

CIVIL AVIATION  
PILOTS, FLIGHT INSTRUCTORS &  
GROUND INSTRUCTORS  
CERTIFICATION

CCAR-61R2

(CIVIL AVIATION OF CHINA AUTHORITY REGULATION No 137)

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No 137

On 16<sup>th</sup> December 2004, the revised CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS & GROUND INSTRUCTORS CERTIFICATION (CCAR-61R1) was approved by the Board of the Civil Aviation of China and will be effective from the date 15<sup>th</sup> January 2004.

Director YANG YUAN YUAN

16<sup>th</sup> December 2004

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## **Subpart A—Introduction**

### **61.1 Applicability**

This part prescribes:

The requirements for issuing pilot, flight instructor, and ground instructor certificates and ratings; the conditions under which those certificates and ratings are necessary; and the privileges and limitations of those certificates and ratings, according to People's Republic of China Civil Aviation Regulations No 40,41 and 42.

### **61.3 Eligibility Requirements**

- (a) This Regulation is applicable for the Civil Aviation of the People's Republic of China, Civil Aviation Regional Control and District Authority's requirements for issuing pilot, flight instructor, and ground instructor authorizations; the conditions under which those authorizations are necessary; and the privileges and limitations of those authorizations.
- (b) The requirements for issuing civil aviation pilot, flight instructor, and ground instructor certificates and ratings, should adhere to this Regulation.

### **61.5 Organization and Duties**

- (a) The rating, issuance of licenses and management of People's Republic of China's Civil Aviation pilots, flight instructor and ground instructor will be subject to the Department of Civil Aviation Standards Authority.
- (b) The rating, issuance of licenses and management of Civil Aviation Regional Control's Civil Aviation pilots, flight instructor and ground instructor will be subject to the authorizations of the Civil Aviation Regional Control and District Authority.

## 61.7 Definitions

(a) *Pilot in Command* means in charge of operating and ensuring the safety of an aircraft.

(b) *Co-Pilot* means second in command to the Pilot in Command, holds a valid licence and exercise his or her duties as a pilot but not as a trainee.

(c) *Training time* means training time obtained in an aircraft, ground school, flight simulator or flight training device.

(d) *Flying time* means the time when an aircraft starts to move on its own power until the time when it shut down its engine. As for gliders, the time when it moves with the help of another aircraft until it lands and stops.

(e) *Aeronautical experience* means pilot time obtained in an aircraft, flight simulator, or flight training device for meeting the appropriate training and flight time requirements for an airman certificate, rating, flight review, or recency of flight experience requirements of this part.

(f) *Solo time* means time obtained in an aircraft by a student pilot operating alone.

(g) *Cross-country time* means , time acquired during flight—

(1) Conducted by a person who holds a valid pilot certificate;

(2) Conducted in an aircraft;

(3) That includes a landing at a point other than the point of departure; and

(4) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

(h) *MDA/DH* means for an instrument approach, the minimum decision altitude/decision height, whereby if runway is not visual, a Go-Around procedure must be carried out.

(i) *Aircraft* means any machines that are driven by air propulsion, obtaining lift and not by ground effects.

(j) *Airplane* means a heavier than air fixed wing aircraft.

(k) *Rotary Aircraft* means a heavier than air aircraft where its lift and propulsion is provided by one or more rotary blades.

(l) *Helicopter* means a heavier than air rotary aircraft where its lift is in the vertical axis and



is provided by one or more rotary blades.

(m) *Gyrocraft* means a heavier than air rotary aircraft where its rotary blades is powered initially for propulsion and then by means of auto-rotation.

(n) *Glider* means a heavier than air fixed wing aircraft, usually without engines or with engines for the initial take off phase.

(o) *Lighter than Air* means an aircraft that's utilizes the properties of lesser density of air for lift.

(p) *Balloons* means a no engine, lighter than air aircraft using either less dense gas or an air heater for lift.

(q) *Airship* means a lighter than air aircraft capable of lift and propulsion.

(r) *Basic Airplane* means a light aircraft or deemed by the authority according to its instruments, aircraft design and performance, for example Bee 3, Bee 4, AD100, AD200 or Sea Swallow 650.

(s) *Authorized instructor* means—

(i) A person who holds a valid ground instructor certificate issued under part 61 of this chapter when conducting ground training in accordance with the privileges and limitations of his or her ground instructor certificate;

(ii) A person who holds a current flight instructor certificate issued under part 61 of this chapter when conducting ground training or flight training in accordance with the privileges and limitations of his or her flight instructor certificate; or

(iii) A person authorized by the Administrator to provide ground training or flight training according to part 61 of this chapter when conducting ground training or flight training in accordance with that authority.

(t) *Examiner* means any person who is authorized by the Administrator to conduct a pilot proficiency test or a practical test for an airman certificate or rating issued under this part, or a person who is authorized to conduct a knowledge test under this part. That person may be an Administrator Examiner, or an Instructor Pilot or an approved inspector that is appointed by China Civil Aviation according to (CCAR-183FS).

(u) *Knowledge test* means a test on the aeronautical knowledge areas required for an airman certificate or rating that can be administered in written form or by a computer.

(v) *Practical test* means a test on the areas of operations for an airman certificate, rating, or authorization that is conducted by having the applicant respond to questions and

demonstrate maneuvers in flight, in a flight simulator, or in a flight training device.

**61.9 Requirement for certificates, ratings, and authorizations.**

*(a) Pilot certificate.*

(1) A person may not act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of China's registry, unless that person has a valid pilot certificate or special purpose pilot authorization issued under this part in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate or authorization. However, when the aircraft is operated within a foreign country, a current pilot license issued by the country in which the aircraft is operated may be used;

(2) *Required pilot certificate for operating a foreign-registered aircraft.* A person may not act as pilot in command or in any other capacity as a required pilot flight crewmember of a civil aircraft of foreign registry within China, unless that person's pilot certificate is valid and in that person's physical possession, or readily accessible in the aircraft when exercising the privileges of that pilot certificate; and has been issued under this part, or has been issued or validated by the country in which the aircraft is registered.

*(b) Medical certificate.*

(1) A person may only act as pilot in command or in any other capacity as a required pilot flight crew member of an aircraft, under a licence issued to that person under this part, provided that person has a current and appropriate medical certificate that has been issued under China Civil Aviation CCAR-67 of this chapter, or other documentation acceptable to the Administrator, which is in that person's physical possession or readily accessible in the aircraft.

(2) A person may act as pilot in command or in any other capacity as a required pilot flight crew member of a Chinese registered aircraft when operating an aircraft within a foreign country using a pilot license issued by that country and possesses evidence of current medical qualification for that license.

*(c) Flight instructor certificate.*

(1) A person who holds a flight instructor certificate issued under this part must have that

certificate, or other documentation acceptable to the Administrator, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that flight instructor certificate.

(2) Except as provided in paragraph (c)(3) 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—

(i) Give training required to qualify a person for solo flight and solo cross-country flight;

(ii) Endorse an applicant for a Pilot's, Flight instructor's or Ground Instructor's certificate or rating issued under this part; or

(iii) Endorse a pilot logbook to show training given; or

(iv) Endorse a student pilot certificate and logbook for solo operating privileges.

(3) A flight instructor certificate issued under this part is not necessary—

(i) 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;

(ii) Under paragraph (c)(2)(iii) of this section, if the training is given by an authorized flight instructor under 61.41 of this part.

(iii) Under paragraphs (c)(2)(i), (c)(2)(ii)(C), and (c)(2)(iii) of this section, if the training is given by the holder of a ground instructor certificate in accordance with the privileges of the certificate.

(d) *Ground instructor certificate.*

(1) Each person who holds a ground instructor certificate issued under this part must have that certificate in that person's physical possession or immediately accessible when exercising the privileges of that certificate.

(2) Except as provided in paragraph (d)(3) 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—

(i) Give ground training required to qualify a person for solo flight and solo cross-country flight;

(ii) Endorse an applicant for a knowledge test required for a pilot, flight instructor, or

ground instructor certificate or rating issued under this part; or

(iii) Endorse a pilot logbook to show ground training given.

(3) A ground instructor certificate issued under this part is not necessary—

(i) 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;

(ii) 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;

(iii) If the training is given by the holder of an airline transport pilot 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 carrier training program approved under part 121 chapter;

(v) Under paragraph (d)(2)(iii) of this section, if the training is given by an authorized flight instructor under 61.41 of this part.

(e) *Instrument rating.*

No person may act as pilot in command of a civil aircraft under IFR or in weather conditions less than the minimums prescribed for VFR flight unless that person holds:

(1) The appropriate aircraft category, class, type (if required), and instrument rating on that person's pilot certificate for any airplane, helicopter, or powered-lift being flown;

(2) An airline transport pilot 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.

(5) For a basic airplane, a pilot certificate with a basic airplane category rating and an airplane instrument rating.

*(f) Category II pilot authorization.*

Except for a pilot conducting Category II operations under CCAR-121, a person may not:

(1) Act as pilot in command of a civil aircraft during Category II operations unless that person holds a current Category II pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or in the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as pilot in command of that aircraft in Category II operations.

(2) Act as second in command of a civil aircraft during Category II operations unless that person holds a valid pilot certificate with category and class ratings for that aircraft and a current instrument rating for that category aircraft; holds an airline transport pilot certificate with category and class ratings for that aircraft; or in the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category II operations.

*(g) Category III pilot authorization.*

Except for a pilot conducting Category III operations under CCAR-121, a person may not:

(1) Act as pilot in command of a civil aircraft during Category III operations unless that person holds a current Category III pilot authorization for that category or class of aircraft, and the type of aircraft, if applicable; or in the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as pilot in command of that aircraft in Category III operations.

(2) Act as second in command of a civil aircraft during Category III operations unless that person holds a valid pilot certificate with category and class ratings for that aircraft and a current instrument rating for that category aircraft; holds an airline transport pilot certificate with category and class ratings for that aircraft; or in the case of a civil aircraft of foreign registry, is authorized by the country of registry to act as second in command of that aircraft during Category III operations.

*(h) Age limitation for certain operations*

(1) Pilots conducting operations under CCAR-121, must observe the age limitations imposed by CCAR-121.

(2) No person shall serve as a pilot on an international airline transport airplane if the person has reached his or her 60th birthday, unless approval is granted from deferred

retirement countries.

(i) *Inspection of certificate.*

Each person who holds an airman certificate, medical certificate, authorization, or license required by this part must present it for inspection upon a request from the authority.

**61.11 Qualification and approval of flight simulators and flight training devices.**

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

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

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

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

(b) The Administrator may approve a device other than a flight simulator or flight training device for specific purposes.

**61.13 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) Private pilot.

(iii) Commercial pilot.

(iv) Airline transport pilot.

(2) Flight instructor certificates.

(3) Ground instructor 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) Basic Aircraft.

(2) Aircraft class ratings—

(i) Airplane category ratings

(A) Single-engine land.

(B) Multi-engine land.

(C) Single-engine sea.

(D) Multi-engine sea.

(ii) Rotorcraft class ratings—

(A) Helicopter.

(B) Gyroplane.

(iii) Lighter-than-air class ratings—

(A) Airship.

(B) Balloon.

(iv) Basic Aircraft class ratings—

(A) Land

(B) Sea

(3) Aircraft type ratings—

(i) Large aircraft with a take off weight of not less than 5700kgs, other than lighter-than-air.

(ii) Turbojet-powered airplanes.

(iii) Helicopters

(iv) Other aircraft type ratings specified by the Administrator through the aircraft type certification procedures.

(4) Instrument ratings (on private and commercial pilot certificates only)—

(i) Instrument—Airplane.

(ii) Instrument—Helicopter.

(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.

(iv) Basic Aircraft

(2) Aircraft class ratings:

(i) Airplane class ratings—

(A) Single-engine.

(B) Multiengine.

(ii) Rotorcraft class ratings—



(A) Helicopter.

(B) Gyroplane.

(3) Instrument ratings—

(i) Instrument—Airplane.

(ii) Instrument—Helicopter.

(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) Categories of Ground Instructor licence:

(i) Basic.

(ii) Advanced.

(iii) Instrument.

(2) Category of aircraft types:

(i) Airplane

(ii) Rotorcraft

(iii) Glider

(iv) Basic aircraft

**61.15 Offences relating to drug abuse or alcohol.**

No person who holds a pilot certificate issued under this part shall serve as a pilot on a civil airplane if he or she has consumed any forms of alcoholic contents 8 hours before duty or having an alcohol in blood content equivalent to or more than 0.04% or under the influence of drugs, which affect one's capability to work.

**61.17 Submission for a drug or alcohol test.**

A person who holds a pilot certificate issued under this part shall submit for a drug or alcohol test or provide such results as required by the administrator.

**61.19 Temporary certificate.**

(a) A temporary pilot, flight instructor, or ground instructor certificate or rating is issued for up to 120 days, at which time a permanent certificate will be issued to a person whom the Administrator finds qualified under this part.

(1) For those applicants who have qualified for such a certificate, while waiting for the issuance.

(2) For those applicants who required a name change on their certificate, while awaiting the change.

(3) For those applicants who have lost or damaged their certificate, while waiting for the replacement.

(b) A temporary pilot, flight instructor, or ground instructor certificate or rating in accordance with (a) expires:

(1) On the expiration date shown 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.

**61.21 Duration of pilot and instructor certificates.**

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

(b) *Student pilot and Flight Instructor certificate.* A student pilot and flight instructor certificate expires 24 calendar months from the month in which it is issued. A flight instructor certificate is effective only while the holder has a current pilot certificate and a valid medical certificate.

(c) *Other pilot certificates.* A pilot certificate (other than a student pilot certificate) issued under this part is issued without a specific expiration date. The holder of a pilot certificate issued on the basis of a foreign pilot license may exercise the privileges of that certificate only while that person's foreign pilot license is effective.

(d) *Ground instructor certificate.* A ground instructor certificate issued under this part is issued without a specific expiration date.

#### **61.23 Duration of a Category II and a Category III pilot authorization under CCAR-121**

(a) A Category II pilot authorization or a Category III pilot authorization expires at the end of the sixth calendar month after the month in which it was issued or renewed.

(b) Upon passing a practical test for a Category II or Category III pilot authorization, the authorization may be renewed for each type of aircraft for which the authorization is held. A Category II or Category III pilot authorization for a specific type aircraft for which an authorization is held will not be renewed beyond 12 calendar months from the month the practical test was accomplished in that type aircraft.

(c) If the holder of a Category II or Category III pilot authorization passes the practical test for a renewal in the month before the authorization expires, the holder is considered to have passed it during the month the authorization expired.

#### **61.25 Medical certificates: Requirement and duration.**

(a) *Operations requiring a medical certificate.* Except as provided in paragraphs (b) and (c) of this section, a person—

(1) Must hold a first-class medical certificate when exercising the privileges of an airline transport pilot certificate;

(2) Must hold a first-class medical certificate when exercising the privileges of a commercial pilot certificate for airplanes or rotary aircraft.

(3) Must hold at least a second or first medical certificate—

- (i) When exercising the privileges of a private pilot certificate;
  - (ii) When exercising the privileges of a student pilot certificate;
  - (iii) When exercising the privileges of a glider category rating, a balloon class rating or a Basic Aircraft rating under a commercial pilot certificate.
- (b) *Operations not requiring a medical certificate.* A person is not required to hold a valid medical certificate—

- (1) When exercising the privileges of a ground instructor certificate;
- (2) When serving as an examiner or check airman during the administration of a test or check for a certificate, rating, or authorization conducted in a flight simulator or flight training device; or
- (3) When taking a test or check for a certificate, rating, or authorization conducted in a flight simulator or flight training device.

(c) *Duration of a medical certificate.*

- (1) A first-class medical certificate expires at the end of the last day of—
  - (i) The 12th month after the month of the date of examination shown on the certificate for operations requiring an airline transport pilot certificate or a plane or rotary aircraft requiring a commercial pilot certificate. However the holder of such certificates upon reaching his or hers 40<sup>th</sup> birthday will expire at the end of the last day of the 6<sup>th</sup> month after the month of the date of examination.
  - (ii) For all other certificates, (c)(2) of this section applies.

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

The 24th month after the month of the date of examination shown on the certificate for operations requiring a glider pilot certificate, a balloon pilot certificate, a Basic Aircraft certificate, a private pilot certificate, or a student pilot certificate. However the holder of such certificates upon reaching his or hers 40<sup>th</sup> birthday will expire at the end of the last day of the 12<sup>th</sup> month after the month of the date of examination.

**61.27 Type rating requirements, additional training, and authorization requirements.**

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

(1) Large aircraft with a TOW of more than 5700KGS (except lighter-than-air).

(2) Turbojet-powered airplanes.

(3) Helicopters

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

(b) *Authorization in lieu of a type rating.*

(1) The Administrator has authorized the flight or series of flights under (a) of this section;

(i) A person may be authorized to operate without a type rating for up to 60 days an aircraft requiring a type rating; If the flight or series of flights cannot be accomplished within the time limit of the authorization, the Administrator may authorize an additional period of up to 60 days to accomplish the flight or series of flights.

(ii) The person shows that compliance with paragraph (a) of this section is impracticable for the flight or series of flights; and

(iii) The Administrator has determined that an equivalent level of safety can be achieved through the operating limitations on the authorization;

(2) Under (b)(1), the following should be complied; The flight—

(i) Does not involve operations for compensation or hire unless the compensation or hire involves payment for the use of the aircraft for training or taking a practical test; and

(ii) Involves only the carriage of flight crewmembers considered essential for the flight.

(c) *Aircraft category, class, and type ratings:*

(1) *Limitations on the carriage of persons, or operating for compensation or hire.* Unless a person holds a category, class, and type rating (if a class and type rating is required) that applies to the aircraft, that person may not act as pilot in command of an aircraft that is carrying another person, or is operated for compensation or hire. That person also may not act as pilot in command of that aircraft for compensation or hire.

(2) *Limitations on operating an aircraft as the pilot in command under (c)(1)*To serve as

the pilot in command of an aircraft, a person must—

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

(ii) Be receiving training for the purpose of obtaining an additional pilot certificate and rating that are appropriate to that aircraft, and be under the supervision of an authorized instructor; or

(iii) Have received training required by this part that is appropriate to the aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and have received the required endorsements from an instructor who is authorized to provide the required endorsements for solo flight in that aircraft.

(3) Holders of a single engine/multi engine (land or sea) may exercise their privileges accordingly.

(d) *Additional training required for operating pressurized aircraft capable of operating at high altitudes.* (1) No person may act as pilot in command of a pressurized aircraft (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL),

(i) Unless that person has received and logged ground training from an authorized instructor and obtained an endorsement in the person's logbook or training record from an authorized instructor who certifies the person has satisfactorily accomplished the ground training. The ground training must include at least the following subjects: High-altitude aerodynamics and meteorology; Respiration; Effects, symptoms, and causes of hypoxia and any other high-altitude sickness; Duration of consciousness without supplemental oxygen; Effects of prolonged usage of supplemental oxygen; Causes and effects of gas expansion and gas bubble formation; Preventive measures for eliminating gas expansion, gas bubble formation, and high-altitude sickness; Physical phenomena and incidents of decompression; and Any other physiological aspects of high-altitude flight.

(ii) Unless that person has received and logged training from an authorized instructor in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft, and obtained an endorsement in the person's logbook or training record from an authorized instructor who found the person proficient in the operation of a pressurized aircraft. The flight training must include at least the following subjects: Normal cruise flight operations while operating above 7,600metres (25,000 feet) MSL; Proper emergency procedures for simulated rapid decompression without actually depressurizing the aircraft; and Emergency descent procedures.

(2) The training and endorsement under(d)(1) are not required if that person can document satisfactory accomplishment of any of the following in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft:

- (i) Completing an official pilot-in-command check conducted by the military services or
- (ii) Completing a pilot-in-command proficiency check under part CCAR-121 of this chapter conducted by the Administrator or by an approved pilot check airman

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

No person may act as pilot in command of a tailwheel airplane unless that person has received and logged flight training from an authorized instructor in a tailwheel airplane and received an endorsement in the person's logbook from an authorized instructor who found the person proficient in the operation of a tailwheel airplane. The flight training must include at least the following maneuvers and procedures: Normal and crosswind takeoffs and landings; Wheel landings (unless the manufacturer has recommended against such landings); and Go-around procedures.

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

No person may act as pilot in command of a complex airplane (an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller; or, in the case of a seaplane, flaps and a controllable pitch propeller), unless the person has— Received and logged ground and flight training from an authorized instructor in a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane, and has been found proficient in the operation and systems of the airplane; and 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

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

No person may act as pilot in command of a glider—

- (i) Using ground-tow procedures, unless that person has satisfactorily accomplished ground and flight training on ground-tow procedures and operations, and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in ground-tow procedures and operations;
- (ii) Using aero-tow procedures, unless that person has satisfactorily accomplished ground and flight training on aero-tow procedures and operations, and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in aero-tow procedures and operations; or

(iii) Using self-launch procedures, unless that person has satisfactorily accomplished ground and flight training on self-launch procedures and operations, and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in self-launch procedures and operations.

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

(1) The holder of a student pilot certificate;

(2) The holder of a pilot certificate when operating an aircraft under the authority of—a provisional type certificate; or a experimental certificate, unless the operation involves carrying a passenger;

(3) An applicant when taking a practical test given by an examiner

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

**61.29 Flight Radio-Telephony operator licence.**

(a) Pilots who obtained their licence under CCAR-61FS, are hereby authorized to operate radio-telephony apparatus on board any aircraft in the capacity of a Flight Radio-Telephony Operator in Mandarin.

(b) Pilots who obtained their licence under CCAR-61FS, are hereby authorized to operate radio-telephony apparatus on board any aircraft in the capacity of a Flight Radio-Telephony Operator in English only if the pilot has passed an English Exam set by the Administrator and endorsed in their licence.



## Subpart B—General

### 61.31 Issuance of airman certificates, ratings, and authorizations.

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

(1) The following documents must be presented together with the application form:

(i) Identity card

(ii) Education Qualification Certificates

(iii) Prove of passing of Knowledge Tests

(iv) Prove of passing of Medical test

(v) Original Licence (if required)

(vi) Log book (if required)

(vii) Prove of passing of Practical test (if required)

(viii) Under regulation 61.91, pilots who have military aircraft experience, must produce documentary proof and records of military flying experience.

(2) Processing, validating, approval of applications

(i) An applicant who cannot furnish the required documents or furnishing partial documents will be informed by letter, 5 working days from the day of application to procure the required documents. No letters would be sent to applicants that presented the required documents.

(ii) Once an applicant's document has been complete, it will be processed and validate by the Regional Administrator within 20 working days. During these 20 days, the administrator is at libel to question and validate the applicant, however if the applicant is unable to furnish an answer within 20 days, the applicant does not incur any time penalty.

(iii) An applicant who satisfied the regulations would receive the airman certificate, rating, or authorization with approval of the Regional Administrator: private licence, commercial licence, or airline transport licence, flying instructor licence, ground instructor licence, CCAR-121 Category II or III, or student pilot licence. For those applicants that the administrator deemed not qualified, a letter would be send to inform the applicant of the

unsuccessful application. All applicants must be informed of the availability of appeal for any unsuccessful applications during submission.

(iv) For an applicant who hold a temporary licence: The Regional Administrator will forward the applicant's copies of furnished documents and licence to the Civil Aviation Standards Department for validation over a period of 20 working days. A licence with a validity period will be issued to successful applicants, however for those applicants that the Standards Department deemed not qualified, a letter would be send to inform the applicant and the Regional Administrator of the unsuccessful application and the temporary licence would be revoked. All applicants must be informed of the availability of appeal for any unsuccessful applications during submission.

(b) An applicant who satisfactorily accomplishes the training and certification requirements for the certificate, rating, or authorization sought is entitled to receive that airman certificate, rating, or authorization with approval of the Administrator.

(c) An applicant who cannot comply with certain areas of operation required on the practical test because of the aircraft's limitations may be issued an airman certificate, rating, or authorization with the appropriate limitation placed on the applicant's airman certificate provided the applicant is able to meet all other certification requirements for the airman certificate, rating, or authorization sought;

(d) An applicant's physical limitation has been recorded with the FAA on the applicant's medical records; and may be issued an airman certificate, rating, or authorization with the appropriate limitation placed on the applicant's airman certificate.

(e) Upon original issue, the authorization contains the following limitations: For Category II operations, the limitation is 500 metres(1,600 feet RVR) and a 45 metres(150-foot) decision height; and in the case of Category II limitations, a limitation is removed when the holder shows that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 45 metres(150-foot) decision height to a landing under actual or simulated instrument conditions.

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

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

**61.33 Tests: General procedure.**

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

**61.35 Knowledge test: Prerequisites and passing grades.**

(a) An applicant for a knowledge test must have:

(1) Received an endorsement, if required by this part, from an authorized instructor certifying that the applicant accomplished the appropriate ground-training or a home-study course required by this part for the certificate or rating sought and is prepared for the knowledge test; and

(2) Proper identification in the form of a identity card, passport or other authorized identification at the time of application together with the endorsed licence.

(3) The Administrator shall specify the minimum passing grade for the knowledge test.

**61.37 Knowledge tests: Cheating or other unauthorized conduct.**

An applicant for a knowledge test may not:

(a) Copy or intentionally remove any knowledge test;

(b) Give to another applicant or receive from another applicant any part or copy of a knowledge test;

(c) Give assistance on, or receive assistance on, a knowledge test during the period that test is being given;

(d) Take any part of a knowledge test on behalf of another person; or be represented by, or represent, another person for a knowledge test;

(e) Use any material or aid during the period that the test is being given, unless specifically authorized to do so by the Administrator; and

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

**61.39 Prerequisites for practical tests.**

(a) To be eligible for a practical test for a certificate or rating issued under this part, an applicant must:

(1) Pass the required knowledge test within the 24-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required; and present the knowledge test report at the time of application for the practical test, if a knowledge test is required;

(2) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by this part for the certificate or rating sought;

(3) Hold a current medical certificate, if a medical certificate is required;

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

(5) Have an endorsement, if required by this part, in the applicant's logbook or training record that has been signed by an authorized instructor who certifies that the applicant has received and logged training time within 60 days preceding the date of application in preparation for the practical test; is prepared for the required practical test.

(6) Have a completed and signed application form.

(b) Notwithstanding the provisions of paragraphs (a)(1) of this section, an applicant for an airline transport pilot certificate or an additional rating to an airline transport certificate may take the practical test for that certificate or rating with an expired knowledge test report, provided that the applicant: is employed as a flight crewmember by a certificate holder under CCAR-121 at the time of the practical test and has satisfactorily accomplished that operator's approved— Pilot in command aircraft qualification training program and Qualification training requirements appropriate to the certificate and rating sought; or

(c) If all increments of the practical test for a certificate or rating are not completed on one date, all remaining increments of the test must be satisfactorily completed not more than 60 calendar days after the date on which the applicant began the test and if all increments of the practical test for a certificate or a rating are not satisfactorily completed within 60 calendar days after the date on which the applicant began the test, the applicant must retake the entire practical test, including those increments satisfactorily completed.

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

(a) A person may credit flight training toward the requirements of a pilot certificate or rating issued under this part, if that person received the training from:

(1) A flight instructor of an Armed Force in a program for training military pilots of either— People’s Republic of China or 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 People’s Republic of China.

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

**61.43 Practical tests: General procedures.**

(a) The ability of an applicant for a certificate or rating issued under this part to perform the required tasks on the practical test is based on:

(1) The applicant's ability to safely perform the tasks specified in the areas of operation for the certificate or rating sought within the approved standards;

(2) Demonstrate mastery of the aircraft with the successful outcome of each task performed never seriously in doubt;

(3) Demonstrate sound judgment; and

(4) Demonstrate satisfactory proficiency and competency within the approved standards;

(5) Demonstrate single-pilot competence if the aircraft is type certificated for single-pilot operations.

(b) If an applicant does not demonstrate single pilot proficiency, as required in paragraph (a) of this section, he or she would be deemed to have failed the practical test. An applicant is not eligible for a certificate or rating sought until all the areas of operation are passed.

(c) The examiner or the applicant may discontinue a practical test at any time: When the applicant fails one or more of the areas of operation; or due to inclement weather

conditions, aircraft airworthiness, or any other safety-of-flight concern.

(d) If a practical test is discontinued, the applicant is entitled credit for those areas of operation that were passed, but only if the applicant:

(1) Passes the remainder of the practical test within the 60-day period after the date the practical test was discontinued;

(2) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;

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

#### **61.45 Practical tests: Required aircraft and equipment.**

(a) *General.*

When permitted to accomplish the entire flight increment of the practical test in a flight simulator or a flight training device, an applicant for a certificate or rating issued under this part must furnish an aircraft of Chinese registry for each required test that— is of the category, class, and type, if applicable, for which the applicant is applying for a certificate or rating; and at the discretion of the examiner who administers the practical test, the applicant may furnish an aircraft that has a current airworthiness certificate other than a standard airworthiness certificate or an aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certificated by the country of registry.

(b) *Required equipment (other than controls).* An aircraft used for a practical test must have—

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

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

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

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

(c) *Required controls.* An aircraft (other than a lighter-than-air aircraft) used for a practical test must have engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the examiner determines that the practical test can be conducted safely in the aircraft without the controls being easily reached.

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

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

(2) A device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Administrator.

(e) *Aircraft with single controls.* A practical test may be conducted in an aircraft having a single set of controls, provided the:

(1) Examiner agrees to conduct the test;

(2) Test does not involve a demonstration of instrument skills; and

(3) Proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

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

(a) An examiner represents the Administrator 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 pilot in command of the aircraft during the practical test unless the examiner agrees to act in that capacity for the flight or for a portion of the flight by prior arrangement with:

(c) Notwithstanding the type of aircraft used during the practical test, the applicant and the examiner (and any other occupants authorized to be on board by the examiner) are not subject to the requirements or limitations for the carriage of passengers that are

specified in this chapter.

**61.49 Retesting after failure.**

(a) An applicant for a knowledge or practical test who fails that test may reapply for the test only after the applicant has received:

(1) The necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test; and

(2) An endorsement from an authorized instructor who gave the applicant the additional training.

(b) An applicant for a flight instructor certificate with an airplane category rating or, for a flight instructor certificate with a glider category rating, who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery must:

(1) Comply with the requirements of paragraph (a) of this section before being retested;

(2) Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certificated for spins; and

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

**61.51 Pilot logbooks.**

(a) *Training time and aeronautical experience.*

Each person must document and record the following time in a manner acceptable to the Administrator:

(1) Training and aeronautical experience used to meet the requirements for a certificate, rating, or flight review of this part.

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



(b) *Logbook entries.* For the purposes of meeting the requirements of paragraph (a) of this section, each person must enter the following information for each flight or lesson logged:

(1) General—

(i) Date.

(ii) Total flight time or lesson time.

(iii) Location where the aircraft departed and arrived, or for lessons in a flight simulator or flight training device, the location where the lesson occurred.

(iv) Type and identification of aircraft, flight simulator, or flight training device, as appropriate.

(2) Type of pilot experience or training—

(i) Solo.

(ii) Pilot in command.

(iii) Second in command.

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

(v) Training received in a flight simulator or flight training device from an authorized instructor.

(3) Conditions of flight—

(i) Day or night.

(ii) Actual instrument.

(iii) Simulated instrument conditions in flight, a flight simulator, or a flight training device.

(c) *Logging of pilot time.* The pilot time described in this section may be used to: apply for a certificate or rating issued under this part or a privilege authorized under this part; or satisfy the recent flight experience requirements of this part.

(1) *Logging of solo flight time.* Except for a student pilot performing the duties of pilot in command of an airship requiring more than one pilot flight crewmember, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

*(e) Logging pilot-in-command flight time.*

(i) A private, commercial or airline transport pilot may log pilot-in-command time only for that flight time during which that person—Is the sole manipulator of the controls of an aircraft for which the pilot is rated or has privileges; Is the sole occupant of the aircraft; or when more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.

(ii) An authorized instructor may log as pilot-in-command time all flight time while acting as an authorized instructor.

(iii) A student pilot may log pilot-in-command time only when the student pilot— is the sole occupant of the aircraft.

*(3) Logging second-in-command flight time.* A person may log second-in-command time only for that flight time during which that person who holds the appropriate category, class, and instrument rating (if an instrument rating is required for the flight) for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.

*(4) Logging instrument flight time.*

(i) A person may log instrument time only for that flight time when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

(ii) An authorized instructor may log instrument time when conducting instrument flight instruction in actual instrument flight conditions.

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

(iv) A flight simulator or approved flight training device may be used by a person to log instrument time, provided an authorized instructor is present during the simulated flight.

*(5) Logging training time.*

A person may log training time when that person receives training from an authorized instructor in an aircraft, flight simulator, or flight training device and must be endorsed in a legible manner by the authorized instructor;

*(d) Presentation of required documents.*

(1) Persons must present their pilot certificate, medical certificate, logbook, or any other record required by this part for inspection upon a reasonable request by—The Administrator.

(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—  
Pilot logbook and Student pilot certificate;

**61.53 Prohibition on operations during medical deficiency.**

A person shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner or knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or

**61.55 Second-in-command qualifications.**

(a) Except as provided in paragraph (b) and (c) of this section, no person may serve as a second in command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second in command unless that person holds:

(1) At least a current commercial pilot certificate with the appropriate category and class rating; and

(2) An instrument rating that applies to the aircraft being flown if the flight is under IFR.

(3) No person may serve as a second in command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second in command unless that person has become familiar with the following information for the specific type aircraft for which second-in-command privileges are requested—

(i) Operational procedures applicable to the powerplant, equipment, and systems. Performance specifications and limitations, Normal, abnormal, and emergency operating procedures, Flight manual and Placards and markings.

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

(iii) Engine-out procedures and maneuvering with an engine out while executing the duties of pilot in command; and

(iv) Crew resource management training.

(v) Endorsed by a Flight instructor in the specific type of aircraft in the licence as second-in-command.

(b) For the purpose of meeting the requirements of paragraph (a) of this section, a person may serve as second in command with a private pilot certificate, however this does not apply to a person who is:

(1) For section (a) (1), a private licence will suffice.

(2) Section (a) (3) (v) does not apply.

(c) A second-in-command qualification under CCAR-121 for a particular type of aircraft qualifying under the terms of paragraph (a) of this section must be endorsed by CCAR-121 approved examiners.

#### **61.57 Flight review (I)**

(a) No person either with a private, commercial or airline transport licence may act as pilot of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot, that person has—within the period specified, passed a pilot proficiency check conducted by an examiner, an approved pilot check airman, for a pilot certificate, rating, or operating

(b) A flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The ground training may be conducted either in a form of written or oral exams. A flight simulator or flight training device may be used to meet the flight review requirements. A flight review must consist of the following:

(1) A review of the current general operating and flight rules and

(2) A review of those maneuvers and procedures that is necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(c) The requirements of the following may be accomplished in lieu:

(1) Flying training according to this Chapter

(2) A recency check conducted under 61.59 or CCAR-121, 121.45 rules. If a pilot attains

recency under 121-45, this must be endorsed by an examiner on his or hers licence.

(d) Under (a) of this section, within the period specified, a person who has not complete a flight review or failed a flight review, must redo the flight training.

(e) When a flight review is accomplished either 1 calendar month before or 1 calendar month after (a)'s expiry date, it will be considered to be renewed in the expiry dates's month.

#### **61.57 Flight review (II)**

(a) For commercial purposes flying, no person may act as pilot-in command or second-in command of an aircraft unless, since the beginning of the 12th calendar month before the month in which that pilot acts as pilot, that person has—within the period specified, passed a pilot proficiency check conducted by an examiner, an approved pilot check airman, for a pilot certificate, rating, or operating

(b) A flight simulator or flight training device may be used to meet the flight review requirements. A flight review must consists of the following:

(1) For captains, a review of those maneuvers and procedures that are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

(2) For second-in-command, requirements of 61.55(a) (3) apply.

(c) The requirements of the following may be accomplished in lieu:

(1) Flying training according to this Chapter

(2) A recency check under CCAR-121, 121.465 rule.

(d) For commercial purposes flying, Under (a) of this section, within the period specified, a person who has not complete a flight review or failed a flight review, must redo the flight training.

(e) When a flight review is accomplished either 1 calendar month before or 1 calendar month after (a)'s expiry date, it will be considered to be renewed in the expiry date's month.

#### **61.61 Recent flight experience: Pilot in command.**

(a) *General experience.*

(1) No person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember unless that person has made at least three takeoffs and three landings within the preceding 90 days, and the person acted as the sole manipulator of the flight controls; and

(2) For the purpose of meeting the requirements of paragraph (a)(1) of this section, a person may act as a pilot in command of an aircraft under day VFR or day IFR, provided no persons or property are carried on board the aircraft, other than those necessary for the conduct of the flight.

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

*(b) Night takeoff and landing experience.*

(1) No person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and that person acted as sole manipulator of the flight controls;

(2) The takeoffs and landings required by paragraph (b)(1) of this section may be accomplished in a flight simulator.

*(c) Instrument experience.*

(1) No person may act as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR, unless within the preceding 6 calendar months, that person has: For the purpose of obtaining instrument experience in an aircraft performed and logged under actual or simulated instrument conditions, either in flight in the appropriate category of aircraft for the instrument privileges sought or in a flight simulator or flight training device that is representative of the aircraft category for the instrument privileges sought— At least six instrument approaches; Holding procedures; and Intercepting and tracking courses through the use of navigation systems. For the purpose of obtaining instrument experience in a glider, performed and logged under actual or simulated instrument conditions, at least 3 hours of instrument time in flight must be logged.

(2) A person who does not meet the instrument experience requirements of paragraph (c) (1) of this section within the prescribed time, or within 6 calendar months after the prescribed time, may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until that person passes an instrument proficiency check consisting of a representative number of tasks required by the instrument rating practical test. The instrument proficiency check may be accomplished in

a flight simulator or flight training device.

(d) For pilots who satisfy CCAR-121 121.461 and 121.465, he or she is deemed to fulfill the requirements of this section.

**61.63 Falsification, reproduction, or alteration of applications, certificates, logbooks, reports, or records.**

No person may make or cause to be made:

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

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

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

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

**61.65 Change of name or address.**

(a) An application to change the name on a certificate issued under this part must be accompanied by the applicant's Current airman certificate; and identity card, or other document verifying the name change.

(b) The holder of a pilot, flight instructor, or ground instructor certificate who has made a change in permanent mailing address must within 30 days from that date, notify the relevant authority.

**61.67 Voluntary surrender or exchange of certificate.**

The holder of a certificate issued under this part may voluntarily surrender it for: Cancellation; Issuance of a lower grade certificate; or submit another certificate with specific ratings deleted. Any request made must include a signed statement stating the reasons.

**61.69 Replacement of a lost or destroyed airman or medical certificate or knowledge test report.**

(a) A request for the replacement of a lost or destroyed airman certificate issued under this part must be made by letter to the Administrator. The letter requesting replacement of a lost or destroyed airman certificate must state: The name of the person; The permanent mailing address (including postal code); The date and place of birth of the certificate holder; identity card number; the Grade, number, and date of issuance of the certificate, and the ratings, if applicable; This must be accompanied by a check or money order for the appropriate fee.



## Subpart C—Aircraft Ratings and Pilot Authorizations

### 61.81 Additional aircraft ratings.

(a) To be eligible for an additional aircraft rating to a pilot certificate, an applicant must meet the appropriate requirements of this section (b) to (d) for the additional aircraft rating sought. However for an airline transport pilot certificate, Subpart G applies.

(b) *Additional category rating.* An applicant who holds a pilot certificate and applies to add a category rating to that pilot certificate:

- (1) Must have received the required training and possess the aeronautical experience prescribed by this part that applies to the pilot certificate for the aircraft category and, if applicable, class rating sought;
- (2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought;
- (3) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient on the areas of operation that are appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought;
- (4) Must pass the required practical test that is appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought; and
- (5) Must pass the required theoretical test that is appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought; and

(c) *Additional class rating.* Any person who applies for an additional class rating to be added on a pilot certificate:

- (1) Must have received the required training and possess the aeronautical experience prescribed by this part that applies to the pilot certificate for the aircraft class and, if applicable, class rating sought;
- (2) Must have an endorsement in his or her logbook or training record from an authorized instructor and that endorsement must attest that the applicant has received the required training and has been found competent in the aeronautical knowledge areas appropriate to the pilot certificate for the aircraft class rating sought;

(3) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient in the areas of operation appropriate to the pilot certificate for the aircraft class rating sought;

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

(5) Must pass the required practical test that is appropriate to the pilot certificate for the aircraft class rating sought;

(d) *Additional type rating.* A person who applies for an additional aircraft type rating to be added on a pilot certificate, or the addition of an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating:

(1) Must hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class, or type rating sought;

(2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot certificate for the aircraft category, class, or type rating sought;

(3) Must have an endorsement in his or her logbook, or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient in the areas of operation required for the issuance of an airline transport pilot certificate for the aircraft category, class, and type rating sought;

(4) Must pass the required practical test appropriate to the airline transport pilot certificate for the aircraft category, class, and type rating sought;

(5) Must perform the practical test in actual or simulated instrument conditions, unless the aircraft's type certificate makes the aircraft incapable of operating under instrument flight rules. If the practical test cannot be accomplished for this reason, the person may obtain a type rating limited to "VFR only." The "VFR only" limitation may be removed for that aircraft type when the person passes the practical test in actual or simulated instrument conditions. When an instrument rating is issued to a person who holds one or more type ratings, the type ratings on the amended pilot certificate shall bear the "VFR only" limitation for each aircraft type rating for which the person has not demonstrated instrument competency;

(6) A person who applies an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating must follow section (b) and (c) and take the

respective knowledge test.

(7) Pilots who participate under CCAR-121, only need to follow (d)(1), (d)(4) and (d) (5). They must have an endorsement in his or her logbook or training record from an authorized CCAR-121 instructor, and that endorsement must attest that the applicant has completed the required training.

(e) The areas of operation as in (b), (c) and (d) must be performed in an airplane of the same category, class, and type, if applicable, as the airplane for which the additional rating is sought, however the areas of operation may be performed in a flight simulator or flight training device that represents the airplane for which the additional rating is sought under the following conditions:

(1) To complete all training and testing (except preflight inspection) for an additional airplane rating without limitations when using a flight simulator— qualified and approved as Level C or Level D;

(i) Hold a type rating for a turbojet airplane of the same class of airplane for which the type rating is sought, if a type rating in a turbojet airplane is sought.

(ii) Hold a type rating for a turbopropeller airplane of the same class of airplane for which the type rating is sought, if a type rating in a turbopropeller airplane is sought.

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

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

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

(2) An applicant who does not meet the requirements of paragraph (e)(1) of this section may use a flight simulator or flight training devices for training and test, however the following tasks, which must be successfully completed on a static airplane or in flight, as appropriate:

(A) Preflight inspection;

(B) Normal takeoff;

(C) Normal ILS approach;

(D) Missed approach; and

(E) Normal landing.

(f) *Use of a flight simulator or flight training device for an additional rating in a helicopter.* The areas of operation required to be performed by paragraphs (b), (c), and (d) of this section shall be performed. However the areas of operation may be performed in a flight simulator or flight training device that represents that helicopter for the additional rating sought as follows:

(1) To complete all training and testing (except preflight inspection) for an additional helicopter rating without limitations when using a flight simulator which must be qualified and approved as Level C or Level D —

(i) Hold a type rating in a turbine-powered helicopter or have been appointed by a military service as a pilot in command of a turbine-powered helicopter.

(ii) Have at least 2,000 hours of flight time that includes at least 500 hours in turbine-powered helicopters.

(iii) Have at least 500 hours of flight time in turbine-powered helicopters.

(iv) Have at least 1,000 hours of flight time in at least two different turbine-powered helicopters.

(2) An applicant who does not meet the requirements of paragraph (f)(1) of this section may use a flight simulator or flight training devices for training and test, however the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate:

(A) Preflight inspection;

(B) Normal takeoff;

(C) Normal ILS approach;

(D) Missed approach; and

(E) Normal landing.

**61.83 Instrument rating requirements.**

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

- (1) Hold at least a current private pilot certificate with an airplane or helicopter rating appropriate to the instrument rating sought;
- (2) Receive and log ground training from an authorized instructor or accomplish a home-study course of training on the aeronautical knowledge areas of paragraph (b) of this section that apply to the instrument rating sought;
- (3) Receive a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required knowledge test;
- (4) Receive and log training on the areas of operation of paragraph (c) or (d) of this section from an authorized instructor in an aircraft, flight simulator, or flight training device that represents an airplane or helicopter appropriate to the instrument rating sought;
- (5) Satisfying paragraph (e) 's flight's requirement.
- (6) Receive a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required practical test;
- (7) Pass the required knowledge test on the aeronautical knowledge areas of paragraph (b) of this section; however, an applicant is not required to take another knowledge test when that person already holds an instrument rating; and
- (8) Pass the required practical test on the areas of operation in paragraph (c) and (d) of this section in—

(b) *Aeronautical knowledge.* A person who applies for an instrument rating must have received and logged ground training from an authorized instructor or accomplished a home-study course on the following aeronautical knowledge areas that apply to the instrument rating sought:

- (1) Appropriate information that applies to flight operations under IFR in the CAAC "Aeronautical Information Manual;" Air traffic control system and procedures for instrument flight operations;
- (2) IFR navigation and approaches by use of navigation systems (ADF, VOR and ILS) and the use of IFR en route and instrument approach procedure charts;
- (3) Procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information and personal observation of weather conditions; Recognition of critical weather situations and windshear avoidance;

(4) Safe and efficient operation of aircraft under instrument flight rules and conditions;

(5) Aeronautical decision making and judgment; and Crew resource management, including crew communication and coordination.

(c) *Flight proficiency.* A person who applies for an instrument rating must receive and log training from an authorized instructor in an aircraft, or in a flight simulator or flight training device which includes the following areas of operation:

(1) Flight by reference to instruments;

(2) Navigation systems; Using VOR and ADF for navigation including Air traffic control clearances and procedures

(3) Using VOR, ADF and ILS for Instrument approach procedures; with minimas as published on approach plates.

(4) For an instrument—airplane rating, instrument training on cross- country flight procedures specific to airplanes that must include cross-country flight in an airplane that is performed under IFR, and consists of airways or ATC training.

(5) Emergency operations; unusual attitudes; equipment or instruments failure; loss of RT, engine failure on a multi-engine aircraft and go-around procedures.

(d) *Flight proficiency.* A person who applies for an instrument rating must receive and log training from an authorized instructor in an helicopter, or in a flight simulator or flight training device which includes the following areas of operation:

(1) Flight by reference to instruments;

(2) Navigation systems; Using VOR and ADF for navigation including Air traffic control clearances and procedures

(3) Using VOR, ADF and ILS for Instrument approach procedures; with minimas as published on approach plates.

(4) For an instrument—helicopter rating, instrument training on cross- country flight procedures specific to airplanes that must include cross-country flight in an helicopter that is performed under IFR, and consists of airways or ATC training.

(5) Emergency operations; equipment or instruments failure; go-around procedures and landing at an alternate airport.

(e) *Aeronautical experience.* A person who applies for an instrument rating must have logged the following:

(1) At least 50 hours of cross-country flight time as pilot in command, of which at least 10 hours must be in airplanes for an instrument—airplane rating; and

(2) A total of 40 hours of actual or simulated instrument time on the areas of operation of this section, of which not more than 20 hours training time can be inclusive to this requirement and to include—

(i) At least 15 hours of instrument flight training from an authorized instructor in the aircraft category for which the instrument rating is sought;

(ii) At least 3 hours of instrument training that is appropriate to the instrument rating sought from an authorized instructor in preparation for the practical test within the 60 days preceding the date of the test;

(iii) A distance of at least 470 KM (250 nautical miles) along airways or ATC-directed routing; complete a instrument approach (VOR, ADF ,ILS) at each airport;

(iv) For an instrument—helicopter rating, instrument training specific to helicopters on cross-country flight procedures that includes at least one cross-country flight in a helicopter that is performed under IFR, and consists of— A distance of at least 200 KM (100 nautical miles) along airways or ATC-directed routing; An instrument approach at each airport; and complete a instrument approach (VOR, ADF ,ILS) at each airport.

**61.85 Category II or III pilot authorization requirements.**

(a) *General.* A person who applies for a Category II or III pilot authorization must hold:

(1) At least a private or commercial pilot certificate with an instrument rating or an airline transport pilot certificate;

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

(b) Except for an airline transport pilot licence holder, An applicant for a Category II or III pilot authorization must have at least—

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

(2) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than— A combination of 25 hours of simulated instrument flight time in a

flight simulator or flight training device; or

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

(c) *Practical test requirements.*

(1) A practical test must be passed by a person who applies for—

(i) Issuance or renewal of a Category II or III pilot authorization; and

(ii) The addition of another type aircraft to the applicant's Category II or III pilot authorization.

(2) To be eligible for the practical test for an authorization under this section, an applicant must—Meet the requirements of paragraphs (a) and (b) of this section; and if the applicant has not passed a practical test for this authorization during the 12 calendar months preceding the month of the test, then that person must—

(i) Meet the requirements of 61.61(c); and

(ii) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches must have been conducted without the use of an approach coupler. They must be conducted under actual or simulated instrument flight conditions; They must be conducted to the decision height for the ILS approach in the type aircraft in which the practical test is to be conducted and need not be conducted to the decision height authorized for Category II or III operations;

(3) For (c)(2)(ii) requirements, all approaches must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in a flight simulator that—

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

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

(iii) Must be conducted to the decision height authorized for Category II and III operations only if conducted in a flight simulator or flight training device; and

(d) *Practical test procedures.* The practical test consists of an oral increment and a flight increment.

(1) *Oral increment.* In the oral increment of the practical test an applicant must demonstrate knowledge of the following:



- (i) Required landing distance;
- (ii) Recognition of the decision height;
- (iii) Missed approach procedures and techniques using computed or fixed attitude guidance displays;
- (iv) Use and limitations of RVR;
- (v) Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings;
- (vi) Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR;
- (vii) Effects of vertical and horizontal windshear;
- (viii) Characteristics and limitations of the ILS and runway lighting system;
- (ix) Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II or III equipment;
- (x) Assigned duties of the second in command during Category II or III approaches, unless the aircraft for which authorization is sought does not require a second in command; and
- (xi) Instrument and equipment failure warning systems.

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

- (i) The flight increment must be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorization is sought or in a flight simulator that—Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and is used in accordance with an approved course conducted by a training center certificated under this chapter.
- (ii) The flight increment must consist of at least two ILS approaches to 30 metres (100 feet) AGL including at least one landing and one missed approach.
- (iii) All approaches performed during the flight increment must be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach must be hand flown using flight director commands.
- (iv) If a multiengine airplane with the performance capability to execute a missed

approach with one engine inoperative is used for the practical test, the flight increment must include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.

(v) If a multiengine flight simulator or multiengine flight training device is used for the practical test, the applicant must execute a missed approach with the most critical engine, if applicable, failed.

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

(vii) Oral questioning may be conducted at any time during a practical test.

(e) *Additional Oral increment for Ca III.* In the oral increment of the practical test a Category III applicant must demonstrate additional knowledge of the following:

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

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

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

(4) Use and limitations of RVR, including determination of controlling RVR and required transmissometers;

(5) Use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including—

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

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

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

(6) Recognition of the limits of acceptable aircraft position and flight path tracking during

approach, flare, and, if applicable, rollout; and

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

(f) *Flight increment.* The following additional Category III requirements apply to the flight increment of the practical test—

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

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

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

(1) The flight increment must consist of at least two ILS approaches to 30 Meters (100 feet) AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around maneuver;

(2) All approaches performed during the flight increment must be made with the approved automatic landing system or an equivalent landing system approved by the Administrator;

(3) Subject to the limitations of this paragraph, for Category IIIb operations predicated on the use of a fail-passive rollout control system, at least one manual rollout using visual reference or a combination of visual and instrument references must be executed. The maneuver required by this paragraph shall be initiated by a fail-passive disconnect of the rollout control system—

(i) After main gear touchdown;

(ii) Prior to nose gear touchdown;

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

(iv) In weather conditions anticipated in Category IIIb operations.

**61.87 Glider towing: Experience and training requirements.**

(a) No person may act as pilot in command for towing a glider unless that person—

(1) Holds at least a private pilot certificate with a category rating for powered aircraft;

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

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

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

(ii) Emergency procedures;

(iii) Signals used; and

(iv) Maximum angles of bank.

(4) Except as provided in paragraph (b) of this section, has logged at least three flights as the sole manipulator of the controls of an aircraft towing a glider simulating towing flight procedures while accompanied by a pilot and received a logbook endorsement from the pilot,

(5) Within the preceding 12 months has—

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

(ii) Made at least three flights as pilot in command of a glider

(b) The pilot, described in paragraph (a)(4) of this section, who endorses the logbook of a person seeking towing privileges must have—met the requirements of (a)(4), logged at least 10 flights as pilot in command of an aircraft while towing a glider. However for pilot with a private pilot certificate, then that pilot must have— Logged at least 100 hours of pilot-in-command time in airplanes, or 200 hours of pilot-in-command time in a combination of powered and other-than-powered aircraft;

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

(a) A person who graduates from an approved training program is considered to have met the applicable aeronautical experience, aeronautical knowledge, and areas of operation requirements of this part if that person presents the graduation certificate and passes the required practical test within the 60-day period after the date of graduation.

(b) Satisfactorily accomplished an approved training program and the pilot-in-command proficiency check for that airplane type, in accordance with the pilot-in-command requirements under subparts N and O of part CCAR-121FS of this chapter; and applied for the airline transport pilot certificate, type rating, or both within the 60-day period from the date the person satisfactorily accomplished the approved training program and pilot-in-command proficiency check for that airplane type and will be considered to have met the requirements of 62.187.

**61.91 Military pilots or former military pilots: Special rules.**

(a) *General.* A rated military pilot or former rated military pilot who meets the applicable requirements of this section may apply, on the basis of his or her military training, for: A private or commercial pilot certificate;

(b) *Aircraft category, class, and type ratings.* A rated military pilot or former rated military pilot who applies for an aircraft category, class, or type rating, if applicable, is issued that rating at the commercial pilot certificate level if the pilot presents documentary evidence that shows satisfactory accomplishment.

(c) For applying a private pilot licence by a rated military pilot or former rated military pilot, he or she must satisfy the applicable requirements:

(1) Beside taking the relevant examination and endorsement, the pilot must satisfy 61.123.

(2) Present documentation showing compliance with the requirements of 61.129 to 61.137 for at least one aircraft category rating;

(3) *Military pilots on active flying status within the past 24 months.* A rated military pilot or former rated military pilot who has been on active flying status within the 24 months before applying must pass a knowledge test on the appropriate part 61.123(g) of this chapter that apply to pilot privileges and limitations, air traffic and general operating rules,

and accident reporting rules; A rated military pilot or former rated military pilot who has not been on active flying status within the 24 calendar months before the month of application must: also pass the appropriate knowledge and practical tests prescribed in part 61.123 (j) for the certificate or rating sought.

(d) For applying a commercial pilot licence by a rated military pilot or former rated military pilot, he or she must satisfy the applicable requirements:

(1) Beside taking the relevant examination and endorsement, the pilot must satisfy 61.153.

(2) Present documentation showing compliance with the requirements of 61.159 to 61.169 for at least one aircraft category rating;

(3) A rated military pilot or former rated military pilot who has been on active flying status within the 12 months before applying must pass a knowledge test on the appropriate part 61.153(g) of this chapter that apply to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules;

(4) A rated military pilot or former rated military pilot who has not been on active flying status within the 12 calendar months before the month of application must: also pass the appropriate knowledge and practical tests prescribed in part 61.153 (j) for the certificate or rating sought.

(e) Licence issued by, regulated by or examinations according to (c) (d) will be endorsed by the Administrator. An aircraft rating equivalent in the category and class of aircraft for which that military pilot is qualified is given as follows:

(1) Military pilots of single engine and 歼击机 category can apply for single engine aircraft type rating.

(2) Military pilots of bombers and transport planes of multi-engine category can apply for multi-engine type rating.

(3) Military transport pilots whose aircraft types which satisfy this chapter's requirements of type ratings can apply for an equivalent rating and take the relevant practical exam.

(4) Military helicopter pilots whose aircraft types which satisfy this chapter's requirements of type ratings can apply for an equivalent rating and take the relevant practical exam.

(f) Military pilots who satisfy 61.83(e) aeronautical experience, can apply for an instrument rating, however he or she must pass the relevant theoretical and practical exam.

**61.93 Pilot certificate issued on the basis of a foreign or under Hong Kong or Macau SAR administration pilot license.**

(a) *General.* A person who holds a current foreign pilot or under Hong Kong or Macau SAR administration license issued by a contracting State to the Convention on International Civil Aviation may apply for and be issued a pilot certificate with the appropriate ratings when the application is based on the foreign pilot license that meets the requirements of this section. A person who holds a current foreign pilot license issued by a contracting State to the Convention on International Civil Aviation may be issued a Chinese pilot certificate based on the foreign pilot license without any further showing of proficiency, provided the applicant meets the requirements (b) of this section;

(b) Pilots who hold a foreign pilot or under Hong Kong or Macau SAR administration license applying for a private pilot licence or equivalent will be given a Chinese licence by the administrator if the following is satisfied:

(1) Pilots who hold a current foreign or under Hong Kong or Macau SAR administration private, commercial or airline transport pilot license and is not under an order of revocation or suspension by the foreign country that issued the foreign pilot license; and does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that license;

(2) Holds a current medical certificate issued by China.

(3) Is able to read, speak, write, and understand the Chinese language. If the applicant is unable to meet one of these requirements due to medical reasons, then the Administrator may place such operating limitations on that applicant's pilot certificate as are necessary for the safe operation of the aircraft.

(4) A theory exam taken on the operating privileges and limitations, air law and operations.

(c) According to (b), a Chinese pilot certificate that is issued under this section shall specify the person's foreign or under Hong Kong or Macau SAR administration license number and country of issuance, his aircraft and instrument ratings. Is subject to the limitations and restrictions on the person's Chinese pilot's certificate. He or she shall not exercise the privileges of that Chinese pilot certificate when the person's foreign pilot or under Hong Kong or Macau SAR administration license has been revoked or suspended.

(d) Chinese nationals who complete their flying training in a CAAC approved or equivalent flying school Is subject to a theory exam taken on the operating privileges and limitations, air law and operations and can apply for a Chinese licence by virtue of their issued

licence by their flying schools.

**61.95 Special purpose foreign pilot authorization or under Hong Kong or Macau SAR administration pilot authorization**

(a) *General.* The holder of a foreign or under Hong Kong or Macau SAR administration pilot license issued by a contracting State to the Convention on International Civil Aviation who meets the requirements of this section may be issued a special purpose pilot authorization by the Administrator for the purpose of performing pilot duties—

(b) *Eligibility.* To be eligible for the issuance or renewal of a special purpose pilot authorization, an applicant must present the following

(1) A current foreign or under Hong Kong or Macau SAR administration pilot license that has been issued by the aeronautical authority of a contracting State to the Convention on International Civil Aviation from which the person holds citizenship or resident status and that contains the appropriate aircraft category, class, instrument rating, and type rating, if appropriate, for the aircraft to be flown;

(2) A special purpose pilot or under Hong Kong or Macau SAR administration authorization pilot license must indicate the expiry date. For commercial or airline transport, the validity is 120 days, As for private pilot, the validity is the earlier of the two: Licence renewal or extension after the last line check.

(c) Aircraft type rating

Documentation that the applicant meets the requirements will be endorsed by the administrator on the special purpose pilot licence or under Hong Kong or Macau SAR licence authorization.

(d) Instrument rating

Documentation that the applicant meets the requirements and is current will be endorsed by the administrator on the special purpose foreign pilot licence or under Hong Kong or Macau SAR licence authorization.

(e) Privileges and limitations

(1) Pilots can exercise their privileges and be a crew member of a Chinese registered aircraft.



(2) The privileges will be endorsed by the administrator together with the limitations.

(3) Pilots who is issued a special purpose pilot authorization may exercise the privileges on a Chinese registered aircraft, however, limited to the limitations annotated in the special purpose pilot authorization and foreign licence or under Hong Kong or Macau SAR licence.

(4) When a foreign licence or under Hong Kong or Macau SAR licence is revoked or suspended, the pilot is not allowed to exercise the privileges of a special purpose pilot authorization.

(f) Limitations on a special purpose pilot authorization:

A foreign licence or under Hong Kong or Macau SAR licence; private, commercial or airline transport pilot licence can be used as a basis for applying for a special purpose pilot authorization, the applicant must show documentation proof to the Administrator; the issuance of the foreign pilot license or under Hong Kong or Macau SAR licence from the aeronautical authority of the contracting State to the Convention on International Civil Aviation, whether the radio telephony for the applicant is conducted in English or Chinese and a copy of the licence endorsed by the authorities granted to this applicant , either in English or Chinese.

(g) Limitations on the special purpose pilot authorization;

The special purpose pilot authorization must be carried by the foreign pilot at all times.

## **Subpart D—Student Pilots**

### **61.101 General**

This chapter documents the requirements, usage, privileges and limitations of a student pilot.

### **61.103 Requirements**

Applicants who fulfill the following conditions would be issued a student licence.

- (a) The minimum age for applicants is 16 years old, however for gliders and balloons, the minimum age is 14 years of age.
- (b) Of good character.
- (c) Able to read, listen and write in Chinese, with no medical condition to affect radio telephony. For any medical condition that affects this requirement, the limitation must be endorsed in the licence.
- (d) Must hold a current Class I or Class II medical licence.

### **61.105 Solo requirements for student pilots.**

- (a) *General.* A student pilot may not operate an aircraft in solo flight unless that student has met the requirements of this section.
- (b) *Aeronautical knowledge.* A student pilot must demonstrate satisfactory aeronautical knowledge on a knowledge test that meets the requirements of this paragraph: The test must address the student pilot's knowledge of—
  - (1) Applicable sections of in this chapter;
  - (2) Airspace rules and procedures for the airport where the solo flight will be performed; and
  - (3) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
- (c) The student's authorized instructor must— Administer the test; and at the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight. The student must received and logged flight training for the maneuvers and procedures of this section that are appropriate to the make and model of

aircraft to be flown; and 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.

(1) *Pre-solo flight training in a single-engine airplane.* A student pilot who is receiving training for a single-engine airplane rating or privileges must receive and log flight training for the following maneuvers and procedures:

(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) Airport 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.

(2) *Maneuvers and procedures for pre-solo flight training in a helicopter.* A student pilot who is receiving training for a helicopter rating must receive and log flight training for the following maneuvers and procedures:

- (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) Airport 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 multiengine helicopters.

(3) *Maneuvers and procedures for pre-solo flight training in a gyroplane.* A student pilot who is receiving training for a gyroplane rating or privileges must receive and log flight training for the following maneuvers and procedures:

- (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) Airport 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) Hovering and turns during hovering;
- (xv) Go-arounds;
- (xvi) Fast speed reduction;
- (xvii) Simulated emergency procedures, including simulated power-off landings and simulated power failure during departures.

(3) *Maneuvers and procedures for pre-solo flight training in a gyroplane.* A student pilot who is receiving training for a powered-lift rating must receive and log flight training in 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) Airport 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;

(4) *Maneuvers and procedures for pre-solo flight training in a glider.* A student pilot who is receiving training for a glider rating or privileges must receive and log flight 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) Airport 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;
- (xviii) Procedures and techniques for thermalling; and
- (xix) Emergency operations, including towline break procedures.

(5) *Maneuvers and procedures for pre-solo flight training in an airship.* A student pilot who is receiving training for an airship 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) Airport 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.

(6) *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 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.

(d) *Limitations on student pilots operating an aircraft in solo flight.* A student pilot may not operate an aircraft in solo flight unless that student pilot has received:

(1) An endorsement from an authorized instructor on his or her student pilot certificate for the specific make and model aircraft to be flown; and

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

(e) *Limitations on student pilots operating an aircraft in solo flight at night.* A student pilot may not operate an aircraft in solo flight at night unless that student pilot has received:

(1) Flight training at night on night flying procedures that includes takeoffs, approaches,



landings, and go-arounds at night at the airport where the solo flight will be conducted;

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

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

(f) *Limitations on flight instructors authorizing solo flight.* (1) No instructor may authorize a student pilot to perform a solo flight unless that instructor has—

(1) Given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown;

(2) Determined the student pilot is proficient in the maneuvers and procedures prescribed in this section;

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

(4) Ensured that the student pilot's certificate has been endorsed by an instructor authorized to provide flight training for the specific make and model aircraft to be flown; and

(5) Endorsed the student pilot's logbook for the specific make and model aircraft to be flown, and that endorsement remains current for solo flight privileges, provided an authorized instructor updates the student's logbook every 90 days thereafter.

**61.107 General limitations.**

(a) A student pilot may not act as pilot in command of an aircraft:

(1) That is carrying a passenger;

(2) That is carrying property for compensation or hire;

(3) For compensation or hire;

(4) With a flight or surface visibility of less than 5 KM during daylight hours or 8KM at night;

(5) When the flight cannot be made with visual reference to the surface; or

(6) In a manner contrary to any limitations placed in the pilot's logbook by an authorized instructor.

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

**61.109 Solo cross-country flight requirements.**

(a) *General*, a student pilot must meet the requirements of this section before—  
Conducting a solo cross-country flight, or any flight greater than 50 KM from the airport from where the flight originated.

(b) A student pilot who seeks solo cross-country flight privileges must:

(1) Have received flight training from an instructor authorized to provide flight training on the maneuvers and procedures of this section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;

(2) Have demonstrated cross-country proficiency on the appropriate maneuvers and procedures of this section to an authorized instructor;

(3) Have satisfactorily accomplished the pre-solo flight maneuvers and procedures required by 61.105 of this part in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and

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

(c) A student pilot who seeks solo cross-country flight privileges must have received

(1) Ground and flight training from an authorized instructor on the cross-country maneuvers and procedures listed in this section that are appropriate to the aircraft to be flown.

(2) *Authorization to perform certain solo flights and cross-country flights.* A student pilot must obtain an endorsement from an authorized instructor to make solo flights from the airport where the student pilot normally receives training to another location. A student pilot who receives this endorsement must comply with the requirements of this paragraph.

(3) For each cross-country flight, the authorized instructor who reviews the cross-country planning must make an endorsement in the person's logbook after reviewing that person's cross-country planning, as specified in paragraph (d) of this section with the specify make and model of aircraft to be flown;

(d) The endorsement must—

(1) Determined that the student's cross-country planning is correct for the flight;

(2) Reviewed the current and forecast weather conditions and has determined that the flight can be completed under VFR;

(3) Determined that the student is proficient to conduct the flight safely;

(4) Determined that the student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown; and

(5) Determined that the student's solo flight endorsement is current for the make and model aircraft to be flown.

(e) *Maneuvers and procedures for cross-country flight training in a single-engine airplane.*

(1) 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 as in 61.105 and the following:

(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 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

(xiii) ATC directives.

(2) *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 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.

(3) *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 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, including short-field and soft-field takeoffs, approaches, and landings.

(4) *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;

(ix) Landings accomplished without the use of the altimeter from at least 600 Metres above the surface; and

(x) Recognition of weather and upper air conditions favorable for cross-country soaring, ascending and descending flight, and altitude control.

(5) *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 communications;
- (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; and
- (xii) Recognition of weather and upper air conditions conducive for the direction of cross-country flight.
- (xiii) ATC directives.

## Subpart E—Private Pilots

### 61.121 Applicability

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

### 61.123 Eligibility requirements

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

- a) Be at least 17 years of age and be at least 16 years of age for a rating in a glider or balloon;
- b) Be of good morale character;
- c) Be able to read, speak, write, and understand the Chinese language. Be able to understand and communicate essence in different radiotelephony. If the applicant is unable to meet one of these requirements due to medical reasons, then the administrator may place such operating limitations on that applicant's pilot certificate;
- d) Holding a minimum of junior high school and above education standard;
- e) Holding a class two or class one medical certificate;
- f) Receive a logbook endorsement from an authorized instructor who conducted the training or reviewed the person's home study on the aeronautical knowledge areas listed in 61.125 of this part that apply to the aircraft rating sought and certified that the person is prepared for the required knowledge test;
- g) Pass the test for the aeronautical knowledge requirements on 61.125;
- h) Receive flight training and a logbook endorsement from an authorized instructor who conducted the training in the areas of operation listed in 61.127 of this part that apply to the aircraft rating sought; and certified that the person is prepared for the required practical test;
- i) Meet the aeronautical experience requirements of this part that apply to the aircraft rating sought before applying for the practical test;
- j) Pass a practical test on the areas of operation listed in 61.127 of this part that apply to the aircraft rating sought; and
- k) Comply with the appropriate sections of this part that apply to the aircraft category and class rating sought



### **61.125 Aeronautical knowledge requirements**

A person who is applying for a private pilot certificate must receive and log ground training from an authorized instructor or complete a home-study course on the aeronautical knowledge of this section that apply to the aircraft category and class rating sought.

- a) Private pilot privileges, limitations and flight operation procedures under CAAR;
- b) Accident reporting requirements, use of the applicable portions of the aeronautical information manual and CAAR advisory circulars;
- c) Pre-flight preparation on how to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, fuel requirements; and planning of alternatives;
- d) Recognition of critical weather situations from the ground and in flight, wind shear avoidance, and the procurement and use of aeronautical weather reports and forecasts;
- e) Principles of aerodynamics, power plants, and aircraft systems;
- f) Use of aeronautical charts for VFR navigation using navigation aids, dead reckoning, and navigation systems;
- g) Safe and efficient operation of aircraft, including operating at the high density airport, collision avoidance, recognition and avoidance of wake turbulence, radio communication procedures, night flying operation and high altitude flying operation;
- h) Weight and balance computations and takeoff and climb performance;
- i) Aircraft characteristics including performance and limitations;
- j) Aeronautical decision making and judgment ;
- k) Aeronautical medical knowledge; and
- l) Stall awareness, entry into a spin, spin, and spin recovery techniques for the airplane and glider category ratings;

### **61.127 Flight proficiency requirements.**

A person who applies for a private pilot certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

- a) For an airplane category rating :
  - 1. Pre-flight preparation including weight and balance computations, pre-flight inspection, flying hour and usage of power plants;
  - 2. Airport operation procedures including takeoff, landing, radio communication procedure, traffic avoidance and wind shear recovery procedures.
  - 3. Visual attitude flying maneuvers;
  - 4. Slow flight and stalls, flying at speed close to stalling or stall speed at straight and

- level or turning;
  - 5. High speed maneuvers, spin recovery procedures;
  - 6. Normal and cross winding takeoff, landing and go-around;
  - 7. Performance take off on short runway and obstacle clearance; and landing on short runway;
  - 8. Basic instrument flying, including 180 degree straight and level turn.
  - 9. Navigation, including ground references, navigation aids and under radar control;
  - 10. Night operations, including takeoff, landing and visual flying rules ( VFR );
  - 11. Operation of multiengine and rotor engine if applicable;
  - 12. Emergency operations including instruments and power failures; and
  - 13. Controlled airspace procedure, including communication procedure and radiotelephony to enter, exit and land in a controlled airport.
- b) For a rotorcraft category rating with a helicopter class rating:
- 1. Pre-flight preparation including weight and balance computations, pre-flight inspection, flying hour and usage of power plants
  - 2. Hovering maneuvers and visual flying;
  - 3. Airport operation procedures including takeoff, landing, radio communication procedure, traffic avoidance and wind shear recovery procedures;
  - 4. Recovering from a initial spin stage;
  - 5. Navigation, including ground references, navigation aids and under radar control;
  - 6. Normal and cross winding takeoff, landing and go-around;
  - 7. Takeoff and landing using reduced thrust, performance takeoff and landing, flying at controlled airspace, speed changing maneuvers;
  - 8. Night operations, including takeoff, landing and visual flying rules ( VFR );
  - 9. Emergency operations including instruments and power failures, able to performance hovering, landing for an engine failure for multiengine rotary aircraft and able to land for single engine rotary aircraft;
  - 10. Controlled airspace procedure, including communication procedure and radiotelephony to enter, exit and land in a controlled airport;
- c) For a rotorcraft category rating with a gyroplane class rating:
- 1. Pre-flight preparation including weight and balance computations, pre-flight inspection, flying hour, weight and balance computations and usage of navigation equipment and power plants;
  - 2. Visual attitude flying maneuvers;
  - 3. Flying at low airspeed, judgment and recovery on flying at high rate of decent at slow airspeed;
  - 4. Airport operation procedures including takeoff, landing, radio communication procedure, air traffic control procedure and traffic avoidance;
  - 5. Navigation, including ground references, navigation aids and under radar control; and
  - 6. Emergency operations including performance takeoff and landing.

d) For a glider category rating:

1. Pre-flight preparation including assembly, disassembly and pre-flight inspection;
2. Methods and techniques of launching the glider, including proper airspeed control, emergency procedures and signals;
3. Launches and landings procedure, including methods and procedures for traffic avoidance;
4. Visual attitude flying maneuvers, including two directions steep turns and gliding
5. Proper technique of flying the glider close to limitation airspeed;
6. Slow flight and stalls, flying at speed close to stalling or stall speed at straight and level or turning;
7. Normal and cross winding takeoff, landing.

e) For a lighter-than-air category rating with an airship class rating:

1. Ground preparation including installation, securing of equipment and pre-flight preparation;
2. Takeoff and landing under positive and negative buoyancy, two way radio communication, and traffic avoidance;
3. Maneuvers including straight and level, accent, turns and descent;
4. Visual attitude flying maneuvers;
5. Navigation, including using ground references and navigation aids;
6. Emergency operations including able to operate the airship under power failure and equipment failure.

f) For a lighter-than-air category rating with a balloon class rating:

1. Installation and secure, including basket, installation of airborne burner, and exchange of basket and airborne heater;
2. Operation of airborne heater
3. Ascent, descent and landing operation; and
4. Emergency procedures using simulation on airburst

g) For a ultra light aircraft category rating:

1. Aircraft assembly and dismantling, fuel installation system;
2. Pre-flight preparation, including weight and balance computation, pre-flight inspection, starting engine procedure;
3. Airport takeoff and landing operation including circuit pattern, controlled airport procedures, radiotelephony, traffic avoidance procedures, and wind shear avoidance;
4. Visual flying maneuvers;
5. Flying at slow and stall air speed, able to recognize stalling to spin from straight and level and during turns;

6. Takeoff, landing and go-around under normal and cross wind condition, takeoff and landing at short and soft runway, performance takeoff and landing;
7. Crossing country navigation using ground references and navigational aids;
8. seaplane operation (if applicable);
9. Emergency procedure, including simulated aircraft or equipment failure;
10. Rules and methods of operation below 50 meters and
11. Maneuvers on turns, glide and landing during engine failure or simulated engine failure.

**61.129 Aircraft category aeronautical experience requirements.**

*A. For an airplane single-engine rating* A person who applies for a private pilot license with an airplane category and single-engine class rating must log at least 40 hours of flight time training mentioned in part 61.127 (a). That includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training. The 20 hours of flight training can include not more than 2.5 hours of simulator session or flight training device and the training must include at least—

- 1) 3 hours of cross-country flight training in an airplane;
- 2) 3 hours of night flight training in an airplane that including one cross-country flight of over 180 kilometers total distance; and 10 takeoffs and 10 landings to a full stop. Applicant who unable to perform the above requirements will have a restricted license mentioning prohibited form night flying;
- 3) 3 hours of flight training in an single engine airplane on the control and maneuverings of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;
- 4) 3 hours of flight training in preparation for the practical test in a single-engine airplane, which must have been performed within 60 days preceding the date of the test; and
- 5) 10 hours of solo flight time in a single-engine airplane, consisting of at least—
  - I. 5 hours of solo cross-country time;
  - II. One solo cross-country flight of at least 270 kilometers total distance, with full-stop landings at a minimum of two locations, and one segment of the flight consisting of a straight-line distance of at least 90 kilometers between the takeoff and landing locations; and
  - III. 3 takeoffs and 3 landings to a full stop at an airport with an operating control tower.

*B. For an airplane multiengine rating* A person who applies for a private pilot license with an airplane category and multiengine class rating must log at least 40 hours of flight time

training mentioned in part 61.127 (a). That includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training. The 20 hours of flight training can include not more than 2.5 hours of simulator session or flight training device and the training must include at least—

- 1) 3 hours of cross-country flight training in a multiengine airplane;
- 2) 3 hours of night flight training in a multiengine airplane that including one cross-country flight of over 180 kilometers total distance and 10 takeoffs and 10 landings to a full stop. Applicant who unable to perform the above requirements will have a restricted license mentioning prohibited form night flying;
- 3) 3 hours of flight training in a multiengine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;
- 4) 3 hours of flight training in preparation for the practical test in a multiengine airplane, which must have been performed within the 60-day period preceding the date of the test; and
- 5) 10 hours of solo flight time in a single-engine airplane, consisting of at least—
  - I. 5 hours of solo cross-country time;
  - II. One solo cross-country flight of at least 270 kilometers total distance, with full-stop landings at a minimum of two locations, and one segment of the flight consisting of a straight-line distance of at least 90 kilometers between the takeoff and landing locations; and
  - III. 3 takeoffs and 3 landings to a full stop at an airport with an operating control tower.

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

#### **61.131 Rotorcraft category aeronautical experience requirements**

*A. For a helicopter rating* A person who applies for a private pilot license with a rotorcraft category and helicopter class rating must log at least 40 hours of flight time training mentioned in part 61.127 (b). That includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training. The 20 hours of flight training can include not more than 2.5 hours of simulator session or flight training device and the training must include at least—

- 1) 3 hours of cross-country flight training in a helicopter;
- 2) 3 hours of night flight training in a helicopter that including one cross-country flight of over 90 kilometers total distance and 10 takeoffs and 10 landings to a full stop

(with each landing involving a flight in the traffic pattern) at an airport. Applicant who unable to perform the above requirements will have a restricted license mentioning prohibited form night flying;

- 3) 3 hours of flight training in preparation for the practical test in a helicopter, which must have been performed within 60 days preceding the date of the test; and
- 4) 10 hours of solo flight time in a helicopter, consisting of at least—
  - I. 5 hours cross-country time;
  - II. One solo cross-country flight of at least 180 kilometers total distance, with landings at a minimum of two locations, and one segment of the flight being a straight-line distance of at least 60 kilometers between the takeoff and landing locations; and
  - III. 3 takeoffs and 3 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

*B. For a gyroplane rating.* A person who applies for a private pilot license with a rotorcraft category and helicopter class rating must log at least 40 hours of flight time training mentioned in part 61.127 (c). That includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training. The 20 hours of flight training can include not more than 2.5 hours of simulator session or flight training device and the training must include at least—

- 1) 3 hours of cross-country flight training in a helicopter;
- 2) 3 hours of night flight training in a helicopter that including one cross-country flight of over 90 kilometers total distance and 10 takeoffs and 10 landings to a full stop( with each landing involving a flight in the traffic pattern) at an airport. Applicant who unable to perform the above requirements will have a restricted license mentioning prohibited form night flying;
- 3) 3 hours of flight training in preparation for the practical test in a helicopter, which must have been performed within 60 days preceding the date of the test; and
- 4) 10 hours of solo flight time in a helicopter, consisting of at least—
  - I. 5 hours cross-country time;
  - II. One solo cross-country flight of at least 150 kilometers total distance, with landings at a minimum of two locations, and one segment of the flight being a straight-line distance of at least 50 kilometers between the takeoff and landing locations; and
  - III. 3 takeoffs and 3 landings to a full stop at an airport with an operating control tower.

### **61.133 Glider category aeronautical experience requirements**

- a) If the applicant for a private pilot license 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 61.127(d) of this part, and that flight time must include at least—
  - 1) 20 flights in a glider in the areas of operations listed in 61.127(d) of this part, including at least 3 training flights in a glider with an authorized instructor in preparation for the practical test that must have been performed within the 60-day period preceding the date of the test; and
  - 2) 2 hours of solo flight time in a glider with not less than 10 launches and landings being performed.
  
- b) 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 61.127(d) of this part, and that flight time must include at least—
  - 1) 10 solo flights in a glider; and
  - 2) Training flights in a glider with an authorized instructor in preparation for the practical test that must have been performed within the 60-day period preceding the date of the test.

### **61.135 Lighter than air category aeronautical experience requirements**

- a) *For an airship rating.* A person who applies for a private pilot license with a lighter-than-air category and airship class rating must log at least 40 hours of flying experience including :
  - 1) 25 hours of flight training in airships on the areas of operation listed in 61.127(e) of this part, which consists of at least
    - I. 3 hours of cross-country flight training in an airship;
    - II. 3 hours of night flight training in an airship that includes 5 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport and one cross-country flight of over 50 kilometers total distance.  
Applicant who unable to perform the above requirements will have a restricted license mentioning prohibited form night flying;
  - 2) 3 hours of flight training in an 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;
- 3) 3 hours of flight training in an airship in preparation for the practical test within the 60 days preceding the date of the test; and
  - 4) 5 hours performing the duties of pilot in command in an airship with an authorized instructor.
- b) *For a balloon rating.* A person who applies for a private pilot license with a lighter-than-air category and balloon class rating must log at least 10 hours of flight training that includes at least six training flights with an authorized instructor in the areas of operation listed in 61.127(f) of this part, that includes—
- 1) *Gas balloon.* If the training is being performed in a gas balloon, at least two flights of 2 hours each that consists of—
    - I. At least one training flight with an authorized instructor within 60 days prior to application for the rating on the areas of operation for a gas balloon;
    - II. At least one flight performing the duties of pilot in command in a gas balloon with an authorized instructor; and
    - III. At least one flight involving a controlled ascent to 900 meters 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 flights of 1 hour each within 60 days prior to application for the rating on the areas of operation appropriate to a balloon with an airborne heater;
    - II. One solo flight in a balloon with an airborne heater; and
    - III. At least one flight involving a controlled ascent to 600 meters above the launch site

#### **61.137 Basic aircraft category aeronautical experience requirements**

A person who applies for a basic aircraft pilot license must log at least 30 hours of flight time training mentioned in part 61.127 (g). That includes at least 15 hours of flight training from an authorized instructor and 10 hours of solo flight training.

- a) Training under authorized instructor must include at least:
  1. 3 hours of cross-country flight training; and
  2. 3 hours of flight training in an ultra light aircraft in preparation for the practical test within the 60 days preceding the date of the test;



- b) 10 hours of solo flight must include at least:
  - 1. 3 hours of solo cross country flying; and
  - 2. One solo cross-country flight of at least 120 kilometers total distance, with landings at a minimum of two locations, and one segment of the flight being a straight-line distance of at least 40 kilometers between the takeoff and landing locations.

**61.139 Private pilot privileges and limitations**

No person who holds a private pilot certificate may act as pilot in command or second in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command or second in command of an aircraft.

**61.140 Balloon rating: Limitations.**

- a) If a person who applies for a private pilot license with a balloon rating takes a practical test in a balloon with an airborne heater. The pilot license will contain a limitation restricting the exercise of the privileges of that license to a balloon with an airborne heater. 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.
- b) If a person who applies for a private pilot license with a balloon rating takes a practical test in a gas balloon. The pilot license will contain a limitation restricting the exercise of the privilege of that certificate to a gas balloon. 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

## **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 general operating rules for persons who hold those certificates and ratings.

### **61.152 Eligibility requirements**

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

- a. Be at least 18 years of age;
- b. Be of good moral character;
- c. Be able to read, speak, write, and understand the Chinese language. If the applicant is unable to meet one of these requirements due to medical reasons, then the Administrator may place such operating limitations on that applicant's pilot certificate as are necessary for the safe operation of the aircraft;
- d. Holding a minimum of high school and above education standard;
- e. Holding a class one medical certificate;
- f. Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas listed in 61.155 of this part that apply to the aircraft category and class rating sought;
- g. Pass the required knowledge test on the aeronautical knowledge areas listed in 61.125 of this part;
- h. Conducted the training on the areas of operation listed in 61.157 of this part that apply to the aircraft category and class rating sought; and receive the required training and a logbook endorsement from an authorized instructor who certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought;
- i. Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;
- j. Pass the required practical test on the areas of operation listed in 61.157 of this part that apply to the aircraft category and class rating sought;
- k. Hold at least a private pilot certificate issued under this part or meet the requirements of 61.91; and
- l. Comply with the sections of this part that apply to the aircraft category and class

rating sought.

**61.155 Aeronautical knowledge requirements.**

A person who applies for a commercial pilot certificate must receive and log ground training from an authorized instructor, or complete a home-study course, on the aeronautical knowledge areas of paragraph of this section that apply to the aircraft category and class rating sought.

- a. Applicable China Aviation Authority Regulations that relate to commercial pilot privileges, limitations, and flight operations;
- b. Accident reporting requirements, use of the applicable portions of the aeronautical information manual and CAAR advisory circulars;
- c. Pre-flight preparation and procedures;
- d. Meteorology to include recognition of critical weather situations, wind shear recognition and avoidance, and the use of aeronautical weather reports and forecasts;
- e. Basic aerodynamics, the principles of flight, principles and functions of aircraft systems;
- f. Use of aeronautical charts and a magnetic compass for pilotage and dead reckoning; use of air navigation facilities under VFR and IFR rules and regulations;
- g. Safe and efficient operation of aircraft, airspace control and operations procedures, flight planning, VFR rules and procedures, traffic avoidance maneuvers, radiotelephony procedures, night flying and high-altitude operations;
- h. Weight and balance including computations and aircraft performance;
- i. Use of performance charts and significance and effects of exceeding aircraft performance limitations;
- j. Maneuvers, procedures, and emergency operations appropriate to the aircraft;
- k. Aeronautical medical knowledge;
- l. Cargo loading procedures and guidance including dangerous goods (including sling loads for rotary aircraft); and
- m. Aeronautical decision making and judgment.

**61.157 Flight proficiency requirements**

A person who applies for a commercial pilot certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.

a) For an airplane category rating :

1. Pre-flight preparation including weight and balance computations, pre-flight inspection, flying hour;
2. Airport operation procedures including takeoff, landing, circuit pattern and traffic avoidance procedures;
3. Slow flight and stalls, able to recognize and recover from stalling or stall with or without thrust;
4. High speed maneuvers, recognizing and recovery of spins procedures; entering, maintaining and recovery in a roll, high speed spin, high speed spin in descent. High speed climbing turns and lazy' s.
5. Normal and cross winding takeoff and landing;
6. Performance take off on short runway and obstacle clearance; and landing on short runway;
7. Instrument flying, including recover from unusual attitude using instrument;
8. Navigation, including ground references, navigation aids and under radar control;
9. Normal and emergency procedures for aircraft with retractable undercarriage;
10. Emergency operations including instruments and power failures, fire on flight, engine failure for multiengine aircraft;
11. Operation of multiengine and seaplane if applicable;
12. Controlled airspace procedure, including communication procedure and radiotelephony for takeoff, landing, enter and exit a controlled airport

b) For a rotorcraft category rating with a helicopter class rating:

1. Pre-flight preparation including weight and balance computations, pre-flight inspection, flying hour and usage of power plants
2. Airport operation procedures including circuit ,takeoff, landing, radio communication procedure, traffic avoidance procedures;
3. Visual flying of the aircraft;
4. Recovering from a initial spin stage;
5. Hovering, maneuvers, normal and cross winding takeoff and landing, takeoff and landing at slope;
6. Takeoff and landing using reduced thrust, performance takeoff and landing, flying at controlled airspace, speed changing maneuvers;
7. Hovering Without ground references , carrying sling load;
8. Instrument flying, including recover from unusual attitude using instrument;
9. Emergency operations including instruments and power failures, able to performance hovering, landing for multiengine rotary aircraft during engine failure and able to land for single engine rotary aircraft;
10. Operation of multi- rotary aircraft if applicable;
11. Controlled airspace procedure, including communication procedure and radiotelephony for takeoff, landing, enter and exit a controlled airport

c) For a rotorcraft category rating with a gyroplane class rating:

1. Pre-flight preparation including weight and balance computations, pre-flight inspection, flying hour, weight and balance computations;
  2. Visual attitude flying maneuvers;
  3. Flying at low airspeed, judgment and recovery on flying at high rate of descent at slow airspeed;
  4. Normal and cross wind take off and landing;
  5. Airport operation procedures including circuit, takeoff, landing, radio communication procedure and traffic avoidance procedure;
  6. Cross country operation
  7. Emergency operations including power or instrument failure and performance takeoff and landing
  8. Controlled airspace procedure, including communication procedure and radiotelephony for takeoff, landing, enter and exit a controlled airport
- d) For a glider category rating:
1. Pre-flight preparation including assembly, disassembly and pre-flight inspection;
  2. Methods and techniques of launching the glider, including proper airspeed control, emergency procedures and signals;
  3. Launches and landings procedure, including methods and procedures for traffic avoidance;
  4. Visual attitude flying maneuvers, including steep turns in both directions, gliding, straight and level, climbing using hot air
  5. Proper speed control technique, flying at slow air speed and recognize entry into stall and spin at straight and level and during turns;
  6. Navigation, including using ground references and navigation aids; and
  7. Precision landing within 30 meters of the allocated position.
- e) For a lighter-than-air category rating with an airship class rating:
1. Pre-flight preparation including weight and balance computation, pre-flight inspection, ground operation procedures, flying duty and hours;
  2. Visual attitude flying maneuvers under VFR and modified instrument flying under IFR including straight and level, turning, climb and descent;
  3. Takeoff and landing under positive and negative buoyancy;
  4. Turning and figure of 8 maneuvers;
  5. Precision turning to a course under modified instrument rules;
  6. Preparation and filing under IFR condition and able to follow IFR;
  7. Able to communicate and using proper radiotelephony under IFR;
  8. Navigation, including using ground references and navigation aids; and
  9. Emergency operations including able to operate the airship under power failure and perform the necessary procedures for emergency using simulation.
- f) For a lighter-than-air category rating with a balloon class rating:
1. Assembly, filling and secure, including carriage, airborne heater's installation and

- exchange;
  - 2. Fundamental commands and instructions on ground and during airborne;
  - 3. Airborne, descent and landing operations;
  - 4. Operation of airborne heater; and
  - 5. Emergency procedures using simulation and operation of balloon at high speed descent.
- g) For an ultra light aircraft category rating:
- 1. Aircraft assembly and dismantling, fuel installation system;
  - 2. Pre-flight preparation, including weight and balance computation, pre-flight inspection, starting engine procedure;
  - 3. Airport takeoff and landing operation including circuit pattern, controlled airport procedures, radiotelephony, traffic avoidance procedures, and wind shear avoidance;
  - 4. Visual flying maneuvers;
  - 5. Flying at slow and stall air speed, able to recognize stalling to spin from straight and level and during turns;
  - 6. Takeoff, landing and go-around under normal and cross wind condition, takeoff and landing at short and soft runway, performance takeoff and landing;
  - 7. Crossing country navigation using ground references and navigational aids;
  - 8. seaplane operation (if applicable);
  - 9. Emergency procedure, including simulated aircraft or equipment failure;
  - 10. Rules and methods of operation below 50 meters; and
  - 11. Maneuvers on turns, glide and landing during engine failure or simulated engine failure.

**61.159 Aircraft category aeronautical experience requirements.**

- a) *For an airplane single-engine rating.* A person who applies for a commercial pilot license with an airplane category and single-engine class rating must log at least 250 hours of flight time as a pilot. That can include at least 50 hours of flight training from an authorized instructor on the aircraft type, simulator and flight training device on the aircraft type that he is applying. The flight time as a pilot must consist at least—
- 1. 100 hours in powered aircraft, of which 50 hours must be in airplanes.
  - 2. 100 hours of pilot-in-command flight time, which includes at least—
    - 50 hours in airplanes; and
    - 50 hours in cross-country flight of which at least 10 hours must be in airplanes.
  - 3. 20 hours of training on the areas of operation listed in 61.157(a) of this part that

includes at least—

- 10 hours of instrument training of which at least 5 hours must be in a single-engine airplane;
  - 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;
  - One cross-country flight of at least 2 hours in a single-engine airplane in day VFR conditions, consisting of a total straight-line distance of more than 180 kilometers from the original point of departure;
  - One cross-country flight of at least 2 hours in a single-engine airplane in night VFR conditions, consisting of a total straight-line distance of more than 180 kilometers from the original point of departure; and
  - 3 hours in a single-engine airplane in preparation for the practical test within the 60-day period preceding the date of the test.
  - 5 hours of aerobatics training, inclusive of entering and maintaining of rolls, high speed spins, high speed descending spins, high speed climbing turns and lazy's 8.
4. 10 hours of solo flight in a single-engine airplane on the areas of operation listed in 61.157(a) of this part, which includes at least—
- One cross-country flight of not less than 540 kilometers total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 270 kilometers miles from the original departure point.
  - 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
- (b) For an airplane multiengine rating.* A person who applies for a commercial pilot license with an airplane category and single-engine class rating must log at least 250 hours of flight time as a pilot. That can include at least 50 hours of flight training from an authorized instructor on the aircraft type, simulator and flight training device on the aircraft type that he is applying. The flight time as a pilot must consist at least—
1. 100 hours in powered aircraft, of which 50 hours must be in airplanes.
  2. 100 hours of pilot-in-command flight time, which includes at least—
    - 50 hours in airplanes; and
    - 50 hours in cross-country flight of which at least 10 hours must be in airplanes.
  3. 20 hours of training on the areas of operation listed in 61.127(a) of this part that includes at least—

- 10 hours of instrument training of which at least 5 hours must be in a multiengine airplane;<sup>1</sup>
  - 10 hours of training in a multiengine airplane that has a retractable landing gear, flaps, and controllable pitch propellers, or is turbine-powered, or for an applicant seeking a multiengine seaplane rating, 10 hours of training in a multiengine seaplane that has flaps and a controllable pitch propeller;
  - One cross-country flight of at least 2 hours in a multiengine airplane in day VFR conditions, consisting of a total straight-line distance of more than 180 kilometers from the original point of departure;
  - One cross-country flight of at least 2 hours in a multiengine airplane in night VFR conditions, consisting of a total straight-line distance of more than 180 kilometers miles from the original point of departure; and
  - 3 hours in a multiengine airplane in preparation for the practical test within the 60-day period preceding the date of the test.
  - 5 hours of aerobatics training, inclusive of entering and maintaining of rolls, high speed spins, high speed descending spins, high speed climbing turns and lazy's 8
4. 10 hours of solo flight time in a multiengine airplane or 10 hours of flight time performing the duties of pilot in command in a multiengine airplane with an authorized instructor on the areas of operation listed in 61.127(a) of this part that includes at least—
- One cross-country flight of not less than 540 kilometers total distance with landings at a minimum of three points, one of which is a straight-line distance of at least 270 kilometers from the original departure point; and
  - 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight with a traffic pattern) at an airport with an operating control tower.

**61.161 Rotorcraft category aeronautical experience requirements**

- a. *For a helicopter rating.* A person who applies for a commercial pilot license with a rotorcraft category and helicopter class rating must log at least 150 hours of flight time as a pilot. That can include at least 10 hours of flight training from an authorized instructor on the helicopter type, simulator and flight training device on the helicopter type that he is applying. The flight time as a pilot must consist at least—
1. 100 hours in powered aircraft, of which 50 hours must be in helicopters.
  2. 100 hours of pilot-in-command flight time, which includes at least—



- 35 hours in helicopters; and
  - 10 hours in cross-country flight in helicopters.
3. 20 hours of training on the areas of operation listed in §61.127(b)(3) of this part that includes at least—
    - 10 hours of instrument training in an aircraft;
    - One cross-country flight of at least 2 hours in a helicopter in day VFR conditions, consisting of a total straight-line distance of more than 90 kilometers from the original point of departure;
    - One cross-country flight of at least 2 hours in a helicopter in night VFR conditions, consisting of a total straight-line distance of more than 90 kilometers from the original point of departure; and
    - 3 hours in a helicopter in preparation for the practical test within the 60-day period preceding the date of the test.
  4. 10 hours of solo flight in a helicopter on the areas of operation listed in 61.157(b) of this part, which includes 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 90 kilometres from the original point of departure; and
    - 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).
- b) *For a gyroplane rating.* A person who applies for a commercial pilot license with a rotorcraft category and gyroplane class rating must log at least 150 hours of flight time as a pilot. That can include at least 10 hours of flight training from an authorized instructor on the helicopter type, simulator and flight training device on the helicopter type that he is applying. The flight time as a pilot must consist at least—
1. 100 hours in powered aircraft, of which 25 hours must be in gyroplanes.
  2. 100 hours of pilot-in-command flight time, which includes at least—
    - 10 hours in gyroplanes; and
    - 3 hours in cross-country flight in gyroplanes.
  3. 20 hours of training on the areas of operation listed in 61.157(c) of this part that includes at least—
    - 5 hours of instrument training in an aircraft;
    - One cross-country flight of at least 2 hours in a gyroplane in day VFR conditions, consisting of a total straight-line distance of more than 90 kilometers from the original point of departure;
    - One cross-country flight of at least 2 hours in a gyroplane in night VFR

conditions, consisting of a total straight-line distance of more than 90 kilometers from the original point of departure; and

- 3 hours in a gyroplane in preparation for the practical test within the 60-day period preceding the date of the test.
4. 10 hours of solo flight in a gyroplane on the areas of operation listed in 61.157(c) of this part, which includes 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 90 kilometers from the original point of departure; and
  - 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).

#### **61.163 Glider category aeronautical experience requirements**

A person who applies for a commercial pilot license with a glider category rating must log at least—

- a) 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 pilot in command, including 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 61.157(d) of this part, including at least 3 training flights in a glider with an authorized instructor in preparation for the practical test within the 60-day period preceding the date of the test; and
  - 2 hours of solo flight that include not less than 10 solo flights in a glider on the areas of operation listed in 61.157(d) of this part; or
- b) 200 hours of flight time as a pilot in heavier-than-air aircraft and at least 20 flights in a glider as pilot in command, including 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 61.157(d) of this part including at least 3 training flights in a glider with an authorized instructor in preparation for the practical test within the 60-day period preceding the date of the test; and
  - 5 solo flights in a glider on the areas of operation listed in 61.157(d) of this part and a solo cross country flight.

### **61.165 Airship aeronautical experience requirements**

A person who applies for a commercial pilot license with a lighter-than-air category and airship class rating must log at least 200 hours of flight time as a pilot, which includes at least the following hours:

- a) 50 hours in airships.
- b) 30 hours of pilot-in-command time in airships, which consists of at least—
  - 10 hours of cross-country flight time in airships; and 1
  - 0 hours of night flight time in airships.
- c) 40 hours of instrument time, which consists of at least 20 hours in flight, of which 10 hours must be in flight in airships.
- d) 20 hours of flight training in airships on the areas of operation listed in 61.157(e) of this part, which includes at least—
  - 3 hours in an airship in preparation for the practical test within the 60-day period preceding the date of the test;
  - One cross-country flight of at least 1 hour in duration in an airship in day VFR conditions, consisting of a total straight-line distance of more than 45 kilometers from the original point of departure; and
  - One cross-country flight of at least 1 hour in duration in an airship in night VFR conditions, consisting of a total straight-line distance of more than 45 kilometers from the original point of departure.
- e) 10 hours of flight training performing the duties of pilot in command with an authorized instructor on the areas of operation listed in 61.157(e) of this part, which includes 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 45 kilometers from the original point of departure; and
  - 5 hours in night VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight in the traffic pattern).

### **61.167 Air Balloon aeronautical experience requirements**

A person who applies for a commercial pilot license 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 at least the following requirements:

- a) 20 hours in balloons;
- b) 10 flights in balloons;
- c) Two flights in balloons as the pilot in command; and
- d) 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 61.157(f) of this part, which consists of at least—
  - 1) For a gas balloon—
    - 2 training flights of 2 hours each with an authorized instructor in a gas balloon on the areas of operation appropriate to a gas balloon within 60 days prior to application for the rating;
    - 2 flights performing the duties of pilot in command in a gas balloon
    - One flight involving a controlled ascent to 1500 meters above the launch site.
  - 2) For a balloon with an airborne heater—
    - 2 training flights of 1 hour each with an authorized instructor in a balloon with an airborne heater on the areas of operation appropriate to a balloon with an airborne heater within 60 days prior to application for the rating;
    - Two solo flights in a balloon with an airborne heater; and
    - One flight involving a controlled ascent to 900 meters above the launch site.

**61.169 Basic aircraft aeronautical experience requirements.**

A person who applies for a commercial pilot license with an ultra light aircraft category must log at least 150 hours of flight time as a pilot, which includes at least the following requirements

1. 100 hours in powered aircraft, of which 50 hours must be in ultra light airplanes.
2. 70 hours of pilot-in-command flight time, which includes at least—
  - 35 hours in ultra light airplanes; and
  - 20 hours in cross-country flight of which at least 10 hours must be in ultra light airplanes.
3. 15 hours of training on the areas of operation listed in 61.157(g) of this part that includes at least—

- One cross-country flight of at least 2 hours in a ultra light airplane in day VFR conditions, consisting of a total straight-line distance of more than 120 kilometres from the original point of departure;
  - 3 hours in an ultra light airplane in preparation for the practical test within the 60-day period preceding the date of the test. 10
4. 10 hours of solo flight in an ultra light airplane on the areas of operation listed in 61.157(g) of this part, which includes one cross-country with a minimum landing of three points, one of which is a straight-line distance of at least 90 kilometres miles from the original departure point.

**61.171 Limitation to night flying.**

- a) A person who receives flight training but does not meet the night flight training requirements of this section may be issued a pilot certificate with the limitation “night flying prohibited.”
- b) A person who holding a “night flying prohibited” license is not allowed to do flight in any public transport.
- c) When a person accomplishes the appropriate night flight training requirements of this subpart and presents to an examiner a logbook or training record endorsement from an authorized instructor that verifies accomplishment of the appropriate night flight training requirements of this subpart. The person may have the “night flying prohibited” limitation removed.

**61.173 Commercial pilot privileges and limitations.**

A commercial pilot license holder can have the following:

(a) *Privileges:*

- 1. Exercise all the privileges of private pilot license;
  - 2. Carrying persons or property for compensation or hire as a pilot in command or second in command, but cannot operate pilot in command under CCAR-121FS provided the person is holding an airline transport license;
  - 3. For compensation or hire as a pilot or co-pilot;
  - 4. Commercial pilots for an airship may—
- Give flight and ground training in an airship for the issuance of a certificate or rating

- Give an endorsement for a pilot certificate with an airship rating;
- Endorse a student pilot certificate or logbook for solo operating privileges in an airship;
- Act as pilot in command of an airship under IFR or in weather conditions less than the minimum prescribed for VFR flight; and
- Give flight and ground training and endorsements that are required for a flight review, an operating privilege or regency -of-experience requirements of this part.

5. Commercial pilots for a balloon may—

- Give flight and ground training in a balloon for the issuance of a certificate or rating;
- Give an endorsement for a pilot certificate with a balloon rating;
- Endorse a student pilot certificate or logbook for solo operating privileges in a balloon; and
- 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 license with an airplane category does not hold an instrument rating in the same category and class will be issued a commercial pilot license that contains the limitation, "The carriage of passengers for hire in country flights is prohibited." The limitation may be removed when the person satisfactorily accomplishes the requirements listed in 61.83 of this part for an instrument rating in the same category and class of aircraft listed on the person's commercial pilot license.
2. If a person who applies for a commercial pilot license with a balloon rating takes a practical test in a balloon with an airborne heater, the pilot license will contain a limitation restricting the exercise of the privileges of that license to a balloon with an airborne heater. 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.
3. If a person who applies for a commercial pilot license with a balloon rating takes a practical test in a gas balloon, the pilot license will contain a limitation restricting the exercise of the privileges of that certificate to a gas balloon. 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.
4. An ultra light airplane commercial pilot license holder is not allowed to carry out public transport operation.

## **Subpart G—Airline Transport Pilots License**

### **61.181 Applicability.**

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

### **61.182 Eligibility requirements: General.**

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

- a) Be at least 21 years of age;
- b) Be of good moral character;
- c) Be able to read, speak, write, and understand the Chinese language. If the applicant is unable to meet one of these requirements due to medical reasons, then the Administrator may place such operating limitations on that applicant's pilot certificate as are necessary for the safe operation of the aircraft;
- d) Holding a minimum of high school and above education standard;
- e) Holding a class one medical certificate;
- f) Hold at least a commercial pilot certificate and an instrument rating;
- g) Meet the aeronautical experience requirements of this subpart that apply to the aircraft category and class rating sought before applying for the practical test;
- h) Pass a knowledge test on the aeronautical knowledge areas of 61.185 of this part that apply to the aircraft category and class rating sought;
- i) Pass the practical test on the areas of operation listed in 61.187 of this part that apply to the aircraft category and class rating sought; and
- j) Comply with the sections of this part that apply to the aircraft category and class rating sought.

### **61.185 Aeronautical knowledge requirements.**

When a person who is applying for an additional aircraft type rating to be added to an airline transport pilot license, he is not required to pass knowledge test. For others who are applying for an airline transport pilot license, he should pass a knowledge test for an

airline transport pilot license based on the aeronautical knowledge areas listed appropriate to the aircraft category and class rating sought.

- a) Airline transport pilot privileges, limitations, and flight operations and applicable China Aviation Regulations;
- b) Aeronautical information manual, Notam and advisory circulars;
- c) Meteorology, including Interpretation and use of weather charts, maps, forecasts, sequence reports, abbreviations, and symbols; effects of fronts, frontal characteristics, cloud formations, icing, and upper-air data; effects of weather on operation, weather broadcast and gathering, methods of obtaining weather from the air and ground;
- d) Aerodynamics relating to an aircraft's flight characteristics and principles and functions of aircraft systems;
- e) Principles of air navigation under instrument meteorological conditions in a radar and area control airspace, basic plotting and function and principle of all navigation instruments;
- f) Air traffic control procedures and pilot responsibilities as they relate to en route operations, terminal area and radar operations, traffic avoidance procedures, radiotelephony, night and high altitude operation;
- g) Aircraft loading, weight and balance, use of charts, graphs, tables, formulas, and computations, and their effect on aircraft performance;
- h) Use of performance charts and significance and effects of exceeding aircraft performance limitations;
- i) Maneuvers, procedures, and emergency operations appropriate to the aircraft;
- j) Aeronautical medical knowledge;
- k) Cargo loading procedures and guidance including dangerous goods;
- l) Human factors;
- m) Aeronautical decision making and judgment; and
- n) Crew resource management to include crew communication and coordination.

**61.187 Flight proficiency.**

- a) A person who wishes to apply for an airline transport pilot license must take the practical test for the category:
  - 1. An airplane category and single-engine class rating;
  - 2. An airplane category and multiengine class rating;
  - 3. A rotorcraft category and helicopter class rating; and
  - 4. An aircraft type rating for the category and class ratings listed in between 1 to 3 of this section.



- b) A person who is applying for an airline transport pilot license practical test must be able to show the following proficiency:
1. Pre-flight preparation, including flight planning and filing of air traffic flight plan;
  2. Operation and procedures at all phase of flight;
  3. Able to demonstrate instrument flying capability and operation under normal, abnormal and emergency situation ( including simulated engine failure), minimum requirements like switch to instrument immediately after lift off, instrument departure and arrival, en-route navigation and procedures, holding pattern, minima for instrument approaches, break out approaches and instrument approaches;
  4. Procedures and actions for dealing with engine or aircraft system's malfunction;
  5. Crew resource management: including duty, co-ordination of each crew and checklist usage.
- c) Except as provided in paragraph (d) of this section, a person who is applying for an aircraft type rating to be added to an airline transport pilot certificate:
- 1) Must receive and log ground and flight training from an authorized instructor on the areas of operation apply to the aircraft type rating sought;
  - 2) Must receive a logbook endorsement from an authorized instructor certifying that the applicant completed the training on the areas of operation apply to the aircraft type rating sought; and
  - 3) Must perform the practical test in actual or simulated instrument conditions, unless the aircraft's type certificate makes the aircraft incapable of operating under instrument flight rules. If the practical test cannot be accomplished for this reason, the person may obtain a type rating limited to "VFR only."
- d) A person who participate under CCAR-121FS is applying for an aircraft type rating to be added to an airline transport pilot license need not have to fulfil the requirements of paragraph (c)(1) and (c)(2 ) of this section. However, he requires a CCAR-121FS holder endorses a training record that shows satisfactory completion of that certificate holder's pilot-in-command training program for the aircraft type rating sought.
- e) An applicant who successfully completes an airline transport pilot license practical test shall be included on the airline transport pilot license with the privileges and limitations of the airline transport pilot license, provided the applicant passes the practical test in the same category and class of aircraft for which the applicant holds the type rating(s). However, if a type rating for that category and class of aircraft on the superseded pilot certificate is limited to VFR, that limitation shall be carried forward to the person's airline transport pilot license level.
- f) Flight simulator or flight training device can be used for accomplishing all of the training and the required practical test for an airplane transport pilot license with an airplane category, class, and type rating. The flight simulator and flight training device must represent that airplane type if the rating involves a type rating in an airplane. The flight simulator and flight training device must be used in accordance

with an approved course at a training centre.

1. The following applicant can use a Level C or Level D flight simulator to accomplish all flight training and testing (except for pre-flight inspection) :
    - I. Hold a type rating for a turbojet airplane of the same class of airplane for which the type rating is sought;
    - II. Hold a type rating for a turboprop airplane of the same class as the airplane for which the type rating is sought;
    - III. Have at least 2,000 hours of flight time, of which 500 hours must be in turbine-powered airplanes of the same class as the airplane for which the type rating is sought;
    - IV. Have at least 500 hours of flight time in the same type of airplane as the airplane for which the type rating is sought; or
    - V. Have at least 1,000 hours of flight time in at least two different airplanes requiring a type rating
  2. An applicant who does not meet the requirements of paragraph (f)(1) of this section may be issued an airline transport pilot license or an additional rating to that pilot license after successful completion of the following requirements—
    - I. Pre-flight inspection;
    - II. Normal takeoff;
    - III. Normal ILS approach;
    - IV. Missed approach; and
    - V. Normal landing.
- g) A helicopter flight simulator or flight training device can be used for accomplishing all of the training and the required practical test for an airline transport pilot license with a helicopter class rating and type rating. The flight simulator and flight training device must represent that helicopter type if the rating involves a type rating in a helicopter. The flight simulator and flight training device must be used in accordance with an approved course at a training centre.
1. Applicant who fulfils either one of the conditions below can apply for an airline transport pilot license in helicopter category. And all training and testing requirements (except pre-flight inspection) can be accomplished using Level C or Level D simulator ;
    - I. Hold a type rating for a turbine-powered helicopter and applying for another rating
    - II. Have at least 2000 hours of flight time, of which 500 hours must be in turbine-powered helicopters;
    - III. Have at least 500 hours of flight time in the same type helicopter as the helicopter for which the type rating is sought; or
    - IV. Have at least 1,000 hours of flight time in at least two different helicopters requiring a type rating

2. An applicant who does not meet the requirements of paragraph (g)(1) of this section may be issued an airline transport pilot certificate or an additional rating to that pilot certificate after successful completion an approved course at a training centre that includes all training and testing for that certificate or rating, followed by training and testing on the following tasks, which must be successfully completed on an helicopter
  - I. Pre-flight inspection;
  - II. Normal takeoff from a hover;
  - III. Manually flown an ILS approach;
  - IV. Missed approach;
  - V. Normal landing.

**61.189 Aeronautical experience: Airplane category rating.**

- a) Except as provided in paragraphs (b) and (c) 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 flight time;
  2. 100 hours of night flight time;
  3. 75 hours of instrument flight time, which include 50 hours in an actual instrument conditions;
  4. 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. A minimum of 100 hours as a pilot in command which includes at least—
    - I. 100 hours of cross-country flight time; and
    - II. 25 hours of night flight time.
  5. Not more than 100 hours of the total aeronautical experience requirements of paragraph (a) of this section may be obtained in a flight simulator or flight training device that represents an airplane, provided it was obtained in an approved course.
- b) An applicant may credit his flight time on an aircraft or on a rotorcraft toward the 1,500 hours of total time as a pilot or as a co-pilot required by paragraph (a) of this section. If the applicant has fulfilled the requirement stated under section (a) of this part, the authority will issue the applicant the license. If including no more than 50 percent of his or her second-in-command time and the applicant still cannot make up to 1500 hours, the authority will issue the applicant with an airline transport pilot license with the endorsement, “Holder does not meet the ATPL aeronautical experience requirements of ICAO,” as prescribed by Article 39 of the Convention

on International Civil Aviation. The applicant will have the endorsement removed once he or she has completed the 1500 hours.

- c) When an applicant has satisfied all the criteria except (a) (4) of this section, which is without 100 hours as a pilot in command, the authority will still issue the applicant the airline transport license with the endorsement “ Holder does not met the pilot in command aeronautical experience requirement of ICAO “. The endorsement will be removed once the applicant has logged 100 hours as a pilot in command.

**61.191 Aeronautical experience: Helicopter class rating.**

- a) Except as provided in paragraphs (c) and (d) of this section. 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 flight time;
  - 2. 100 hours of night flight time, of which 15 hours are in helicopters;
  - 3. 250 hours of flight time in pilot in command, flight inspector or as second in command performing the duties of a pilot in command under the supervision of a pilot in command, which include at least 100 hours as pilot in command;
  - 4. 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; and
  - 5. 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) As provided in paragraph (a)(5) of this section, an applicant may receive credit for not more than a total of 25 hours of simulated instrument time in a flight
- c) An applicant may credit his flight time on an aircraft or on a rotorcraft toward the 1,200 hours of total time as a pilot or as a co-pilot required by paragraph (a) of this section. If the applicant has fulfilled the requirement stated under section (a) of this part, the authority will issue the applicant the license. If including no more than 50 percent of his or her second-in-command time and the applicant still cannot make up to 1,200 hours, the authority will issue the applicant with an airline transport pilot license with the endorsement, “Holder does not meet the ATPL aeronautical experience requirements of ICAO,” as prescribed by Article 39 of the Convention on International Civil Aviation. The applicant will have the endorsement removed once he or she has completed the 1,200 hours.
- d) When an applicant has satisfied all the criteria except (a) (3) of this section, which

is without 100 hours as a pilot in command, the authority will still issue the applicant the airline transport license with the endorsement “ Holder does not meet the pilot in command aeronautical experience requirement of ICAO “. The endorsement will be removed once the applicant has logged 100 hours as a pilot in command.

**61.193 Additional aircraft category and class ratings.**

- a) Airplane category rating airline transport pilot license holder applying for an airline transport certificate with rotorcraft category and helicopter class rating must:
  - 1) Meet the eligibility requirements of 61.183 of this part;
  - 2) Pass a knowledge test on the aeronautical knowledge areas of 61.185;
  - 3) Comply with the requirements in 61.187(c) of this part, if appropriate;
  - 4) Meet the applicable aeronautical experience requirements of 61.191 of this part; and
  - 5) Pass the practical test on the areas of operation of 61.187(b) of this part.
  
- b) Rotorcraft category and helicopter airline transport pilot license holder applying for an airline transport pilot license with a airplane category rating must:
  - 1) Meet the eligibility requirements of 61.183 of this part;
  - 2) Pass a knowledge test on the aeronautical knowledge areas of 61.185 of this part;
  - 3) Comply with the requirements in 61.157(c) of this part, if appropriate;
  - 4) Meet the applicable aeronautical experience requirements of 61.189 of this part; and
  - 5) Pass the practical test on the areas of operation of 61.157(b) of this part.
  
- c) A person applying for an airline transport certificate with an additional class rating who holds an airline transport certificate in the same aircraft category must:
  - 1) Meet the eligibility requirements of 61.183, except paragraph (h) of that section;
  - 2) Comply with the requirements in 61.187(c) of this part, if applicable;
  - 3) Meet the applicable aeronautical experience requirements of this part; and
  - 4) Pass a practical test on the areas of operation of 61.187(b) appropriate to the aircraft rating sought.

**61.194 Privileges and limitation of an airline transport pilot license holder**

- a) A person who holds an airline transport pilot license is entitled to the same privileges as those afforded a person who holds a commercial pilot certificate with an instrument rating.
- b) An airline transport pilot license holder may conduct public transport as a pilot in command or second pilot in command.

## Subpart H—Flight Instructors License

### 61.201 Applicability.

This subpart prescribes the requirements for the issuance of flight instructor licenses and ratings as well as the limitations on those licenses and ratings.

### 61.203 Eligibility requirements.

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

- a) Be at least 18 years of age;
- b) A good moral conduct;
- c) Be able to read, speak, write, and understand the Chinese language. If the applicant is unable to meet one of these requirements due to medical reasons, then the Administrator may place such operating limitations on that applicant's flight instructor certificate as are necessary;
- d) Hold either a commercial pilot license or airline transport pilot license with an aircraft category and class rating that is appropriate to the flight instructor rating sought; and an instrument rating that are appropriate to the flight instructor rating sought, if applying for a flight instructor license with an airplane category and single-engine class rating or multiengine class rating;
- e) Receive a logbook endorsement from an authorized instructor on the fundamentals of instructing listed in 61.205 of this part appropriate to the required knowledge test;
- f) Pass a knowledge test on the areas listed in 61.205(a) of this part, unless the applicant: holds a flight instructor certificate or ground instructor certificate issued under this part or holds a current teacher's certificate issued by an accredited college or university.
- g) Pass a knowledge test on the aeronautical knowledge areas listed in 61.205(b) and (c) of this part that are appropriate to the flight instructor rating sought;
- h) Receive a logbook endorsement from an authorized instructor on the areas of operation listed in 61.207 of this part, appropriate to the flight instructor rating sought;
- i) Pass the required practical test that is appropriate to the flight instructor rating sought in an aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought;
- j) Accomplish the following for a flight instructor certificate with an airplane or a glider

rating:

- I. 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
  - II. Demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures
- k) Log at least 15 hours as pilot in command in the category and class of aircraft that is appropriate to the flight instructor rating sought; and
  - l) Comply with the appropriate sections of this part that apply to the flight instructor rating sought.

**61.205 Aeronautical knowledge.**

A person who is applying for a flight instructor certificate must receive and log ground training from an authorized instructor on:

- a) The fundamentals of instructing, including:
  1. The learning process;
  2. Elements of effective teaching;
  3. Student evaluation and testing;
  4. Course development;
  5. Lesson planning; and
  6. Classroom training techniques
- b) The aeronautical knowledge areas for a private, and commercial pilot License applicable to the aircraft category for which flight instructor privileges are sought;

**61.207 Flight instruction proficiency.**

- a) A person who is applying for a flight instructor certificate must receive and log flight and ground training from an authorized instructor on the areas of operation listed in this section that apply to the flight instructor rating sought. The applicant's logbook must contain an endorsement from an authorized instructor certifying that the person is proficient to pass a practical test on those areas of operation.
  1. Prepare and develop different lessons for different student based on their fundamental, experience and capability;
  2. Evaluate the student after flight;



3. Brief and de-brief before and after flight;
  4. Flying instructor's responsibility and endorsement procedures;
  5. Correctly evaluate and correct common mistakes that commit by the students;
  6. Evaluate and complete the required standard training and procedures.
- b) An applicant for an instructor of the category and class of aircraft for the rating sought must fulfil the following:
1. For training in an airplane, rotorcraft, or light aircraft must have given at least 200 hours of flight training as a flight instructor; and
  2. Given at least 80 hours of flight training as a flight instructor, for training in a glider rating

**61.209 Flight instructor endorsement.**

(a) A flight instructor must sign the logbook of each person to whom that instructor has given flight training or ground training and provide the date, time and content of the 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, the date of the endorsement; and the type of the aircraft; and
2. The name of each person that instructor has endorsed for a knowledge test or practical test, and the record shall also indicate the kind of test, the date, and the results.

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

**61.211 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 61.203 of this part that apply to the flight instructor rating sought. But he is not required to pass the knowledge test on the areas listed in 61.205(a) of this part.

**61.213 Flight instructor privileges.**

(a) A person who holds a flight instructor license is authorized within the limitations of that person's flight instructor license and ratings to issue license and rating for the required ground and flight training:

1. A pilot license;
2. A flight instructor license;
3. A ground instructor license;
4. An aircraft rating;
5. An instrument rating;

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

1. To authorized solo flight and cross country flight of a student pilot's license holder according to 61.105 and 61.109 of this part on solo flight and cross country flight respectively;
2. To endorse solo flight and every cross country flight of a student pilot's logbook according to 61.105 and 61.109 of this part on solo flight and cross country flight respectively;
3. To endorse logbook for pilot or flight instructor applicant, stating that he or she is readied for the flight or ground examination.

**61.215 Flight instructor limitations and qualifications.**

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

(a) *Hours of training.*

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

(b) *Aircraft ratings.*

A flight instructor may not conduct flight training in any aircraft type, class or rating (if appropriate) for which the flight instructor does not hold:

(c) *Instrument Rating.*

A flight instructor who provides instrument flight training for the issuance of an instrument rating or a type rating not limited to VFR must hold an instrument rating on his or her flight instructor license and pilot license that is appropriate to the category and class of aircraft in which instrument training is being provided.

*(d) Training in an aircraft that requires a type rating.*

A flight instructor may not give flight training in an aircraft type unless the flight instructor holds a type rating for that aircraft on his or her pilot license.

*(e) Limitations on endorsements.*

1. A flight instructor may not endorse student pilot's license or logbook for solo flight privileges, unless that flight instructor has—
  - I. Given that student the flight training required for solo flight privileges required by this part; and
  - II. Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight.
2. A flight instructor may not 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; .

*(f) Training received in a multiengine airplane, a helicopter,*

A flight instructor may not give training required for the issuance of a certificate or rating in a multiengine airplane or a helicopter unless that flight instructor has at least 10 flight hours of pilot-in-command time in the specific make and model of multiengine airplane or helicopter, as appropriate.

*(g) Prohibition against self-endorsements.*

A flight instructor shall not make any self-endorsement for a license, rating, flight review, authorization, operating privilege, practical test, or knowledge test that is required by this part.

*(h) Training in Category II or Category III operations.*

A flight instructor may not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations,

#### **61.217 Renewal of flight instructor certificates.**

A flight instructor license expires 24 months after it was issued. A flight instructor can renew his or her license before it has expired on the following conditions:

1. Passing a practical test for one of the ratings listed on the current flight instructor certificate; or an additional flight instructor rating; or
2. Presenting to an authorized CAAC Inspector a record of training students showing that, during the preceding 24 calendar months, the flight instructor has endorsed at least five students for a practical test for a certificate or rating and at least 80 percent of those students passed that test on the first attempt;
3. A graduation certificate showing that, within the preceding 90 days, the person has successfully completed an approved flight instructor refresher course consisting of ground training and flight training;
4. 3 months before the license is expired , a flight instructor can renew his license if he pass the practical test and instructor refresher course mentioned in this part 61.197(a)(1) and 61.197(a)(3).

#### **61.219 Expired flight instructor license and ratings.**

- a) The holder of an expired flight instructor license may exchange that license for a new license with the same ratings by passing a practical test as prescribed in 61.203 of this part for one of the ratings listed on the expired flight instructor license.
- b) The holder of a flight instructor rating on a pilot license may be issued a flight instructor license with the current ratings, but only if the person passes the required knowledge and practical test prescribed in this subpart for the issuance of the current flight instructor license and rating.

#### **61.221 Special rules for flight instructor in an airline operation or training centre**

- a) The authority may issue an equivalent flight instructor license and authority to an employee holding instructor post in an airline or training centre with an approved training course. However, the license issued will have a remark “issue under CCAR61 part 61.221”, this will allow the instructor to conduct approved training

course within the airline and in a training centre. Once the instructor has completed the requirement of an instructor course, the remark will be removed. Types of instructor ratings as follows:

- (1) Line Instructor (type A). Instructor under this category are able to instruct on a normal flight and their licence will be annotated with "For line training only".
  - (2) Simulator Instructor (type B), Instructor under this category are able to instruct on line flight as well as in a simulator and their licence will be annotated with "For line and simulator training only".
  - (3) Flight Training Instructor (type C), Instructor under this category are able to instruct on line flight as well as in a simulator or a flight training device and their licence will be annotated with "For line, simulator or flight training devices training only".
- b) Instructor with license issued under this section can provide approved ground and flight training in an airline or in a training centre. The instructor can exercise all the privileges of a flight instructor license holder while bearing in mind with the limitations mentioned in sub-part 61.215.
- c) The flight instructor holder will have to do his renewal of license according to sub-part 61.217.

## Subpart I—Ground Instructors

### 61.231 Applicability.

This subpart prescribes the requirements for the issuance of ground instructor certificates and ratings and the limitations upon those certificates and ratings.

### 61.233 Eligibility requirements.

(a) To be eligible for a ground instructor certificate or rating a person must:

1. Be at least 18 years of age;
2. A good morale of conduct;
3. Be able to read, write, speak, and understand the Chinese language. Able to speak clearly and precisely;
4. Holding a minimum of high school and above education standard;
5. 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
6. Pass a knowledge test on the aeronautical knowledge areas in—
  - I. For a basic ground instructor rating according to sub part 61.125;
  - II. For an advanced ground instructor rating according to sub part 61.125, 61.155, and 61.185; and
  - III. For an instrument ground instructor rating according to sub part 61.83.

(b) The knowledge test specified in paragraph (a) (5) of this section is not required if the applicant:

1. Holds a ground instructor license or flight instructor license issued under this part;
2. Holds a current teacher's license as a teacher at an accredited college or university.

**61.235 Ground instructor privileges.**

(a) A person who holds a basic ground instructor rating is authorized to provide—

1. Ground training in the aeronautical knowledge areas required for the issuance of a private pilot certificate, or associated ratings under this part;
2. Ground training required for a private pilot flight review; and
3. A recommendation for a knowledge test required for the issuance of a private pilot certificate under this part.

(b) A person who holds an advanced ground instructor rating is authorized to provide:

1. Ground training in the aeronautical knowledge areas required for the issuance of any certificate or rating under this part;
2. Ground training required for any flight review; and
3. A recommendation for a knowledge test required for the issuance of any certificate under this part.

(c) A person who holds an instrument ground instructor rating is authorized to provide:

1. Ground training in the aeronautical knowledge areas required for the issuance of an instrument rating under this part; and
2. 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.

**61.237 Recent experience requirements.**

The holder of a ground instructor certificate may not perform the duties of a ground instructor unless:

- a) Within the preceding 12 months, the person has served for at least 3 months as a ground instructor; or
- b) Within the preceding 12 months, the person has received an endorsement from an authorized ground or flight instructor certifying that the person has demonstrated satisfactory proficiency in the subject areas prescribed in 61.233 (a)(5) and (a)(6),

as applicable.



**Subpart J — Disciplinary Action.**

**61.241 Offences involving alcohol or drugs.**

- a) Any license holder who the violate regulation part 61.15; will be prosecute using China Aviation Order part 208. The offender will be given the following disciplinary action:
  - 1. Warning;
  - 2. Suspension of license from 1 month to 6 months; and
  - 3. Revocation of license for serious offender
- b) For offender who committed part (a), he or she will be denial of an application for a certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of that act.

**61.243 Refusal to submit to an alcohol test or to furnish test results.**

- a) Any license holder who the violate regulation part 61.15 will be prosecute using China Aviation Order part 208. The offender will be given the following disciplinary action:
  - 1. Warning;
  - 2. Suspension of license from 1 month to 6 months; and
  - 3. Revocation of license for serious offender
- b) For offender who committed part (a), he or she will be denial of an application for a certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of that act.

**61.245 Knowledge tests: Cheating or other unauthorized conduct.**

- a) An offender who committed regulation 61.37, he or she will be denial of an application for a certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of that act. The result of test will be considered void; he or she will have to surrender the license from that test.

- b) For violating regulation 61.37, beside the disciplinary action mentioned in part (a), the authority may impose China Aviation Orders part 205 and/or part 208 to the offender for 1 to 6 months suspension of license depending on the seriousness of the offence.

**61.247 Falsification, reproduction, or alteration of applications, certificates, logbooks, reports, or records.**

Depending on the seriousness of the offence, the authority may exercise China Aviation Orders part 205 and/or part 208 to an offender who violated part 61.63. He or she may be given suspension of license from 1 to 6 months.

**61.249 Other unauthorized conducts.**

Depending on the seriousness of the offence, the authority may exercise disciplinary actions from warning, fine, suspension from 1 month to 6 months, revoke of license or rating:

- a) Violation of regulation 61.9 or 61.27, flying without a proper license , rating or invalid medical certificate;
- b) Violation of regulation 61.139, 61.171 or 61.195, license holder exercise beyond his authorization and privileges;
- c) Violation of regulation 61.213, 61.215 or 61.235, instructor license holder exercise beyond his authorization or falsification of endorsement on applicant's records;
- d) Conducts that violate any regulations that the authority deemed necessary;
- e) Conducts that violate the China Aviation Operating Orders; and
- f) Accident or incident that results from personal intention.

**61.251 Licence under suspension or revocation.**

All license holders are not allowed to exercise their privileges when they are serving their sentence.

**Subpart K—Additional Information.**

**61.281 Effective Dates**

CCAR-61R2 will be effective from 15<sup>th</sup> January 2005. Any previous version of CCAR-61 would be deemed not in effect.

**61.283 Issuance, renewal or stopping of licence and ratings**

(a) With the first revision of CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS &GROUND INSTRUCTORS CERTIFICATION dated 1<sup>st</sup> June 2003, all licences and ratings issued according to CCAR-61(dated 1<sup>st</sup> August 1996) will be invalidated.

(b) Holders of licence and ratings issued according to CCAR-61(dated 1<sup>st</sup> August 1996) will be given a grace period till 1<sup>st</sup> June 2004 to change to their new licence and ratings. By 1<sup>st</sup> June 2005, unless holders of licence and ratings under regulation 61.9 (d) (3), all ground instructors must renew their licences according to this regulation.

(c) Pilots, flying instructor and ground instructor who renew their licences according to Revision 1 of CCAR-61 will have to renew for a new licence and ratings upon the effective date of CCAR-61 Revision 2.

## About <<CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS & GROUND INSTRUCTORS CERTIFICATION >> (CCAR 61-R1) explanation

### 1, Main point of amendment to the certification

<< CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS & GROUND INSTRUCTORS CERTIFICATION >>(CCAR-61R1) (note “amended certification”) amended from 1<sup>st</sup> August 1996 << CIVIL AVIATION PILOTS & FLIGHT INSTRUTORS CERTIFICATION >>(CCAR-61) (note “Original certification). The original certification has ensure good control and issuing of license at the same time it is base on scientific method and it had ensured the high standard of proficiency of the pilot. After 6 year of implementation, CAAC has developed a more complete way of civil aviation pilot licensing management system, gradually perfecting. The original certification has many problem that are being identify, as an example, some of the rules and regulation are not in compliance with the ICAO standard, as such there are different from the international standard; there are no rules and regulation on the certification of the ground instructor on their ground theory and knowledge; no effective rules and regulation to control the super light and ultra light aircraft; due to the relevant promulgation of the civil aircraft circulates and regulation, original certification have both license management and operational requirement is no longer relevant, license management and operational requirement has to be separated. Under these circumstances, amending the original certification is required; these will help advance our country civil aviation industry, enhance our country management of the civil aviation pilots’ license, increasing the overall standard of our civil aviation pilots and flight instructors at the same time increasing the civil aviation safety standard.

### 2, Amendment principle

In order for the amended certification (CCAR-61R1) to be both relevant to our country civil aviation situation, certain amount of advancement, this emendation follows the following principle:

1. with the needs of ICAO regulation in mind, as far as possible try to keep with international standard;
2. with full consideration of our own country civil aviation situation, learn from America and other advance civil aviation country aviation experience;
3. remove civil aviation operation regulation, pay attention to ensure that the certification is in line with the civil aviation operation.

### 3, Amendment main points

Amended certification main changes from the original certification are as follows:

(1). Additional chapter “ground instructor license”, bringing in the concept of ground instructor, includes ground instructor’s license management program, clearly stating the requirement and standard of the instructors that teach aviation theory, by so doing ensuing the ground instructors theory and teaching methods are up to standard. At the same time the << CIVIL AVIATION PILOTS & FLIGHT INSTRUTORS CERTIFICATION >>(CCAR-61) is rename << CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS & GROUND INSTRUCTORS CERTIFICATION >>(CCAR-61R1). Additional, this amendment also increase the knowledge

requirement of the flight instructors, flight instructors have to attain the same standard of teaching in theory as the ground instructors.

(2). Definition of Captain, co-pilot, block time, turn around time, aeroplane and gyroplane. This is to allow better clarity and ease of implementation of this certification.

(3). In licensing management, ultra light aircraft, super light aircraft and some aircraft type as determined by the CAAC are separately managed, additional category of aircraft is “Basic Aircraft”. Under this certification, unless specifically mention, aeroplane do not include “basic aircraft”. The reason for introducing basic aircraft type is to manage these pilots separately. On the other hand, this aircraft structure are very simple, easily operated, easily master and the instrument are simple, after the amendment , the training requirement of the pilots operating this aircraft type are greatly reduced, subjects that are not related to operating this aircraft type are being removed, reduced the flight time requirement of such aircraft type operating pilots; On the other hand, due to the aircraft structure, performance, lower safety standard of the aircraft, after the amendment, additional operating restriction are in place on this aircraft type, not to be used for public transportation.

(4). Changes being made to the schedule inspection, put in order the different license schedule inspection requirement, simplify the procedures, reduced CAAC licensing department’s management work load. The amendments are as follow:

1. removed the different period requirement of private , commercial & ATPL. After the amendment the type of license is not a factor anymore, but all pilots are to be examined once every 24 month. [Beside these, pilots involved in commercial airline operation are to follow the commercial certification requirement.](#)

2. schedule checks are to be carried out by CAAC appointed inspector, the inspector shall signed on the pilots license, this is to endorse that the pilot had past the schedule checks.

(5). Amendment is being made to the medical certification endorsement period. After the amendment, Class I medical and Class II medical endorsement period will be 12 months and 24 months respectively. License holder above the age of 40 years old medical inspection requirement will be 6 months and 12 months respectively.

(6). After the amendment, foreign pilots license endorsement are clearly stated and the condition, requirement, the right and restriction are explicit make in the provision.

(7). Removed the Pilot in Command, Pilot not flying and Command Trainee licensing technique and the related approved official technical competency booklet. The reason for the approved official technical competency booklet :

1. permit the license holder to exercise there authority as a PIC or PNF on there endorsed type of aircraft;

2. As a documentation proof of the pilot passing the schedule checks.

In the past, under those environments, to improve the pilots' air law understanding, managing the pilots' license these rule were very effective. As time past by, the management standard and increasing number of pilot, the CAAC department administrator was burden, simplification has to take place.

For the pilot's license, as long as the pilot's license have similar category, class and type (**common**) endorsement, the pilot will be deem to be qualify to operate on that category, class and type of aircraft as a Pilot in Command basic prerequisite. As long as the pilot satisfy the pilot in command recency requirement, pass the **schedule checks or base check**, will be able to exercise his right as a pilot in command of the aircraft. **Reasonability, there is no more requirement to continue to specialize skill transfer in granting the pilot to be pilot in command.**

Command Trainee license will be removed too. Command trainee are basically Co-pilots in transition to be a pilot in command, in the basis crew compliment are still acting as a co-pilot, command trainee is actually operating in the capacity of a pilot in charge under supervision, just a temporary training position. Due to the fact the command trainee is operating under the supervision of the pilot in command. Command trainee are not holding a formal license to be pilot in command, it shall be the airline operators that are exercising there are training right. Under these provision, as long as the airline operator rules and regulation are acceptable to the authority, there will be no issue.

In determining the co-pilots technical requirement, after the amendment, the co-pilot will be deem as proficient, as long as the instructor sign off the co-pilot which had pass the required co-pilot training.

As a result of the above, there is no more requirement to **continue to endorse on the license the specialize skill transfer policy. The approved official technical competency booklet and the specialize skill transfer policy, at the same time simplify the issuing process.**

(8) After the amendment certain portion of the certification allow for higher age limit. Certification indicate that pilot's that are 60 years old, are not allow to operate as a crew member on an international commercial transport aircraft. Those who participate in the CCAR-121 operation pilots are to abide to the CCAR-121 certification requirement on pilots age limit. All other category of airline operation the rules are to allow a higher age limit.

From the health standard of the profession pilot in the country that have retired, comparing to the original 60 years old retired pilots health are much better, this is waste to the limited pilot resource. For those operation that can allow higher retirement age, it should be based on the health of individual pilot to meet the requirement of a crew member; for private pilot license, 60 years old as a retirement age is way too strict. This is because for private pilot flying, as long as there is no third party danger, there is no requirement to put a age limit. After this amendment this certification will be the same as international practice.

(9) After the amendment the certification the licensing requirement do not require Mandarin to English understanding standard. Main reason being that we are not an English

country, in our country to require every single pilot to speak English is not practical. The initial ruling is due to the influences of the airline management. Under the current expansion rate of the aviation industrial, this requirement can no longer be practiced. After the amendment there is no requirement for individual to be fluent in English. When pilots are required to communicate in English, under the [transportation](#) certification there is a English standard requirement stated.

(10) After the amendment there is emphases on the theory examine and practical examine. All individual who are attempting the theory or practical examine must have an endorsement from a ground instructor or flight instructor that they have completed the required theory and flying training. On top of that they must process a recommendation from the ground and flight instructor to participate in the examine.

(11) After the amendment all license and qualification paper are term as “License”, for “student qualification paper” will be term as “Student Pilot License”, “Instructor qualification paper” will be term “Instructor Pilot License”. This is because the individual pilots’ qualification, authority, “License” is a more accurate terminology, at the same time it is the same as international practice.

#### 4. Certification Indent

After the amendment the certification use the same indent as the international standard. This will mean easier reference when using the certification, at the same time easier to incorporate future amendments. Amended certification use alphabetical order, individual bill will start with (61) follow by the bill number. Follow by small alphabet ( ), than Arabic numeric follow by roman numeric ( ).

### About <<CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS & GROUND INSTRUCTORS CERTIFICATION >> (CCAR 61-R2) explanation

#### 1, Main point of amendment to the certification

To be in alignment with << THE PEOPLE’S REPUBLIC of CHINA ADMINSTRATION RULES AND REGULATION>>, to implement the State Department <<PUSH FORWARD IN THE ADMINSTRATION AND IMPLEMENTATION USING THE OUTLINE OF THE COMPLETE >> based on this spirit, << CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS & GROUND INSTRUCTORS CERTIFICATION >> (CCAR 61-R1, 21<sup>st</sup> Oct 2002 release and applicable on 1<sup>st</sup> Jun 2003) required second amendment ( note CCAR-61-R2), additional are license application policy and details.

#### 2. Amendment principle

To maintain the reliability of the certification, 21<sup>st</sup> Oct 2002 amendment <<<< CIVIL AVIATION PILOTS, FLIGHT INSTRUTORS & GROUND INSTRUCTORS CERTIFICATION >> (CCAR 61-R1) will remain unchanged, CCAR-61R1 number 61.31 will included, state the license application policy, investigation limit and applicant to possess the right to reply and that the administration replies the argument or perhaps bring up the administration litigation. From the

problems discovered after 1<sup>st</sup> Jun 2003 after implementing CCAR-61R1, after careful consideration of our country need, amendments are required.

(1) Recent years due to better living standard and better medical care, the retired pilots physical endowment and physique are much better than before, considering our rapid expansion of commercial air transport industrial, pilot shortage are increasing day to day, following what other country are doing, not going against the ICAO standard, CCAR-61R2 number 61.9 (h)(2) amended to , CCAR-135 state that pilots employed by public airline transportation company in international air transportation aircraft are allow to be above 60 years old, authority has to be consulted first for approval.

(2) CCAR-62-R2 number 61.31, stated that the applicant details, acceptance department, investigation limit, right, unreasonable request, should sent out an unapproved notification. For temporary license, CAAC will be the final authority.

(3) For commercial pilot license applicant there is an additional requirement of 5 hours of aerobatic flying, reference to CCAR-61R2 number 61.157 (a) and 61.159 (a). The area of aerobatic requirement included entry in to a spiral, maintain and recovery.

(4) In CCAR-61R2 number 61.13 (d) for ground instructor license requirement are additional aircraft category, to included in the basic and senior ground instructor license the four category of aircraft: aeroplane, rotorcraft, glider, basic aircraft, for ground instrument instructor to included aeroplane and helicopter category.

(5) Stating the rules of Hong Kong and Macau special administrative area civil aviation departments will be issued China pilot license or conditional approval certificate, license will be issue under the CCAR-61R2 number 61.93 provision, for conditional approval certificate will be issue under CCAR-61R2 number 61.95 provis







