAR § 61.237,	(i) Cross-country flight training of 2 hours, (ii) Ten takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome, (iii) One solo cross-country flight of at least 50 NM total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 NM between takeoff and landing locations, and (iv) Flight training of 1 hour with an authorized instructor on those areas of operation specified in GACAR § 61.237 in preparation for the practical test within the preceding 2 months from the month of the test.

§ 61.241 Privileges and Limitations.

(a) A person who holds a sport pilot certificate may act as PIC of a light-sport aircraft, except as specified in paragraph (c) of this section.

(b) A certificate holder may not act as PIC of a light-sport aircraft—

- (1) That is carrying a passenger or property for compensation or hire;
- (2) For compensation or hire;
- (3) In furtherance of a business;
- (4) While carrying more than one passenger;
- (5) At night;

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- (6) In Class A airspace;
- (7) In Class B, C, and D airspace, at an aerodrome located in Class B, C, or D airspace, and to, from, through or at an aerodrome having an operational control tower unless the certificate holder has met the requirements specified in GACAR § 61.245;
- (8) Outside Saudi Arabia, unless the certificate holder has prior authorization from the country in which the certificate holder seeks to operate. A sport pilot certificate carries the endorsement “Holder does not meet ICAO requirements.”;
- (9) To demonstrate the aircraft in flight to a prospective buyer if the certificate holder is an aircraft salesperson;
- (10) In a passenger-carrying airlift sponsored by a charitable organization;
- (11) At an altitude of more than 10 000 ft (3 050 m) MSL or 2 000 ft (600 m) AGL, whichever is higher;
- (12) When the flight or surface visibility is less than 4 800 m;
- (13) Without visual reference to the surface;
- (14) If the aircraft—
 - (i) Has a VH greater than 87 kt (161 km/h) calibrated airspeed (CAS), unless the requirements of GACAR § 61.247(b) have been met; or
 - (ii) Has a VH less than or equal to 87 kt (161 km/h) CAS, unless the certificate holder has met the requirements of GACAR § 61.247(a);
- (15) Contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown;
- (16) Contrary to any limit on the pilot certificate or airman medical certificate, or any other limit or endorsement from an authorized instructor; or
- (17) While towing any object.

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(c) A person holding a sport pilot certificate acting as PIC or serving as a required crew member of a light-sport aircraft other than a glider or balloon must hold at least a **Class 3** medical certificate.

§ 61.243 Privileges To Operate an Additional Category or Class of Light-Sport Aircraft.

A holder of a sport pilot certificate seeking to operate an additional category or class of light-sport aircraft, must—

(a) Receive a logbook endorsement from the authorized instructor who conducted the training on the applicable aeronautical knowledge areas specified in GACAR § 61.235 and areas of operation specified in GACAR § 61.233. The endorsement certifies the aeronautical knowledge and flight proficiency requirements for the additional light-sport aircraft privilege sought have been met.

(b) Successfully complete a proficiency check from an authorized instructor other than the instructor who conducted the training on the aeronautical knowledge areas and areas of operation specified in GACAR § 61.233 for the additional light-sport aircraft privilege sought.

(c) Complete an application for those privileges on a form and in a manner acceptable to the President and present this application to the authorized instructor who conducted the proficiency check specified in paragraph (b) of this section.

(d) Receive a logbook endorsement from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying proficiency in the applicable areas of operation and aeronautical knowledge areas are met, and authorizing additional category and class light-sport aircraft privilege.

§ 61.245 Privileges To Operate a Light-Sport Aircraft at an Aerodrome Within, or in Airspace Within, Class B, C, and D Airspace, or in Other Airspace With an Aerodrome Having an Operational Control Tower.

A holder of a sport pilot certificate seeking to operate a light-sport aircraft in Class B, C, or D airspace, at an aerodrome located in Class B, C, or D airspace, or to, from, through, or at an aerodrome having an operational control tower must log ground and flight training. The authorized instructor who provides this training must provide a logbook endorsement certifying proficiency in the following aeronautical knowledge areas and areas of operation:

(a) The use of radios, communications, navigation systems/facilities, and radar services;

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(b) Operations at aerodromes with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an aerodrome with an operating control tower; and

(c) Applicable flight rules of GACAR Part 91 for operations in Class B, C, and D airspace and ATC clearances.

§ 61.247 Endorsement Requirements To Operate a Light-Sport Aircraft Based on V_H .

(a) If a person holds a sport pilot certificate and seeks to operate a light-sport aircraft that is an airplane with a V_H less than or equal to 87 kt (161 km/h) CAS he must—

(1) Receive and log ground and flight training from an authorized instructor in an airplane that has a V_H less than or equal to 87 kt (161 km/h) CAS; and

(2) Receive a logbook endorsement from the authorized instructor who provided the training specified in paragraph (a)(1) of this section certifying that the certificate holder is proficient in the operation of light-sport aircraft that is an airplane with a V_H less than or equal to 87 kt (161 km/h) CAS.

(b) A holder of a sport pilot certificate who seeks to operate a light-sport aircraft that has a V_H greater than 87 kt (161 km/h) CAS must—

(1) Receive and log ground and flight training from an authorized instructor in an aircraft that has a V_H greater than 87 kt (161 km/h) CAS; and

(2) Receive a logbook endorsement from the authorized instructor who provided the training specified in paragraph (b)(1) of this section certifying proficiency in the operation of light sport aircraft with a V_H greater than 87 kt (161 km/h) CAS.

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SUBPART K – FLIGHT INSTRUCTORS WITH A SPORT PILOT RATING

§ 61.261 Applicability.

This subpart prescribes the requirements for the issuance of flight instructor certificates with a sport pilot rating, the conditions under which those certificates and associated ratings are necessary, and the privileges and limitations on those certificates and ratings.

§ 61.263 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for a flight instructor certificate with a sport pilot rating a person must—

- (a) Be at least 18 years of age;
- (b) Hold at least a sport pilot certificate with category and class endorsements appropriate to the flight instructor privileges sought;
- (c) Pass a knowledge test on the areas listed in paragraph (d), unless the applicant—
 - (1) Holds a flight instructor certificate or ground instructor certificate issued under this part,
 - (2) Holds a teacher’s certificate issued by the Ministry of Education, or
 - (3) Is employed as a teacher at a college or university.
- (d) Pass a knowledge test on the aeronautical knowledge areas for a sport pilot certificate applicable to the aircraft category and class for which flight instructor privileges are sought.
- (e) Meet the aeronautical experience requirements of GACAR § 61.267 that apply to the aircraft endorsement sought before applying for the practical test.
- (f) Pass the required practical test on the areas of operation listed in GACAR § 61.265 that are appropriate to the category and class of privileges sought in an aircraft that is representative of the category and class of aircraft for the aircraft rating sought.
- (g) Accomplish the following for a flight instructor certificate with a sport pilot rating with endorsements to provide instruction in an airplane or a glider:

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(1) Receive a logbook endorsement from an authorized instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after providing the applicant with flight training in those training areas in an airplane or glider, as appropriate, that is certificated for spins; and

(2) Demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures. However, upon presentation of the endorsement specified in paragraph (g)(1) of this section an examiner may accept that endorsement as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the practical test, provided that the practical test is not a retest as a result of the applicant failing the previous test for deficiencies in the instructional procedures of these skill areas. If the retest is a result of deficiencies in the ability of an applicant to demonstrate knowledge or skill of stall awareness, spin entry, spins, or spin recovery instructional procedures, the examiner must test the person on instructional procedures in these skill areas in an airplane or glider, as appropriate, that is certificated for spins.

(h) Comply with the appropriate sections of this part that apply to the aircraft category and class endorsement sought.

(i) Hold at least a **Class 3** medical certificate.

§ 61.265 Knowledge Requirements.

(a) A person who is applying for a flight instructor certificate with a sport pilot rating must receive and log ground training from an authorized instructor on—

(1) Except as provided in paragraph (b) of this section, the fundamentals of instruction, including—

- (i) The learning process,
- (ii) Elements of effective teaching,
- (iii) Student evaluation and testing,
- (iv) Course development,

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(v) Lesson planning, and

(vi) Classroom training techniques.

(2) The aeronautical knowledge areas applicable to a sport pilot certificate for the aircraft category and class for which flight instructor privileges are sought.

(b) The following applicants do not need to comply with paragraph (a)(1) of this section:

(1) The holder of a flight instructor certificate or ground instructor certificate issued under this part;

(2) The holder of a teacher's certificate issued by the Ministry of Education; or

(3) A person employed as a teacher at a college or university.

§ 61.267 Skill Requirements.

A person who is applying for a flight instructor certificate with a sport pilot rating must receive and log ground and flight training from an authorized instructor on the following areas of operation for the aircraft category and class in which flight instructor privileges are sought:

(a) Technical subject areas;

(b) Preflight preparation;

(c) Preflight lesson on a maneuver to be performed in flight;

(d) Preflight procedures;

(e) Aerodrome, seaplane base, and gliderport operations, as applicable;

(f) Takeoffs (or launches), landings, and go-arounds;

(g) Fundamentals of flight;

(h) Performance maneuvers and for gliders, performance speeds;

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- (i) Ground reference maneuvers (except for gliders and lighter-than-air);
- (j) Soaring techniques;
- (k) Slow flight (not applicable to lighter-than-air and powered parachutes);
- (l) Stalls (not applicable to lighter-than-air, powered parachutes, and gyroplanes);
- (m) Spins (applicable to airplanes and gliders);
- (n) Emergency operations;
- (o) Tumble entry and avoidance techniques (applicable to weight-shift-control aircraft); and
- (p) Postflight procedures.

§ 61.269 Experience Requirements.

The following table is used to determine the experience a person who is applying for a flight instructor certificate with a sport pilot rating must have for each aircraft category and class for which privileges are sought:

Privileges sought	Experience required	Which must include at least . . .
(a) Airplane category and single-engine class privileges,	(1) Flight time of 150 hours as a pilot,	(i) Flight time of 100 hours as PIC in powered aircraft, (ii) Flight time of 50 hours in a single-engine airplane, (iii) Cross-country flight time of 25 hours, (iv) Cross-country flight time of 10 hours in a single-engine airplane, and (v) Flight time of 15 hours as PIC in a single-engine airplane that is a light-sport aircraft.

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Privileges sought	Experience required	Which must include at least . . .
(b) Glider category privileges,	(1) Flight time of 25 hours as PIC in a glider, 100 flights in a glider, and 15 flights as PIC in a glider that is a light-sport aircraft, or (2) Flight time of 100 hours in heavier-than-air aircraft, 20 flights in a glider, and 15 flights as PIC in a glider that is a light-sport aircraft.	
(c) Rotorcraft category and gyroplane class privileges,	(1) Flight time of 125 hours as a pilot,	(i) Flight time of 100 hours as PIC in powered aircraft, (ii) Flight time of 50 hours in a gyroplane, (iii) Cross-country flight time of 10 hours, (iv) Cross-country flight time of 3 hours in a gyroplane, and (v) Flight time of 15 hours as PIC in a gyroplane that is a light-sport aircraft.

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Privileges sought	Experience required	Which must include at least . . .
(d) Lighter-than-air category and airship class privileges,	(1) Flight time of 100 hours as a pilot,	(i) Flight time of 40 hours in an airship, (ii) PIC time of 20 hours in an airship, (iii) Cross-country flight time of 10 hours, (iv) Cross-country flight time of 5 hours in an airship, and (v) Flight time of 15 hours as PIC in an airship that is a light-sport aircraft.
(e) Lighter-than-air category and balloon class privileges,	(1) Flight time of 35 hours as PIC,	(i) Flight time of 20 hours in a balloon, (ii) Ten flights in a balloon, and (iii) Five flights as PIC in a balloon that is a light-sport aircraft.
(f) Weight-shift-control aircraft category privileges,	(1) Flight time of 150 hours as a pilot,	(i) Flight time of 100 hours as PIC in powered aircraft, (ii) Flight time of 50 hours in a weight-shift-control aircraft, (iii) Cross-country flight time of 25 hours, (iv) Cross-country flight time of 10 hours in a weight-shift-control aircraft, and (v) Flight time of 15 hours as PIC in a weight-shift-control aircraft that is a light-sport aircraft.

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Privileges sought	Experience required	Which must include at least . . .
(g) Powered-parachute category privileges,	(1) Flight time of 100 hours as a pilot,	(i) Flight time of 75 hours as PIC in powered aircraft, (ii) Flight time of 50 hours in a powered parachute, (iii) Cross-country flight time of 15 hours, (iv) Cross-country flight time of 5 hours in a powered parachute, and (v) Flight time of 15 hours as PIC in a powered parachute that is a light-sport aircraft.

§ 61.271 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 certificate that instructor has endorsed for solo flight privileges, and the date of the endorsement;

(2) The name of each person that instructor has endorsed for a knowledge test, practical test, or proficiency check, and the record must also indicate the kind of test, the date, and the results;

(3) The name of each person whose logbook that instructor has endorsed as proficient to operate—

(i) An additional category or class of light-sport aircraft;

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(ii) In Class B, C, and D airspace; at an aerodrome located in Class B, C, or D airspace; and to, from, through, or at an aerodrome having an operational control tower;

(iii) A light-sport aircraft that is an airplane with a VH less than or equal to 87 kt (161 km/h) CAS; or

(iv) A light-sport aircraft with a VH greater than 87 kt (161 km/h) CAS; and

(4) The name of each person whose logbook that instructor has endorsed as proficient to provide flight training in an additional category or class of light-sport aircraft.

(c) Within 10 days after providing an endorsement for a person to operate or provide training in an additional category and class of light-sport aircraft, each instructor must—

(1) Complete, sign, and submit to the President the application presented to that instructor to obtain those privileges and

(2) Retain a copy of the form.

(d) Each flight instructor must retain the records required by this section for at least 3 years.

§ 61.273 Privileges To Provide Training in an Additional Category or Class of Light-Sport Aircraft.

A holder of a flight instructor certificate with a sport pilot rating seeking to provide training in an additional category or class of light-sport aircraft must—

(a) Receive a logbook endorsement from the authorized instructor who conducted the training on the applicable areas of operation specified in GACAR § 61.265, certifying the instructor seeking additional privileges has met the aeronautical knowledge and flight proficiency requirements for the additional category and class flight instructor privilege sought;

(b) Successfully complete a proficiency check from an authorized instructor other than the instructor who conducted the training on the areas specified in GACAR § 61.265 for the additional category and class flight instructor privilege sought;

(c) Complete an application for those privileges on a form and in a manner acceptable to the President and present this application to the authorized instructor who conducted the proficiency

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check specified in paragraph (b) of this section; and

(d) Receive a logbook endorsement from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying the applicant is proficient in the areas of operation and authorized for the additional category and class flight instructor privilege.

§ 61.275 Privileges and Limitations.

(a) A person who holds a flight instructor certificate with a sport pilot rating is authorized, within the limits of that person’s certificate and ratings, to train and issue endorsements that are required for, and relate to—

- (1) A student pilot seeking a sport pilot certificate;
- (2) A sport pilot certificate;
- (3) A flight instructor certificate with a sport pilot rating;
- (4) A powered parachute or weight-shift-control aircraft rating;
- (5) Sport pilot privileges;
- (6) A flight review or operating privilege for a sport pilot;
- (7) A practical test for a sport pilot certificate, a private pilot certificate with a powered parachute or weight-shift-control aircraft rating or a flight instructor certificate with a sport pilot rating;
- (8) A knowledge test for a sport pilot certificate, a private pilot certificate with a powered parachute or weight-shift-control aircraft rating or a flight instructor certificate with a sport pilot rating; and
- (9) A proficiency check for an additional category or class privilege for a sport pilot certificate or a flight instructor certificate with a sport pilot rating.

(b) A person who holds a flight instructor certificate with a sport pilot rating may only provide flight training in a light-sport aircraft and is subject to the following limitations:

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(1) A person who holds a flight instructor certificate with a sport pilot rating may not provide ground or flight training in any aircraft for which the flight instructor does not hold—

(i) A sport pilot certificate with applicable category and class privileges or a pilot certificate with the applicable category and class rating and

(ii) Applicable category and class privileges for that person’s flight instructor certificate with a sport pilot rating.

(2) A person who holds a flight instructor certificate with a sport pilot rating may not provide ground or flight training for a private pilot certificate with a powered parachute or weight-shift-control aircraft rating unless that person holds—

(i) At least a private pilot certificate with the applicable category and class rating and

(ii) Applicable category and class privileges for that person’s flight instructor certificate with a sport pilot rating.

(3) In any 24-consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training.

(4) A flight instructor may not endorse a—

(i) Student pilot’s certificate or logbook for solo flight privileges, unless that flight instructor has—

(A) Given that student the flight training required for solo flight privileges required by this part and

(B) 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—

(ii) Student pilot’s certificate 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 flight instructor

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considers necessary for the safety of the flight;

(iii) Student pilot's certificate and logbook for solo flight in Class B, C, and D airspace areas, at an aerodrome within Class B, C, or D airspace and to, from, through, or on an aerodrome having an operational control tower, unless that flight instructor has—

(A) Given that student ground and flight training in that airspace or at that aerodrome and

(B) Determined that the student is proficient to operate the aircraft safely; or

(iv) Logbook of a pilot for a flight review, unless that flight instructor has conducted a review of that pilot in accordance with the requirements of GACAR § 61.21.

(5) A flight instructor may not provide training to operate a light-sport aircraft in Class B, C, and D airspace, at an aerodrome located in Class B, C, or D airspace, and to, from, through, or at an aerodrome having an operational control tower, unless that flight instructor has the endorsement specified in GACAR § 61.245, or is otherwise authorized to conduct operations in this airspace and at these aerodromes.

(6) A flight instructor may not provide training in a light-sport aircraft that is an airplane with a VH less than or equal to 87 kt (161 km/h) CAS unless that flight instructor has the endorsement specified in GACAR § 61.247(a), or is otherwise authorized to operate that light-sport aircraft.

(7) A flight instructor may not provide training in a light-sport aircraft with a VH greater than 87 kt (161 km/h) CAS unless that flight instructor has the endorsement specified in GACAR § 61.247(b), or is otherwise authorized to operate that light-sport aircraft.

(8) A flight instructor must perform all training in an aircraft that complies with the requirements of GACAR § 91.57.

(9) A flight instructor who provides flight training for an airman certificate, rating, or privilege 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 and class

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appropriate to the certificate, rating or privilege sought; and

(ii) For single-place aircraft, pre-solo flight training must be provided in an aircraft that has two pilot stations and is of the same category and class appropriate to the certificate, rating, or privilege sought.

(10) A flight instructor may not make any self-endorsement for a certificate, privilege, rating, flight review, authorization, practical test, knowledge test, or proficiency check that is required by this part.

(11) A flight instructor with a sport pilot rating acting as PIC or serving as a required crew member of a light-sport aircraft must hold at least a **Class 3** medical certificate.

§ 61.277 Renewal Requirements for Flight Instructor Certification.

A person who holds a flight instructor certificate with a sport pilot rating may renew that certificate in accordance with the provisions of GACAR § 61.201.

§ 61.279 Reinstatement Requirements for an Expired Flight Instructor Certificate.

A person holding an expired flight instructor certificate with a sport pilot rating may exchange that certificate for a new certificate with a sport pilot rating and any other rating on that certificate by passing a practical test as prescribed in GACAR § 61.263 or 61.193 for one of the ratings listed on the expired flight instructor certificate. The President will reinstate any privilege authorized by the expired certificate.

§ 61.281 Exercise of Privileges of a Flight Instructor Certificate With a Sport Pilot Rating by a Holder of a Flight Instructor Certificate With Another Rating.

A person holding a flight instructor certificate, a commercial pilot certificate with an airship rating, or a commercial pilot certificate with a balloon rating issued under this part, who seeks to exercise the privileges of a flight instructor certificate with a sport pilot rating, may do so without any further showing of proficiency, subject to the following limits:

(a) That person is limited to the aircraft category and class ratings listed on that person's flight instructor certificate, commercial pilot certificate with an airship rating, or commercial pilot certificate with a balloon rating, as appropriate, when exercising flight instructor privileges and the privileges specified in GACAR § 61.275;

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(b) That person must comply with the limits specified in GACAR § 61.275 and the recordkeeping requirements of GACAR § 61.269; and

(c) If a person holding an expired flight instructor certificate with a sport pilot rating seeks to exercise the privileges of that flight instructor certificate in a category or class of light-sport aircraft for which that person is not currently rated, that person must meet all applicable requirements to provide training in an additional category or class of light-sport aircraft specified in GACAR § 61.275.

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SUBPART L – FLIGHT ENGINEERS

§ 61.291 Applicability.

This subpart prescribes the requirements for issuing flight engineer certificates and the privileges and limitations for holders of those certificates.

§ 61.293 Eligibility Requirements.

In addition to the requirements of Subpart B of this part, to be eligible for a flight engineer certificate, a person must—

- (a) Be at least 21 years of age;
- (b) Comply with the requirements of this part that apply to the aircraft category and class rating sought;
- (c) Pass the required knowledge test on the aeronautical knowledge areas listed in GACAR Part 143;
- (d) Either—
 - (1) Have received a certificate of graduation from an approved flight engineer training program under GACAR Part 143 applicable to the aircraft category and class rating sought; or
 - (2) Have completed an approved flight engineer certificate training program of an air operator conducting operations under GACAR Part 121;
- (e) Pass the required practical test on the areas of operation listed in Appendix C to GACAR Part 143 that apply to the aircraft category and class rating sought; and
- (f) Hold at least a Class 2 medical certificate, or other evidence of medical qualification accepted for the issue of a flight engineer certificate.

§ 61.295 KSA Certification of Foreign Flight Engineers.

A person who is neither a Kingdom of Saudi Arabia citizen nor a resident alien is issued a flight engineer certificate under this subpart outside the Kingdom of Saudi Arabia only when the

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President finds that the certificate is needed for the operation of a Saudi Arabian-registered civil aircraft.

§ 61.297 Additional Flight Engineer Ratings.

To be eligible for an additional aircraft class rating after his flight engineer certificate with a class rating is issued to him, an applicant must pass the required knowledge test on the aeronautical knowledge areas listed in GACAR Part 143 appropriate to the class of airplane for which an additional rating is sought, and satisfactorily complete an approved flight engineer training program appropriate to the additional class rating sought.

§ 61.299 Privileges and Limitations.

A person holding a flight engineer certificate issued under this part may act as a flight engineer in an aircraft of a type for which the certificate is endorsed.

§ 61.301 Flight Engineer Certificate Issued Based on a Foreign Flight Engineer License.

(a) *Certificates issued.* The holder of a current foreign flight engineer license issued by a contracting state to the Convention on International Civil Aviation, who meets the requirements of this section, may have a flight engineer certificate issued to him for the operation of civil aircraft of Saudi Arabian registry. Each flight engineer certificate issued under this section specifies the number and state of issuance of the foreign flight engineer license on which it is based. If the holder of the certificate cannot read, speak, or understand the English language according to the proficiency level specified by Appendix A to this part, the President may place any limitation on the certificate that he considers necessary for safety.

(b) *Eligibility.* To be eligible for a flight engineer certificate the applicant must read, speak, and understand the English language to at least Level 4 according to the proficiency level specified by Appendix A to this part.

(c) *Medical standards and licensure.* An applicant must submit evidence that he currently meets the medical standards for the foreign flight engineer license on which the application for a certificate under this section is based. A current medical certificate issued under GACAR Part 67 will be accepted as evidence that the applicant meets those standards. However, a medical certificate issued under GACAR Part 67 is not evidence that the applicant meets those standards outside the Kingdom of Saudi Arabia unless the state that issued the applicant's foreign flight engineer license also accepts that medical certificate as evidence of the applicant's physical fitness

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for his foreign flight engineer license.

(d) *Ratings issued.* Aircraft class ratings listed on the applicant's foreign flight engineer license, in addition to any issued to him after testing under the provisions of this part, are placed on the applicant's flight engineer certificate. An applicant without an aircraft class rating on his foreign flight engineer license may be issued a class rating if he shows that he currently meets the requirements for exercising the privileges of his foreign flight engineer license on that class of aircraft.

(e) *Privileges and limitations.* The holder of a flight engineer certificate issued under this section may act as a flight engineer of a civil aircraft of Saudi Arabian registry subject to the limitations of this part and any additional limitations placed on his certificate by the President. He is subject to these limitations while he is acting as a flight engineer of the aircraft within or outside the Kingdom of Saudi Arabia.

(f) *Renewal of certificate and ratings.* The holder of a certificate issued under this section may have that certificate and the ratings placed thereon renewed if, at the time of application for renewal, the foreign flight engineer license on which that certificate is based is in effect. Application for the renewal of the certificate and ratings thereon must be made before the expiration of the certificate.

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APPENDIX A TO GACAR PART 61 – REQUIREMENTS FOR PROFICIENCY IN THE ENGLISH LANGUAGE

I – English Language Proficiency Evaluation. GACA recognizes English Language Proficiency Evaluation only by an English Language Proficiency Testing Center (ELPTC) certificated under Subpart-D of GACAR Part-183.

II- Airmen who demonstrate proficiency at the Expert Level (Level 6), may be formally evaluated whenever deemed required by the President.

III- Those demonstrating language proficiency at the Extended Level (Level 5) of the Language Proficiency Rating Scale must be evaluated at least once every 6 years.

IV- Language Proficiency Rating Scale.

	Level		
	Pre-elementary 1	Elementary 2	Pre-operational 3
PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	Performs at a level below the Elementary level.	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.

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<p>STRUCTURE</p> <p><i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i></p>	<p>Performs at a level below the Elementary level.</p>	<p>Shows only limited control of a few simple memorized grammatical structures and sentence patterns.</p>	<p>Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.</p>
<p>VOCABULARY</p>	<p>Performs at a level below the Elementary level.</p>	<p>Limited vocabulary range, consisting only of isolated words and memorized phrases.</p>	<p>Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.</p>
<p>FLUENCY</p>	<p>Performs at a level below the Elementary level.</p>	<p>Can produce very short, isolated, memorized utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.</p>	<p>Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.</p>

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<p>COMPREHENSION</p>	<p>Performs at a level below the Elementary level.</p>	<p>Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.</p>	<p>Comprehension is often accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.</p>
<p>INTERACTIONS</p>	<p>Performs at a level below the Elementary level.</p>	<p>Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.</p>	<p>Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.</p>

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	Level		
	Operational 4	Extended 5	Expert 6
PRONUNCIATION <i>Assumes a dialect and/or accent intelligible to the aeronautical community.</i>	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.
STRUCTURE <i>Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task.</i>	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors that sometimes interfere with meaning.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.

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VOCABULARY	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics.Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work related topics.Paraphrases consistently and successfully.Vocabulary is sometimes idiomatic.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics.Vocabulary is idiomatic, nuanced, and sensitive to register.
FLUENCY	Produces stretches of language at an appropriate tempo.There may be an occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication.Can make limited use of discourse markers or connectors.Fillers are not distracting.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device.Can make use of appropriate discourse markers or connectors.	Able to speak at length with a natural, effortless flow.Varies speech flow for stylistic effect, (for example, to emphasize a point.)Uses appropriate discourse markers and connectors spontaneously.

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COMPREHENSION	<p>Comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.</p>	<p>Comprehension is accurate on common, concrete, and work related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.</p>	<p>Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.</p>
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INTERACTIONS	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.	Interacts with ease in nearly all situations. Is sensitive to verbal and non verbal cues and responds to them appropriately.
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Note.— The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Pre-elementary, Elementary, and Pre-operational levels of language proficiency, respectively, all of which describe a level of proficiency below the language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels, at levels of proficiency more advanced than the minimum required standard. As a whole, the scale will serve as benchmarks for training and testing, and in assisting candidates to attain the Operational Level (Level 4).

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**APPENDIX B TO GACAR PART 61 – SOLO FLIGHT REQUIREMENTS AND
SOLO CROSS-COUNTRY FLIGHT REQUIREMENTS FOR STUDENT PILOTS
NOT RECEIVING TRAINING UNDER AN APPROVED PILOT CERTIFICATION
COURSE**

(a) *Solo flight requirements for student pilots.*

(1) *Aeronautical knowledge.* A student pilot must demonstrate satisfactory aeronautical knowledge on a knowledge test that meets the following requirements:

(i) The test must address the student pilot's knowledge of—

(A) Applicable sections of GACAR Parts 61, 91, and 141;

(B) Airspace rules and procedures for the aerodrome where the solo flight will be performed; and

(C) Flight characteristics and operational limitations for the make and model of aircraft to be flown.

(ii) The student's authorized instructor must—

(A) Administer the test and

(B) At the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight.

(2) *Pre-solo flight training.* Prior to conducting a solo flight, a student pilot must have—

(i) Received and logged flight training for the maneuvers and procedures of this section appropriate to the make and model of aircraft to be flown and

(ii) 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.

(3) *Maneuvers and procedures for pre-solo flight training in a single-engine airplane.* A

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student pilot who is receiving training for an airplane category and single-engine class rating or privileges must receive and log flight training for the following maneuvers and procedures:

- (i) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;
- (ii) Taxiing or surface operations, including runups;
- (iii) Takeoffs and landings, including normal and crosswind;
- (iv) Straight and level flight, and turns in both directions;
- (v) Climbs and climbing turns;
- (vi) Aerodrome traffic patterns, including entry and departure procedures;
- (vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (viii) Descents, with and without turns, using high and low drag configurations;
- (ix) Flight at various airspeeds from cruise to slow flight;
- (x) 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;
- (xi) Emergency procedures and equipment malfunctions;
- (xii) Ground reference maneuvers;
- (xiii) Approaches to a landing area with simulated engine malfunctions;
- (xiv) Slips to a landing; and
- (xv) Go-arounds.

(4) *Maneuvers and procedures for pre-solo flight training in a multi-engine airplane.* A student pilot who is receiving training for an airplane category and multi-engine class rating must receive and log flight training for the following maneuvers and procedures:

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- (i) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;
- (ii) Taxiing or surface operations, including runups;
- (iii) Takeoffs and landings, including normal and crosswind;
- (iv) Straight and level flight, and turns in both directions;
- (v) Climbs and climbing turns;
- (vi) Aerodrome traffic patterns, including entry and departure procedures;
- (vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (viii) Descents, with and without turns, using high and low drag configurations;
- (ix) Flight at various airspeeds from cruise to slow flight;
- (x) 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;
- (xi) Emergency procedures and equipment malfunctions;
- (xii) Ground reference maneuvers;
- (xiii) Approaches to a landing area with simulated engine malfunctions; and
- (xiv) Go-arounds.

(5) *Maneuvers and procedures for pre-solo flight training in a helicopter.* A student pilot who is receiving training for a rotorcraft category and helicopter class rating must receive and log flight training for the following maneuvers and procedures:

- (i) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

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- (ii) Taxiing or surface operations, including runups;
- (iii) Takeoffs and landings, including normal and crosswind;
- (iv) Straight and level flight, and turns in both directions;
- (v) Climbs and climbing turns;
- (vi) Aerodrome traffic patterns, including entry and departure procedures;
- (vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (viii) Descents with and without turns;
- (ix) Flight at various airspeeds;
- (x) Emergency procedures and equipment malfunctions;
- (xi) Ground reference maneuvers;
- (xii) Approaches to the landing area;
- (xiii) Hovering and hovering turns;
- (xiv) Go-arounds;
- (xv) Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover;
- (xvi) Rapid decelerations; and
- (xvii) Simulated one-engine-inoperative approaches and landings for multi-engine helicopters.

(6) *Maneuvers and procedures for pre-solo flight training in a gyroplane.* A student pilot who is receiving training for a rotorcraft category and gyroplane class rating or privileges must receive and log flight training for the following maneuvers and procedures:

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- (i) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;
- (ii) Taxiing or surface operations, including runups;
- (iii) Takeoffs and landings, including normal and crosswind;
- (iv) Straight and level flight, and turns in both directions;
- (v) Climbs and climbing turns;
- (vi) Aerodrome traffic patterns, including entry and departure procedures;
- (vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (viii) Descents with and without turns;
- (ix) Flight at various airspeeds;
- (x) Emergency procedures and equipment malfunctions;
- (xi) Ground reference maneuvers;
- (xii) Approaches to the landing area;
- (xiii) High rates of descent with power on and with simulated power off, and recovery from those flight configurations;
- (xiv) Go-arounds; and
- (xv) Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures.

(7) *Maneuvers and procedures for pre-solo flight training in a powered-lift.* A student pilot who is receiving training for a powered-lift category rating must receive and log flight training in the following maneuvers and procedures:

- (i) Proper flight preparation procedures, including preflight planning and preparation,
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powerplant operation, and aircraft systems;

(ii) Taxiing or surface operations, including runups;

(iii) Takeoffs and landings, including normal and crosswind;

(iv) Straight and level flight, and turns in both directions;

(v) Climbs and climbing turns;

(vi) Aerodrome traffic patterns, including entry and departure procedures;

(vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(viii) Descents with and without turns;

(ix) Flight at various airspeeds from cruise to slow flight;

(x) 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;

(xi) Emergency procedures and equipment malfunctions;

(xii) Ground reference maneuvers;

(xiii) Approaches to a landing with simulated engine malfunctions;

(xiv) Go-arounds;

(xv) Approaches to the landing area;

(xvi) Hovering and hovering turns; and

(xvii) For multi-engine powered-lifts, simulated one-engine-inoperative approaches and landings.

(8) *Maneuvers and procedures for pre-solo flight training in a glider.* A student pilot who is receiving training for a glider category rating or privileges must receive and log flight

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training for the following maneuvers and procedures:

- (i) Proper flight preparation procedures, including preflight planning, preparation, aircraft systems, and, if appropriate, powerplant operations;
- (ii) Taxiing or surface operations, including runups, if applicable;
- (iii) Launches, including normal and crosswind;
- (iv) Straight and level flight, and turns in both directions, if applicable;
- (v) Aerodrome traffic patterns, including entry procedures;
- (vi) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (vii) Descents with and without turns using high and low drag configurations;
- (viii) Flight at various airspeeds;
- (ix) Emergency procedures and equipment malfunctions;
- (x) Ground reference maneuvers, if applicable;
- (xi) Inspection of towline rigging and review of signals and release procedures, if applicable;
- (xii) Aerotow, ground tow, or self-launch procedures;
- (xiii) Procedures for disassembly and assembly of the glider;
- (xiv) Stall entry, stall, and stall recovery;
- (xv) Straight glides, turns, and spirals;
- (xvi) Landings, including normal and crosswind;
- (xvii) Slips to a landing;

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(xviii) Procedures and techniques for thermaling; and

(xix) Emergency operations, including towline break procedures.

(9) *Maneuvers and procedures for pre-solo flight training in an airship.* A student pilot who is receiving training for a lighter-than-air category and airship class rating or privileges must receive and log flight training for the following maneuvers and procedures:

(i) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;

(ii) Taxiing or surface operations, including runups;

(iii) Takeoffs and landings, including normal and crosswind;

(iv) Straight and level flight, and turns in both directions;

(v) Climbs and climbing turns;

(vi) Aerodrome traffic patterns, including entry and departure procedures;

(vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;

(viii) Descents with and without turns;

(ix) Flight at various airspeeds from cruise to slow flight;

(x) Emergency procedures and equipment malfunctions;

(xi) Ground reference maneuvers;

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

(xiii) Landings with positive and with negative static trim.

(10) *Maneuvers and procedures for pre-solo flight training in a balloon.* A student pilot who is receiving training in a balloon must receive and log flight training for the following

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maneuvers and procedures:

- (i) Layout and assembly procedures;
- (ii) Proper flight preparation procedures, including preflight planning and preparation, and aircraft systems;
- (iii) Ascents and descents;
- (iv) Landing and recovery procedures;
- (v) Emergency procedures and equipment malfunctions;
- (vi) Operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;
- (vii) Use of deflation valves or rip panels for simulating an emergency;
- (viii) The effects of wind on climb and approach angles; and
- (ix) Obstruction detection and avoidance techniques.

(11) *Maneuvers and procedures for pre-solo flight training in a powered parachute.* A student pilot who is receiving training for a powered parachute category rating or privileges must receive and log flight training for the following maneuvers and procedures:

- (i) Proper flight preparation procedures, including preflight planning and preparation, preflight assembly and rigging, aircraft systems, and powerplant operations;
- (ii) Taxiing or surface operations, including runups;
- (iii) Takeoffs and landings, including normal and crosswind;
- (iv) Straight and level flight, and turns in both directions;
- (v) Climbs, and climbing turns in both directions;
- (vi) Aerodrome traffic patterns, including entry and departure procedures;

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- (vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (viii) Descents, and descending turns in both directions;
- (ix) Emergency procedures and equipment malfunctions;
- (x) Ground reference maneuvers;
- (xi) Straight glides, and gliding turns in both directions;
- (xii) Go-arounds;
- (xiii) Approaches to landing areas with a simulated engine malfunction; and
- (xiv) Procedures for canopy packing and aircraft disassembly.

(12) *Maneuvers and procedures for pre-solo flight training in a weight-shift-control aircraft.* A student pilot who is receiving training for a weight-shift-control aircraft category rating or privileges must receive and log flight training for the following maneuvers and procedures:

- (i) Proper flight preparation procedures, including preflight planning and preparation, preflight assembly and rigging, aircraft systems, and powerplant operations;
- (ii) Taxiing or surface operations, including runups;
- (iii) Takeoffs and landings, including normal and crosswind;
- (iv) Straight and level flight, and turns in both directions;
- (v) Climbs, and climbing turns in both directions;
- (vi) Aerodrome traffic patterns, including entry and departure procedures;
- (vii) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (viii) Descents, and descending turns in both directions;

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- (ix) Flight at various airspeeds from maximum cruise to slow flight;
- (x) Emergency procedures and equipment malfunctions;
- (xi) Ground reference maneuvers;
- (xii) Stall entry, stall, and stall recovery;
- (xiii) Straight glides, and gliding turns in both directions;
- (xiv) Go-arounds;
- (xv) Approaches to landing areas with a simulated engine malfunction; and
- (xvi) Procedures for disassembly.

(b) *Solo cross-country flight maneuvers and procedures.*

(1) *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:

- (i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;
- (ii) Use of aircraft performance charts pertaining to cross-country flight;
- (iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
- (iv) Emergency procedures;
- (v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;
- (vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

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(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(viii) 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;

(ix) Use of radios for VFR navigation and two-way communication, except that a student pilot seeking a sport pilot certificate must only receive and log flight training on the use of radios installed in the aircraft to be flown;

(x) Takeoff, approach, and landing procedures, including short-field, soft-field, and crosswind takeoffs, approaches, and landings;

(xi) Climbs at best angle and best rate; and

(xii) Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives. For student pilots seeking a sport pilot certificate, the provisions of this paragraph apply only when receiving training for cross-country flight in an airplane that has a V_H greater than 87 kt (161 km/h) CAS.

(2) *Maneuvers and procedures for cross-country flight training in a multi-engine airplane.* A student pilot who is receiving training for cross-country flight in a multi-engine airplane must receive and log flight training in the following maneuvers and procedures:

(i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(ii) Use of aircraft performance charts pertaining to cross-country flight;

(iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(iv) Emergency procedures;

(v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic

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pattern, and approach;

(vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(viii) 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;

(ix) Use of radios for VFR navigation and two-way communications;

(x) Takeoff, approach, and landing procedures, including short-field, soft-field, and crosswind takeoffs, approaches, and landings;

(xi) Climbs at best angle and best rate; and

(xii) Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.

(3) *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:

(i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(ii) Use of aircraft performance charts pertaining to cross-country flight;

(iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(iv) Emergency procedures;

(v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic

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pattern, and approach;

(vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(viii) 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;

(ix) Use of radios for VFR navigation and two-way communications; and

(x) Takeoff, approach, and landing procedures.

(4) 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:

(i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(ii) Use of aircraft performance charts pertaining to cross-country flight;

(iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(iv) Emergency procedures;

(v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in

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the geographical area where the cross-country flight will be flown;

(viii) 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;

(ix) Use of radios for VFR navigation and two-way communication, except that a student pilot seeking a sport pilot certificate must only receive and log flight training on the use of radios installed in the aircraft to be flown; and

(x) Takeoff, approach, and landing procedures, including short-field and soft-field takeoffs, approaches, and landings.

(5) *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:

(i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(ii) Use of aircraft performance charts pertaining to cross-country flight;

(iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(iv) Emergency procedures;

(v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(viii) Procedures for operating the instruments and equipment installed in the aircraft to

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be flown, including recognition and use of the proper operational procedures and indications;

(ix) Use of radios for VFR navigation and two-way communications;

(x) Takeoff, approach, and landing procedures that include high-altitude, steep, and shallow takeoffs, approaches, and landings; and

(xi) Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.

(6) *Maneuvers and procedures for cross-country flight training in a glider.* A student pilot who is receiving training for cross-country flight in a glider must receive and log flight training in the following maneuvers and procedures:

(i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(ii) Use of aircraft performance charts pertaining to cross-country flight;

(iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(iv) Emergency procedures;

(v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(viii) 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;

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- (ix) Landings accomplished without the use of the altimeter from at least 2 000 ft (600 m) above the surface; and
- (x) Recognition of weather and upper air conditions favorable for cross-country soaring, ascending and descending flight, and altitude control.

(7) *Maneuvers and procedures for cross-country flight training in an airship.* A student pilot who is receiving training for cross-country flight in an airship must receive and log flight training for the following maneuvers and procedures:

- (i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;
- (ii) Use of aircraft performance charts pertaining to cross-country flight;
- (iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
- (iv) Emergency procedures;
- (v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;
- (vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;
- (vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;
- (viii) 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;
- (ix) Use of radios for VFR navigation and two-way communication, except that a student pilot seeking a sport pilot certificate must only receive and log flight training on the use of radios installed in the aircraft to be flown;

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(x) Control of air pressure with regard to ascending and descending flight and altitude control;

(xi) Control of the airship solely by reference to flight instruments, except for a student pilot seeking a sport pilot certificate; and

(xii) Recognition of weather and upper air conditions conducive for the direction of cross-country flight.

(8) *Maneuvers and procedures for cross-country flight training in a powered parachute.* A student pilot who is receiving training for cross-country flight in a powered parachute must receive and log flight training in the following maneuvers and procedures:

(i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass, as appropriate;

(ii) Use of aircraft performance charts pertaining to cross-country flight;

(iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognizing critical weather situations and estimating visibility while in flight;

(iv) Emergency procedures;

(v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(viii) 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;

(ix) If equipped for flight with navigation radios, the use of radios for VFR navigation;

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(x) Recognition of weather and upper air conditions favorable for the cross-country flight; and

(xi) Takeoff, approach and landing procedures.

(9) *Maneuvers and procedures for cross-country flight training in a weight-shift-control aircraft.* A student pilot who is receiving training for cross-country flight in a weight-shift-control aircraft must receive and log flight training for the following maneuvers and procedures:

(i) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass, as appropriate;

(ii) Use of aircraft performance charts pertaining to cross-country flight;

(iii) Procurement and analysis of aeronautical weather reports and forecasts, including recognizing critical weather situations and estimating visibility while in flight;

(iv) Emergency procedures;

(v) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;

(vi) Procedures and operating practices for collision avoidance, wake turbulence precautions, and windshear avoidance;

(vii) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;

(viii) 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;

(ix) If equipped for flight using navigation radios, the use of radios for VFR navigation;

(x) Recognition of weather and upper air conditions favorable for the cross-country flight; and

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(xi) Takeoff, approach, and landing procedures, including crosswind approaches and landings.

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APPENDIX C TO GACAR PART 61 – AERONAUTICAL EXPERIENCE REQUIREMENTS FOR PRIVATE PILOTS NOT GRADUATING FROM AN APPROVED PRIVATE PILOT CERTIFICATION COURSE

(a) *For an airplane single-engine rating.* Except as provided in paragraph (k) of this appendix, a person who applies for a private pilot certificate with an airplane category and single-engine class rating must log at least 40 hours of flight time in airplanes that includes—

(1) At least 20 hours of flight training from an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141 that must include—

(i) At least 3 hours of cross-country flight training in a single-engine airplane;

(ii) At least 3 hours of night flight training in a single-engine airplane that includes—

(A) One cross-country flight of over 100 NM total distance; and

(B) At least 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome.

(iii) At least 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;

(iv) At least 3 hours of flight training with an authorized instructor in a single-engine airplane in preparation for the practical test, which must have been performed within the preceding 2 months from the month of the test; and

(2) At least 10 hours of solo flight time in a single-engine airplane, consisting of—

(i) At least 5 hours of solo cross-country time;

(ii) At least one solo cross-country flight of 150 NM total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 NM between the takeoff and landing locations; and

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(iii) At least three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower.

(b) *For an airplane multi-engine rating.* Except as provided in paragraph (k) of this appendix, a person who applies for a private pilot certificate with an airplane category and multi-engine class rating must log at least 40 hours of flight time in airplanes that includes—

(1) At least 20 hours of flight training from an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141 that must include—

(i) At least 3 hours of cross-country flight training in a multi-engine airplane;

(ii) At least 3 hours of night flight training in a multi-engine airplane that includes—

(A) At least one cross-country flight of over 100 NM total distance and

(B) At least 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome.

(iii) At least 3 hours of flight training in a multi-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;

(iv) At least 3 hours of flight training with an authorized instructor in a multi-engine airplane in preparation for the practical test, which must have been performed within the preceding 2 months from the month of the test.

(2) At least 10 hours of solo flight time in an airplane consisting of—

(i) At least 5 hours of solo cross-country time;

(ii) At least one solo cross-country flight of 150 NM total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 NM between the takeoff and landing locations; and

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(iii) At least three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower.

(c) *For a helicopter rating.* Except as provided in paragraph (k) of this appendix, a person who applies for a private pilot certificate with rotorcraft category and helicopter class rating must log at least 40 hours of flight time in a helicopter that includes—

(1) At least 20 hours of flight training from an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141 that must include—

(i) At least 3 hours of cross-country flight training in a helicopter;

(ii) At least 3 hours of night flight training in a helicopter that includes—

(A) One cross-country flight of over 50 NM total distance and

(B) At least 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome.

(iii) At least 3 hours of flight training with an authorized instructor in a helicopter in preparation for the practical test, which must have been performed within the preceding 2 months from the month of the test,

(2) At least 10 hours of solo flight time in a helicopter, consisting of—

(i) At least 5 hours cross-country time;

(ii) At least one solo cross-country flight of 100 NM total distance, with landings at three points, and one segment of the flight being a straight-line distance of more than 25 NM between the takeoff and landing locations; and

(iii) At least three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower.

(d) *For a gyroplane rating.* Except as provided in paragraph (k) of this appendix, a person who applies for a private pilot certificate with rotorcraft category and gyroplane class rating must log at least 40 hours of flight time in a gyroplane that includes—

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(1) At least 20 hours of flight training from an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141, that must include—

(i) At least 3 hours of cross-country flight training in a gyroplane;

(ii) At least 3 hours of night flight training in a gyroplane that includes—

(A) One cross-country flight of over 50 NM total distance and

(B) At least 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome.

(iii) At least 3 hours of flight training with an authorized instructor in a gyroplane in preparation for the practical test, which must have been performed within the preceding 2 months from the month of the test.

(2) At least 10 hours of solo flight time in a gyroplane, consisting of—

(i) At least 3 hours of cross-country time;

(ii) At least one solo cross-country flight of 100 NM total distance, with landings at three points, and one segment of the flight being a straight-line distance of more than 25 NM 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 aerodrome with an operating control tower.

(e) *For a powered-lift rating.* Except as provided in paragraph (k) of this appendix, a person who applies for a private pilot certificate with a powered-lift category rating must log at least 40 hours of flight time in a powered-lift that includes—

(1) At least 20 hours of flight training from an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141 that must include—

(i) At least 3 hours of cross-country flight training in a powered-lift;

(ii) At least 3 hours of night flight training in a powered-lift that includes—

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(A) One cross-country flight of over 100 NM total distance and

(B) At least 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome.

(iii) At least 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;

(iv) At least 3 hours of flight training with an authorized instructor in a powered-lift in preparation for the practical test, which must have been performed within the preceding 2 months from the month of the test.

(2) At least 10 hours of solo flight time in a powered-lift consisting of—

(i) At least 5 hours cross-country time;

(ii) At least one solo cross-country flight of 150 NM total distance, with full-stop landings at three points, and one segment of the flight consisting of a straight-line distance of more than 50 NM between the takeoff and landing locations; and

(iii) At least three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower.

(f) *For a glider category rating.*

(1) If the applicant for a private pilot certificate with a glider category rating has not logged at least 40 hours of flight time as a pilot in a heavier-than-air aircraft, the applicant must log at least 10 hours of flight time in a glider in the areas of operation listed in Appendix A to GACAR Part 141, and that flight time must include—

(i) At least 20 flights in a glider in the areas of operation listed in Appendix A to GACAR Part 141, including at least three training flights with an authorized instructor in a glider in preparation for the practical test that must have been performed within the

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preceding 2 months from the month of the test and

(ii) At least 2 hours of solo flight time in a glider in the areas of operation listed in Appendix A to GACAR Part 141, with not less than 10 launches and landings being performed.

(2) If the applicant has logged at least 40 hours of flight time in a heavier-than-air aircraft, the applicant must log at least 3 hours of flight time in a glider in the areas of operation listed in Appendix A to GACAR Part 141, and that flight time must include—

(i) At least 10 solo flights in a glider in the areas of operation listed in Appendix A to GACAR Part 141 and

(ii) At least three training flights with an authorized instructor in a glider in preparation for the practical test that must have been performed within the preceding 2 months from the month of the test.

(g) *For an airship rating.* A person who applies for a private pilot certificate with a lighter-than-air category and airship class rating must log—

(1) At least 25 hours of flight training in airships on the areas of operation listed in Appendix A to GACAR Part 141, which consists of—

(i) At least 3 hours of cross-country flight training in an airship;

(ii) At least 3 hours of night flight training in an airship that includes—

(A) A cross-country flight of over 25 NM total distance and

(B) At least five takeoffs and five landings to a full stop (with each landing involving a flight in the traffic pattern) at an aerodrome.

(2) At least 3 hours of flight training in an airship on the control and maneuvering of an airship 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;

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- (3) At least 3 hours of flight training with an authorized instructor in an airship in preparation for the practical test within the preceding 2 months from the month of the test; and
- (4) At least 5 hours performing the duties of PIC in an airship with an authorized instructor.

(h) *For a balloon rating.* A person who applies for a private pilot certificate with a lighter-than-air category and balloon class rating must log at least 16 hours of flight time in a balloon that includes at least eight training flights with an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141, that includes—

(1) *Gas balloon.* If the training is being performed in a gas balloon, at least two flights of 2 hours each that consist of—

- (i) At least one training flight with an authorized instructor in a gas balloon in preparation for the practical test within the preceding 2 months from the month of the test;
- (ii) At least one flight performing the duties of PIC in a gas balloon with an authorized instructor; and
- (iii) At least one flight involving a controlled ascent to 3 000 ft (900 m) above the launch site.

(2) *Balloon with an airborne heater.* If the training is being performed in a balloon with an airborne heater, at least—

- (i) Two training flights of 1 hour each with an authorized instructor in a balloon with an airborne heater in preparation for the practical test within the preceding 2 months from the month of the test;
- (ii) One solo flight in a balloon with an airborne heater; and
- (iii) One flight involving a controlled ascent to 2 000 ft (600 m) above the launch site.

(i) *For a powered parachute rating.* A person who applies for a private pilot certificate with a powered parachute category rating must log at least 25 hours of flight time in a powered parachute that includes—

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(1) At least 10 hours of flight training with an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141 that must include—

- (i) At least 1 hour of cross-country flight training in a powered parachute that includes a 1-hour cross-country flight with a landing at an aerodrome at least 25 NM from the aerodrome of departure;
- (ii) At least 3 hours of night flight training in a powered parachute that includes 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an aerodrome;
- (iii) At least 3 hours of flight training with an authorized instructor in a powered parachute in preparation for the practical test, which must have been performed within the preceding 2 months from the month of the test; and
- (iv) At least 30 takeoffs and landings, including 3 takeoffs and landings (with each landing involving a flight in the traffic pattern) in an aircraft at an aerodrome with an operating control tower.

(2) At least 3 hours of solo flight time in a powered parachute, consisting of—

- (i) At least one solo cross-country flight with a landing at an aerodrome at least 25 NM from the departure aerodrome and
- (ii) At least 20 solo takeoffs and landings to a full stop (with each landing involving a flight in a traffic pattern) at an aerodrome.

(j) *For a weight-shift-control aircraft rating.* A person who applies for a private pilot certificate with a weight-shift-control rating must log at least 40 hours of flight time in a weight-shift-control aircraft that includes—

(1) At least 20 hours of flight training with an authorized instructor in the areas of operation listed in Appendix A to GACAR Part 141 that must include—

- (i) At least 3 hours of cross-country flight training in a weight-shift-control aircraft;
- (ii) At least 3 hours of night flight training in a weight-shift-control aircraft that

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includes—

(A) At least one cross-country flight of over 75 NM total distance that includes a point of landing that is a straight-line distance of more than 50 NM from the original point of departure and

(B) At least 10 takeoffs and landings (with each landing involving a flight in the traffic pattern) at an aerodrome;

(iii) At least 3 hours of flight training with an authorized instructor in a weight-shift-control aircraft in preparation for the practical test, which must have been performed within the preceding 2 months from the month of the test; and

(iv) At least three takeoffs and landings (with each landing involving a flight in the traffic pattern) in an aircraft at an aerodrome with an operating control tower.

(2) At least 10 hours of solo flight time in a weight-shift-control aircraft, consisting of—

(i) At least 5 hours of solo cross-country time and

(ii) At least one solo cross-country flight over 100 NM 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 NM between takeoff and landing locations.

(k) *Permitted credit for use of an FSTD.*

(1) Except as provided in paragraph (k)(2) of this appendix, a maximum of 2.5 hours of training in an FSTD 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 appendix, if received from an authorized instructor.

(2) A maximum of 5 hours of training in an FSTD 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 appendix if the training is accomplished in a course conducted by a training center certificated under GACAR Part 142.

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APPENDIX D TO GACAR PART 61 – AERONAUTICAL EXPERIENCE REQUIREMENTS FOR COMMERCIAL PILOTS NOT GRADUATING FROM AN APPROVED COMMERCIAL PILOT CERTIFICATION COURSE

(a) *For an airplane single-engine rating.* Except as provided in paragraph (i) of this appendix, a person who applies for a commercial pilot certificate with an airplane category and single-engine class rating must log at least 250 hours of flight time as a pilot that consists of—

(1) At least 200 hours in airplanes;

(2) At least 100 hours of PIC flight time in airplanes, which includes at least 50 hours in cross-country flight of which at least 20 hours must be in airplanes;

(3) At least 20 hours of training on the areas of operation listed in Appendix C to GACAR Part 141 that includes—

(i) At least 10 hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking routes and courses using navigation systems. Five hours of the 10 hours required on instrument training must be in a single-engine airplane;

(ii) At least 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) At least one 2-hour cross-country flight in a single-engine airplane in daytime conditions that consists of a total straight-line distance of more than 100 NM from the original point of departure;

(iv) At least one 2-hour cross-country flight in a single-engine airplane in nighttime conditions that consists of a total straight-line distance of more than 100 NM from the original point of departure; and

(v) At least 3 hours in a single-engine airplane with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test.

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(4) At least 10 hours of solo flight time in a single-engine airplane or 10 hours of flight time performing the duties of PIC in a single-engine airplane with an authorized instructor on board (either of which may be credited towards the flight time requirement under paragraph (a)(2) of this appendix), on the areas of operation listed in Appendix C to GACAR Part 141 that include—

(i) One cross-country flight of not less than 300 NM total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 250 NM from the original departure point, and

(ii) Five hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower.

(b) *For an airplane multi-engine rating.* Except as provided in paragraph (i) of this appendix, a person who applies for a commercial pilot certificate with an airplane category and multi-engine class rating must log at least 250 hours of flight time as a pilot that consists of—

(1) At least 200 hours in airplanes;

(2) At least 100 hours of PIC flight time in airplanes, which includes at least 50 hours in cross-country flight of which at least 20 hours must be in airplanes;

(3) At least 20 hours of training on the areas of operation listed in Appendix C to GACAR Part 141 that includes—

(i) At least 10 hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking routes and courses using navigation systems. Five hours of the 10 hours required on instrument training must be in a multi-engine airplane;

(ii) At least 10 hours of training in a multi-engine airplane that has a retractable landing gear, flaps, and controllable pitch propellers, or is turbine powered, or for an applicant seeking a multi-engine seaplane rating, 10 hours of training in a multi-engine seaplane that has flaps and a controllable pitch propeller;

(iii) At least one 2-hour cross-country flight in a multi-engine airplane in daytime

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conditions that consists of a total straight-line distance of more than 100 NM from the original point of departure;

(iv) At least one 2-hour cross-country flight in a multi-engine airplane in nighttime conditions that consists of a total straight-line distance of more than 100 NM from the original point of departure; and

(v) At least 3 hours in a multi-engine airplane with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test.

(4) At least 10 hours of solo flight time in a multi-engine airplane or 10 hours of flight time performing the duties of PIC in a multi-engine airplane with an authorized instructor (either of which may be credited towards the flight time requirement in paragraph (b)(2) of this appendix), on the areas of operation listed in Appendix C to GACAR Part 141 that includes—

(i) At least one cross-country flight of not less than 300 NM total distance with landings at a minimum of three points, one of which is a straight-line distance of at least 250 NM from the original departure point and

(ii) At least 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight with a traffic pattern) at an aerodrome with an operating control tower.

(c) *For a helicopter rating.* Except as provided in paragraph (i) of this appendix, a person who applies for a commercial pilot certificate with a rotorcraft category and helicopter class rating must log at least 150 hours of flight time in a helicopter that consists of—

(1) At least 100 hours of PIC flight time, which includes—

(i) At least 35 hours in helicopters and

(ii) At least 10 hours in cross-country flight in helicopters.

(2) At least 20 hours of training on the areas of operation listed in Appendix C to GACAR Part 141 that includes—

(i) At least 10 hours on the control and maneuvering of a helicopter solely by reference to

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instruments using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking routes and courses using navigation systems. No more than 5 hours of this aeronautical experience may be performed in an FSTD or an ATD.

(ii) At least one 2-hour cross-country flight in a helicopter in daytime conditions that consists of a total straight-line distance of more than 50 NM from the original point of departure.

(iii) At least one 2-hour cross-country flight in a helicopter in nighttime conditions that consists of a total straight-line distance of more than 50 NM from the original point of departure.

(iv) At least 3 hours in a helicopter with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test.

(3) At least 10 hours of solo flight time in a helicopter or 10 hours of flight time performing the duties of PIC in a helicopter with an authorized instructor on board (either of which may be credited towards the flight time requirement under paragraph (c)(2) of this appendix), on the areas of operation listed in Appendix C to GACAR Part 141 that includes—

(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 NM from the original point of departure and

(ii) At least 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 certificate 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 an FFS or FTD that is representative of a gyroplane) that consists of—

(1) At least 100 hours in powered aircraft, of which 25 hours must be in gyroplanes;

(2) At least 100 hours of PIC flight time, which includes—

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(i) At least 10 hours in gyroplanes and

(ii) At least 3 hours in cross-country flight in gyroplanes.

(3) At least 20 hours of training on the areas of operation listed in Appendix C to GACAR Part 141 that includes—

(i) At least 2.5 hours on the control and maneuvering of a gyroplane solely by reference to instruments using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking routes and courses using navigation systems. This aeronautical experience may be performed in an aircraft, FFS, FTD, or an ATD.

(ii) At least one 2-hour cross-country flight in a gyroplane in daytime conditions that consists of a total straight-line distance of more than 50 NM from the original point of departure.

(iii) At least 2 hours of flight training during nighttime conditions in a gyroplane at an aerodrome, that includes 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern).

(iv) At least 3 hours in a gyroplane with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test.

(4) At least 10 hours of solo flight time in a gyroplane or 10 hours of flight time performing the duties of PIC in a gyroplane with an authorized instructor on board (either of which may be credited towards the flight time requirement under paragraph (d)(2) of this appendix), on the areas of operation listed in Appendix C to GACAR Part 141 that includes—

(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 NM from the original point of departure and

(ii) At least 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 (i) of this appendix, a person who

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applies for a commercial pilot certificate with a powered-lift category rating must log at least 250 hours of flight time as a pilot that consists of—

- (1) At least 200 hours in a powered-lift;
- (2) At least 100 hours of PIC flight time, which includes—
 - (i) At least 50 hours in a powered-lift and
 - (ii) At least 50 hours in cross-country flight of which 10 hours must be in a powered-lift.
- (3) At least 20 hours of training on the areas of operation listed in Appendix C to GACAR Part 141 that includes—
 - (i) At least 10 hours of instrument training using a view-limiting device including attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking routes and courses using navigation systems. Five hours of the 10 hours required on instrument training must be in a powered-lift;
 - (ii) At least one 2-hour cross-country flight in a powered-lift in daytime conditions that consists of a total straight-line distance of more than 100 NM from the original point of departure;
 - (iii) At least one 2-hour cross-country flight in a powered-lift in nighttime conditions that consists of a total straight-line distance of more than 100 NM from the original point of departure; and
 - (iv) At least 3 hours in a powered-lift with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test.
- (4) At least 10 hours of solo flight time in a powered-lift or 10 hours of flight time performing the duties of PIC in a powered-lift with an authorized instructor on board (either of which may be credited towards the flight time requirement under paragraph (e)(2) of this appendix, on the areas of operation listed in Appendix C to GACAR Part 141 that includes—
 - (i) One cross-country flight of not less than 300 NM total distance with landings at a minimum of three points, one of which is a straight-line distance of at least 250 NM from

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the original departure point and

(ii) In night VFR conditions for 5 hours with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an aerodrome with an operating control tower.

(f) *For a glider rating.* A person who applies for a commercial pilot certificate with a glider category rating must log—

(1) At least 25 hours of flight time as a pilot in a glider and that flight time must include at least 100 flights in a glider as PIC, including—

(i) At least 3 hours of flight training in a glider with an authorized instructor or 10 training flights in a glider with an authorized instructor on the areas of operation listed in Appendix C to GACAR Part 141, including at least three training flights in a glider with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test and

(ii) At least 2 hours of solo flight that include no fewer than 10 solo flights in a glider on the areas of operation listed in Appendix C to GACAR Part 141; or

(2) At least 200 hours of flight time as a pilot in heavier-than-air aircraft and at least 20 flights in a glider as PIC, including—

(i) At least 3 hours of flight training in a glider or 10 training flights in a glider with an authorized instructor on the areas of operation listed in Appendix C to GACAR Part 141 including at least three training flights in a glider with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test and

(ii) At least five solo flights in a glider on the areas of operation listed in Appendix C to GACAR Part 141.

(g) *For an airship rating.* A person who applies for a commercial pilot certificate with a lighter-than-air category and airship class rating must log at least 200 hours of flight time as a pilot, which includes the following hours:

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- (1) At least 50 hours in airships;
- (2) At least 30 hours of PIC flight time in airships or performing the duties of PIC in an airship with an authorized instructor aboard, which consists of—
 - (i) At least 10 hours of cross-country time in airships and
 - (ii) At least 10 hours of night flight time in airships.
- (3) At least 40 hours of instrument time to include—
 - (i) Instrument training using a view-limiting device for attitude instrument flying, partial panel skills, recovery from unusual flight attitudes, and intercepting and tracking routes and courses using navigation systems and
 - (ii) At least 20 hours of instrument flight time, of which 20 hours must be in flight, and 10 hours must be in airships.
- (4) At least 20 hours of flight training in airships on the areas of operation listed in Appendix C to GACAR Part 141, which includes—
 - (i) At least 3 hours in an airship with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test;
 - (ii) At least 1 hour cross-country flight in an airship in daytime conditions that consists of a total straight-line distance of more than 25 NM from the point of departure; and
 - (iii) At least 1 hour cross country flight in an airship in nighttime conditions that consists of a total straight line distance of more than 25 NM from the point of departure.
- (5) At least 10 hours of flight training performing the duties of PIC with an authorized instructor on the areas of operation listed in Appendix C to GACAR Part 141, which includes—
 - (i) At least one cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 25 NM from the original point of departure and

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(ii) At least 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).

(h) *For a balloon rating.* A person who applies for a commercial pilot certificate with a lighter-than-air category and a balloon class rating must log at least 35 hours of flight time as a pilot, which includes the following requirements:

(1) At least 20 hours in balloons;

(2) At least 10 flights in balloons;

(3) At least two flights in balloons as the PIC; and

(4) At least 10 hours of flight training that includes at least 10 training flights with an authorized instructor in balloons on the areas of operation listed in Appendix C to GACAR Part 141, which consists of—

(i) *For a gas balloon —*

(A) At least two training flights of 2 hours each in a gas balloon with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test;

(B) At least two flights performing the duties of PIC in a gas balloon with an authorized instructor on the appropriate areas of operation; and

(C) At least one flight involving a controlled ascent to 5 000 ft (1 500 m) above the launch site.

(ii) *For a balloon with an airborne heater —*

(A) At least two training flights of 1 hour each in a balloon with an airborne heater with an authorized instructor in preparation for the practical test within the preceding 2 months from the month of the test;

(B) At least two solo flights in a balloon with an airborne heater on the appropriate areas of operation; and

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(C) At least one flight involving a controlled ascent to 3 000 ft (900 m) above the launch site.

(i) *Permitted credit for use of an FSTD.* An applicant may—

(1) 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 an FSTD that represents that class of airplane or powered-lift category and type, if applicable, appropriate to the rating sought and

(2) Credit a maximum of 10 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 an FSTD that represents a helicopter and type, if applicable, appropriate to the rating sought.

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**APPENDIX E TO GACAR PART 61 – AERONAUTICAL EXPERIENCE
REQUIREMENTS FOR PILOTS NOT GRADUATING FROM AN APPROVED
INSTRUMENT RATING COURSE**

(a) *For the instrument-airplane rating.* A person who applies for an instrument-airplane rating must have logged—

(1) Except as provided in paragraph (d) of this appendix, 50 hours of cross-country time as PIC, of which 10 hours must have been in an airplane and

(2) At least 40 hours of actual or simulated instrument time in the areas of operation listed in Section IV (d) of Appendix B to GACAR Part 141, of which 15 hours must have been received from an authorized instructor who holds an instrument-airplane rating, and the instrument time includes—

(i) At least 3 hours of instrument flight training from an authorized instructor in an airplane that is appropriate to the instrument-airplane rating within 2 months before the date of the practical test and

(ii) Instrument flight training on cross-country flight procedures, including one cross-country flight in an airplane with an authorized instructor that is performed under IFR, when a flight plan has been filed with an ATC facility, and that involves—

(A) A flight of 250 NM along airways or by directed routing from an ATC facility,

(B) An instrument approach at each aerodrome, and

(C) Three different kinds of approaches with the use of navigation systems.

(b) *For the instrument-helicopter rating.* A person who applies for an instrument-helicopter rating must have logged—

(1) Except as provided in paragraph (d) of this appendix, 50 hours of cross-country time as PIC, of which 10 hours must have been in a helicopter and

(2) At least 40 hours of actual or simulated instrument time in the areas of operation listed in Section IV(d) of Appendix B to GACAR Part 141, of which 15 hours must have been with an

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authorized instructor who holds an instrument-helicopter rating, and the instrument time includes—

(i) At least 3 hours of instrument flight training from an authorized instructor in a helicopter that is appropriate to the instrument-helicopter rating within 2 months before the date of the practical test and

(ii) Instrument flight training on cross-country flight procedures, including one cross-country flight in a helicopter with an authorized instructor that is performed under IFR and a flight plan has been filed with an ATC facility, and involves—

(A) A flight of 100 NM along airways or by directed routing from an ATC facility

(B) An instrument approach at each aerodrome and

(C) Three different kinds of approaches with the use of navigation systems.

(c) *For the instrument-powered-lift rating.* A person who applies for an instrument-powered-lift rating must have logged—

(1) Except as provided in paragraph (d) of this appendix, 50 hours of cross-country time as PIC, of which 10 hours must have been in a powered-lift and

(2) At least 40 hours of actual or simulated instrument time in the areas of operation listed Section IV(d) of Appendix B to GACAR Part 141, of which 15 hours must have been received from an authorized instructor who holds an instrument-powered-lift rating, and the instrument time includes—

(i) At least 3 hours of instrument flight training from an authorized instructor in a powered lift that is appropriate to the instrument-powered-lift rating within 2 months before the date of the practical test and

(ii) Instrument flight training on cross-country flight procedures, including one cross-country flight in a powered-lift with an authorized instructor that is performed under IFR, when a flight plan has been filed with an ATC facility, that involves—

(A) A flight of 250 NM along airways or by directed routing from an ATC facility,

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(B) An instrument approach at each aerodrome, and

(C) Three different kinds of approaches with the use of navigation systems.

(d) *Concurrent training for private pilot certificate and instrument rating.* An applicant for or a combined private pilot certificate with an instrument rating may satisfy the cross-country time requirements of this appendix by crediting—

(1) For an instrument–airplane rating or an instrument–powered-lift rating, up to 45 hours of cross-country time performing the duties of PIC with an authorized instructor or

(2) For an instrument-helicopter rating, up to 47 hours of cross-country time performing the duties of PIC with an authorized instructor.

(e) *Use of FSTDs.* If the instrument time was provided by an authorized instructor in an FSTD—

(1) A maximum of 30 hours may be performed in that FSTD if the instrument time was completed in accordance with GACAR Part 142, or

(2) A maximum of 20 hours may be performed in that FSTD if the instrument time was not completed in accordance with GACAR Part 142.

(f) *Use of an ATD.* A maximum of 10 hours of instrument time received in an ATD may be credited for the instrument time requirements of this appendix if—

(1) The ATD is approved and authorized by the President under GACAR Part 60,

(2) An authorized instructor provides the instrument time in the device,

(3) No more than 10 hours of instrument time in an FSTD was credited for the instrument time requirements of this appendix,

(4) A view-limiting device was worn by the applicant or the device was configured to not provide a visual out-of-flightdeck depiction when logging instrument time in the device, and

(5) The President approved the instrument training and instrument tasks performed in the device.