CIVIL AVIATION SAFETY AUTHORITY
OF PAPUA NEW GUINEA

PNG
Civil Aviation Rule
Part 61

Pilot Licences and Ratings

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DESCRIPTION

Part 61 prescribes rules relating to the requirements for the issue and holding of pilot licences and ratings, and student pilots, including conditions, privileges and limitations associated with those licences and ratings and student pilots.

BULLETIN

This Part first came into force on 1 January 2004 and now incorporates the following amendments:

Amendment	Applicable Date
Amendment 1	01 January 2011
Amendment 2	01 April 2015
Amendment 3	01 May 2017
Amendment 4	01 February 2018
Amendment 5	13 November 2018
Amendment 6	04 December 2019
Amendment 7	14 December 2020
Amendment 8	02 November 2021
Amendment 9	03 November 2022
Amendment 10	03 April 2023
Amendment 11	04 November 2024
Amendment 12	19 November 2025
Amendment 13	26 November 2026

Summary of amendments:

Amendment 13 aligns Part 61 with Amendment 179 of ICAO Annex 1.

Amendment 13:
(Docket26/17/CAR61/10)

(a) New Rules

(1) 61.405 (c) (5) – Transposing Annex 1 Standard 4.6.1.2 (g)
(2) 61.405 (c) (6) – Transposing Annex 1 Standard 4.6.1.2 (h)
(3) 61.405 (c) (7) – Transposing Annex 1 Standard 4.6.1.2 (i)
(4) 61.409 (5) – Transposing Annex 1 Standard 4.6.1.4 (a)
(5) 61.409 (6) – Transposing Annex 1 Standard 4.6.1.4 (b)
(6) 61.409 (7) – Transposing Annex 1 Standard 4.6.1.4 (c)
(7) 61.409 (8) – Transposing Annex 1 Standard 4.6.1.4 (d)
(8) 61.409 (9) – Transposing Annex 1 Standard 4.6.1.4 (e)
(9) 61.409 (10) – Transposing Annex 1 Standard 4.6.1.4 (g)

(b) Amendments

(1) Rule 61.153(c) by deleting all reference to ‘military’ or ‘PNG defence force’.
(2) Rule 61.205(b) by deleting all reference to ‘military’ or ‘PNG defence force’.
(3) Rule 61.253(c) by deleting all reference to ‘military’ or ‘PNG defence force’.

(4) Rule 61.303(d)(9) and (11) by deleting all reference to ‘military’ or ‘PNG defence force’.
(5) Rule 61.303(e)(8) by deleting all reference to ‘military’ or ‘PNG defence force’.
(6) Rule 61.503(c) by deleting all reference to ‘military’ or ‘PNG defence force’.
(7) Rule 61.505(a)(2) by deleting all reference to ‘military’ or ‘PNG defence force’.
(8) Rule 61.507(b) by deleting all reference to ‘military’ or ‘PNG defence force’.
(9) Rule 61.801(c) by deleting all reference to ‘military’ or ‘PNG defence force’.
(10) Rule 61.405 (a)(1)– Transposing Annex 1 Standard 4.6.1.2 (a)
(11) Rule 61.405 (b)(3)– Transposing Annex 1 Standard 4.6.1.2 (d)
(12) Rule 61.405 (d)(1)– Transposing Annex 1 Standard 4.6.1.2 (l)
(13) Rule 61.405 (g)(1)– Transposing Annex 1 Standard 4.6.1.2 (p)
(14) Rule 61.409 (1) – Transposing Annex 1 Standard 4.6.1.4 (f)

(c) Editorials

(1) Schedule of Rules: “Pilot licences and ratings” → Correct to “Pilot licences and ratings”.

(2) Subpart I title and Table of rules: “61. 405 Knowledge requirements” → Correct to “61.405 Knowledge requirements” (remove extra space).

(3) Rule 61.13: Paragraph label “(b)” is missing before the list of countries → Insert “(b)” before the list of acceptable countries.

(4) Rule 61.17(c): “…the qualifying period to obtain a written examination credit is, —” → Correct punctuation to “is:”.

(5) Rule 61.29(b)(2)(iv): “any type of training, including dual instruction and command practice;” → Add Oxford comma: “including dual instruction, command practice;”.

(6) Rule 61.41(a): “the lower pilot licence type if the pilot meets the currency requirements for the lower licence type.” → Correct repetition to “for the lower pilot licence type.”.

(7) Rule 61.9(b)(1): “6months from the date of issue” → Correct spacing to “6 months from the date of issue”.

(8) Rule 61.11(b): “English language” → Correct capitalisation for consistency with ELP references to “English Language”.

(9) Rule 61.153(a)(7)(iv): “recognize and manage threats and errors;” (American spelling) → Change to British spelling: “recognise and manage threats and errors;”.

(10) Rule 61.155(b)(3): “ELP Level 4or above;” → Correct spacing to “ELP Level 4 or above;”.

(11) Rule 61.411 title: “Privileges and conditions to be observed in exercising flight operation/flight dispatcher function 43” → Correct to “Privileges and conditions to be observed in exercising the flight operations officer/flight dispatcher function.”.

(12) Rule 61.7(a)(5): “category A, B, C, D, and E - Aeroplane;” → Correct to “Category A, B, C, D, and E – Aeroplane;”.

(13) Rule 61.25(c)(3)(iii): “if the aircraft is flying at night, a current instrument rating.” → Add missing verb: “if the aircraft is flying at night, holds a current instrument rating.”.

(14) Rule 61.37(g)(1): “except if the holder has a current pilot licence” → Improve grammar: “except if the holder already holds a current pilot licence”.

(15) Rule 61.53(5)(iv): “pilot tasks; crew cooperation and use of checklists;” → Add parallel structure: “pilot tasks; crew cooperation; and use of checklists;”.

(16) Rule 61.55(b)(3): “provided for in rule 61.5(o)” → Correct incorrect rule reference to “provided for in rule 61.5(i)”.

(17) Rule 61.6(14): “Article 39 to the Convention.” → Ensure consistent capitalisation: “Article 39 of the Convention.”.

(18) Rule 61.29(c)(2)(ii): “on a computer generated flight record” → Add hyphen: “computer-generated flight record”.

(19) Rule 61.35(a)(1)(iv): “is complying with all the conditions, restrictions and endorsements” → Add Oxford comma: “restrictions, and endorsements”.

(20) General – Formatting (throughout the document): All rule numbers must have consistent spacing after the decimal point (e.g., 61.405 not 61. 405).

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Subpart A — General

61.1 Purpose

This Part prescribes the requirements for—

(1) the issue of a pilot licence and a rating in accordance with section 49 of the Act; and

(2) the issue of a rating in accordance with this Part; and

(3) the conditions under which a pilot licence and rating is required; and

(4) the privileges and limitations of a pilot licence and rating.

61.3 Reserved

61.5 Requirement for pilot licence and ratings

(a) **Pilot licence – Papua New Guinea aircraft operating in Papua New Guinea:** Except as provided in paragraph (m), a pilot of a Papua New Guinea registered aircraft operating in Papua New Guinea must hold an appropriate current pilot licence—

(1) issued in accordance with this Part; or

(2) issued by a foreign pilot licensing authority and a validation permit issued in accordance with rule 61.9.

(b) **Pilot licence – Papua New Guinea aircraft operating outside Papua New Guinea:** A pilot of a Papua New Guinea registered aircraft operating outside Papua New Guinea must hold an appropriate current pilot licence—

(1) issued in accordance with this Part; or

(2) issued or validated by the pilot licensing authority of the country in which the aircraft is operated; or

(3) issued by a foreign pilot licensing authority and a validation permit issued in accordance with rule 61.9.

(c) **Pilot licence – Foreign aircraft operating in Papua New Guinea:** Except as provided in paragraph (m), a pilot of a foreign aircraft operating in Papua New Guinea must hold an appropriate current pilot licence—

(1) issued or validated by the pilot licensing authority of the country of aircraft registry; or

(2) issued in accordance with this Part, provided the operation of the aircraft by the holder of a Papua New Guinea pilot licence is acceptable to the pilot licensing authority of the country of aircraft registry.

(d) **Aircraft type rating:** Except as provided in paragraphs (h) to (l) and rule 61.57, a pilot of a Papua New Guinea registered aircraft, or a foreign aircraft operating in Papua New Guinea, must hold a current aircraft type rating for that aircraft—

(1) issued in accordance with this Part; or

(2) attached to a foreign pilot licence and specified in a validation permit issued in accordance with rule 61.9; or

(3) attached to a foreign pilot licence issued or validated by the pilot licensing authority of the country of aircraft registry; or

(4) attached to a foreign pilot licence issued or validated by the pilot licensing authority of the country in which the Papua New Guinea aircraft is operated.

(e) **Instrument rating:** Except as provided in paragraph (h), a pilot of a Papua New Guinea registered aircraft, or a foreign aircraft in Papua New Guinea, operating under IFR must hold an appropriate current instrument rating—

(1) issued in accordance with this Part; or

(2) attached to a foreign pilot licence and specified in a validation permit issued in accordance with rule 61.9; or

(3) attached to a foreign pilot licence issued or validated by the pilot licensing authority of the country in which the Papua New Guinea registered aircraft is operating; or

(4) attached to a foreign pilot licence issued or validated by the pilot licensing authority of the country of aircraft registry for foreign aircraft operating in Papua New Guinea.

(f) **Flight instructor rating:** A person exercising the privileges of a flight instructor rating must hold an appropriate current flight instructor rating issued in accordance with this Part or attached to a foreign pilot licence and specified in a validation permit issued in accordance with rule 61.9.

(g) **Flight examiner rating:** A person exercising the privileges of a flight examiner rating must hold an appropriate current flight examiner rating issued in accordance with this Part or attached to a foreign pilot licence and specified in a validation permit issued in accordance with rule 61.9.

(h) A student pilot who complies with Subpart C is not required to hold a pilot licence or rating.

(i) The holder of a current Category A flight instructor rating is not required to hold an aircraft type rating to act as a pilot of a single engine aeroplane if the instructor holds an aircraft type rating for an aeroplane of a similar configuration.

(j) A pilot of an aircraft is not required to hold an aircraft type rating when acting as a test pilot in accordance with rule 91.137.

(k) A pilot of an aircraft when authorised by an appropriately qualified flight instructor is not required to hold an aircraft type rating when demonstrating or gaining experience in order to obtain an aircraft type rating.

(l) Reserved

61.6 Specifications for Licences

Pilot Licences issued under this Part must contain:

(1) Name of the issuing State; and

(2) Title of licence; and

(3) Licence number; and

(4) Full name of the licence holder; and

(5) Licence holder's date of birth; and

(6) Licence holder's address; and

(7) Licence holder's nationality; and

(8) Signature of the licence holder; and

(9) Authority and conditions under which the licence is issued; and

(10) Certification concerning validity and authorization for holder to exercise privileges; and

(11) Signature of the Officer issuing the licence and the date of such issue; and

(12) Seal or stamp of Authority issuing the licence; and

(13) Ratings and endorsements; and

(14) Remarks on ratings and endorsements and other information required by Article 39 to theConvention.

61.7 Pilot licences and ratings

(a) The following pilot licence types, ratings and permits are issued by the Director under section 49 of the Act in accordance with the applicable requirements of this Part:

(1) private pilot licence - Aeroplane;
- Helicopter;

(2) commercial pilot licence - Aeroplane;
- Helicopter;

(3) airline transport pilot licence - Aeroplane;
- Helicopter;

(4) instrument rating - Aeroplane;
- Helicopter;

(5) flight instructor rating category A, B, C, D, and E - Aeroplane;
- Helicopter;

(6) flight examiner rating - Airline;
- General aviation;

(7) validation permit. - Airline;

(8) remote pilot licence - Unmanned aircraft;

(b) The following ratings are issued under this Part in accordance with the applicable requirements of this Part:

(1) aircraft type rating;

(2) [reserved];

(3) [reserved];

(4) [reserved];

(5) agricultural rating Grade 1 and 2 - Aeroplane;
- Helicopter;

(6) pilot chemical rating.

61.9 Validation permit for a foreign pilot licence

(a) To be eligible for the issue of a validation permit, a person must—

(1) be the holder of at least a current private pilot licence issued by an ICAO Contracting State; and

(2) hold an appropriate current medical certificate relating to the foreign pilot licence required under paragraph (a)(1); and

(3) have the ability acceptable to the Director in reading, speaking, understanding and communicating in the English language to enable the applicant to adequately carry out the responsibilities of a pilot exercising the privileges of a validation permit; and

(4) pass any written examination and flight test that the Director may require.

(b) A validation permit must specify—

(1) an expiry date for the permit which must not exceed 6months from the date of issue; and

(2) the privileges that the holder may exercise which must not be greater than theprivileges associated with the holder's foreign pilot licence.

(c) A validation permit remains in force until the expiry date specified in the permit unless—

(1) it is suspended or revoked by the Director; or

(2) the pilot's foreign pilot licence expires, or is suspended, or revoked by the issuing State.

61.11 Application and qualification

(a) An application for a pilot licence or rating that is issued by the Director in accordance with this Part must be made on form CA 61/01.

(b) An applicant for a pilot licence or rating issued in accordance with this Part must have the ability acceptable to the Director in reading, speaking, understanding and communicating in the English language to enable the applicant to adequately carry out the responsibilities of a pilot exercising the privileges of the pilot licence or rating.

(c) An applicant for a pilot licence or rating must comply with all of the eligibility requirements specified in the relevant Subpart for the pilot licence or rating.

61.13 Acceptance of foreign licences

(a) An applicant for an air transport pilot licence or a commercial pilot licence issued in accordance with this Part may apply for acceptance of a foreign air transport pilot licence ora foreign commercial pilot licence issued by the pilot licensing authority of one of the following countries or authorities if at the time of application, the requirements of paragraph

(b) are satisfied:

(1) Australia

(2) New Zealand

(3) Canada

(4) United Kingdom

(5) EASA States as acceptable to the Director

(6) United States of America

(7) Japan

(8) Hong Kong

(9) Singapore

(10) Brazil

(11) Argentina

(12) Chile

(13) PASO States as acceptable to the Director

(14) UAE

(15) Other States as acceptable to the Director

(c) An application for acceptance of a foreign licence under this Part must be made on form CA 61/02.

(d) An applicant for acceptance of a foreign licence must provide the Director with—

(1) a certified copy of the applicant's foreign license;

(2) a certified copy of the applicant's recent logbook entries;

(3) a valid PNG Medical certificate;

(4) evidence of passing the PNG Air Legislation examination;

(5) evidence of passing the PNG Instrument Air Law examination.

61.15 Duration of pilot licence and ratings

(a) A pilot licence issued in accordance with this Part is issued for the lifetime of the holder of the pilot licence.

(b) Notwithstanding paragraph (a), the Director may, subject to any condition that the Director considers necessary in the interests of aviation safety, issue a temporary pilot licence rating.

61.17 Written examinations – prerequisites and grades

(a) An applicant for a written examination required under this Part must produce as evidence of the applicant's identity—

(1) a current Papua New Guinea passport; or

(2) a current Papua New Guinea driver licence; or

(3) an equivalent form of photographic identification that is acceptable to the Director.

(b) An applicant for a written examination required under this Part must gain at least 75% of the total examination marks in order to pass the examination.

(c) An applicant for a pilot licence or instrument rating must pass all the approved written examinations that are required for the particular pilot licence or instrument rating within thequalifying period to gain a written examination credit for the licence or rating. The qualifyingperiod to obtain a written examination credit is, —

(1) in the case of a private pilot licence, 2 years; and

(2) in the case of a commercial pilot licence, an airline transport pilot licence, and an instrument rating, 3 years.

(d) The written examination credit specified in paragraph (c) is, —

(1) in the case of a private pilot licence, a commercial pilot licence, and an instrument rating, valid for 3 years; and

(2) in the case of an airline transport pilot licence, valid for 10years (except that the examination pass in airline transport pilot licence aviation law must not be more than 5 years old).

(e) A person who fails a written examination 3 times within a period of 3 months may not sit another examination in that subject for a period of 3 months following the date of the last failed examination.

61.19 Written examinations – unauthorized conduct

(a) During any written examination required under this Part, a person must not—

(1) copy from another person; or

(2) refer to any unauthorized source of information; or

(3) communicate in any way with another person, except the person administering the examination; or

(4) take an examination on behalf of another person; or

(5) remove written or printed material from the examination room, unless authorised to do so by the person administering the examination.

(b) If the Director has reasonable grounds to believe that a person has committed or has procured another person to commit, any conduct prohibited in paragraph (a), the Director may immediately suspend the release of all or part of the examination results for the person until—

(1) the Director determines after due investigation, the action, if any, to be taken under paragraph (c); or

(2) if the person makes a request in writing to the Director, the Director determines after due investigation and the completion of any summary proceedings for a breach of rule61.19(a) arising from the alleged conduct, the action, if any, to be taken under paragraph (c).

(c) If the Director has reasonable grounds to believe that a person has committed, or has procured another person to commit, any conduct prohibited by paragraph (a), the Director may—

(1) disqualify the person from the result of the examination;

(2) debar the person from sitting any examination for a specified period not exceeding 12 months.

(d) Before taking an action under paragraph (b) or (c), the Director must inform the person in writing of the details of the alleged conduct prohibited in paragraph (a).

(e) If the Director proposes to take an action under paragraph (c), the Director must give notice in accordance with section 51 of the Act, which applies as if the proposed action were a proposed adverse decision under the Act. For the avoidance of doubt the Director is not required to give notice of appeal under section 51(2)(e) or section 51(6)(b)(iii) of the Act.

61.21 Flight tests

(a) To be eligible to undertake a flight test, an applicant must—

(1) produce satisfactory evidence of identity as specified in rule 61.17(a); and

(2) produce an up-to-date, summarized, and certified pilot logbook containing evidence of the required flight experience for the licence or rating to be tested; and

(3) produce a current medical certificate applicable to the licence to be tested; and

(4) produce a written examination credit for the licence or rating to be tested; and

(5) produce a knowledge deficiency report for each written examination required for the written examination credit in paragraph (a)(4) with evidence of knowledge improvement, certified by a Category A or B flight instructor, in the deficient areas detailed; and

(6) except for a private pilot licence issue flight test, hold an aircraft type rating on the aircraft that is used for the flight test.

(b) A flight test required in accordance with this Part is valid for a period of 3 months from the date on which the flight test was successfully completed.

61.23 Reserved

61.25 Flight training and testing – general requirements

(a) An applicant for a pilot licence or rating issued in accordance with this Part must provide—

(1) an appropriate aircraft for the purpose of undertaking the required flight test; and

(2) adequate and private facilities for briefing before and after the flight test.

(b) Any flight test or dual flight instruction required under this Part must be carried out in an aircraft equipped with—

(1) fully functioning dual flight controls; and

(2) those instruments that are essential to the manoeuvres planned to be demonstrated during the flight and visible to both pilots without excessive parallax error; and

(3) a shoulder harness or a lap and single diagonal shoulder belt for each flight crew seat; and

(4) intercommunication equipment of an approved type.

(c) A pilot may not accumulate instrument flight experience in VMC towards the required instrument flight time for the issue or recent experience requirements of an instrument rating unless—

(1) fully functioning dual flight controls are installed in the aircraft; and

(2) an acceptable means of simulating instrument flight is used by the pilot who is gaining instrument flight experience; and

(3) a safety pilot, who holds all of the following qualifications, occupies a pilot control seat from which the safety pilot can clearly see ahead and to both sides of the aircraft:

(i) a current pilot licence:

(ii) an aircraft type rating for the aircraft type:

(iii) if the aircraft is flying at night, a current instrument rating.

(d) A pilot may not accumulate instrument flight experience in IMC towards the required instrument flight time for the issue or recent experience requirements of an instrument rating, unless—

(1) the aircraft is approved for IFR flight; and

(2) fully functioning dual flight controls are installed in the aircraft when 2 pilots are required to be carried; and

(3) the pilot is—

(i) the holder of a current instrument rating for the appropriate category of aircraft; or

(ii) undergoing instrument flight instruction under the supervision of a pilot-in-command who holds an appropriate current flight instructor rating and a current instrument rating for the appropriate category of aircraft.

61.27 Status of flight examiners

A flight examiner must be pilot-in-command of an aircraft under the following circumstances:

(1) during a flight test for the initial issue of an instrument rating:

(2) when the flight examiner considers this is necessary in the interests of safety.

61.29 Pilot logbooks – general requirements

(a) A student pilot and the holder of a pilot licence issued in accordance with this Part must maintain an accurate and up-to-date logbook containing—

(1) the pilot's name, details of aircraft type ratings, and certifications, authorizations and ratings held; and

(2) a record (including the details specified in paragraph (b)) for—

(i) every flight during which the pilot acted as a flight crew member of an aircraft; and

(ii) every simulated flight performed for the purpose of crediting time or completing currency requirements for a pilot licence or rating specified in this Part; and

(3) a record of each flight test, flight review, competency demonstration and flight crew competency check, including—

(i) the purpose of the flight; and

(ii) the date of the flight; and

(iii) the expiry date of the flight test, flight review, competency demonstration or check; and

(iv) the name, client number, and signature of the person conducting the flight test, flight review, competency demonstration, or check.

(b) The following flight and instrument flight details must be recorded in the pilot's logbook:

(1) the date of the flight:

(2) in the case of an aircraft, —

(i) the aircraft category, type, and registration mark of the aircraft; and

(ii) the flight time; and

(iii) the simulated and actual instrument flight time; and

(iv) any type of training, including dual instruction and command practice; and

(v) if appropriate, the name of the flight instructor or safety pilot.

(3) in the case of a synthetic flight trainer—

(i) the details of the synthetic flight trainer; and
(ii) the instrument ground time; and
(iii) any other ground time.

(4) the function of the pilot as any of the following:

(i) pilot-in-command (PIC);

(ii) co-pilot;

(iii) student.

(5) the purpose of the flight, including the place of departure, any intermediate landing, and the place of arrival;

(6) whether the flight was conducted, during the day or night;

(7) in the case of a flight under IFR, the number and type of instrument approach

procedures flown;

(8) in the case of a training flight, details of the training exercise;

(9) in the case of a flight in a glider, the method of launch for the flight;

(10) in the case of a flight in a balloon, the method or type of inflation used for the flight.

(c) The logbook required in paragraph (a) must—

(1) be a bound book with the details entered in indelible ink; and

(2) list each flight record—

(i) as a separate entry; or

(ii) on a computer generated flight record inserted permanently into the logbook; or

(iii) for a series of flights on the same day if the purpose of the flight including the place of departure, any intermediate landing, and the place of arrival are the same, as a separate entry summarizing the total flight time for that date; and

(3) be certified at the bottom of each page by the pilot to the effect that all the entries are correct; and

(4) be retained permanently by the pilot licence holder, unless the pilot licence is revoked in accordance with the Act, in which case the logbook must be retained for a period of at least 12 months from the date of revocation.

(d) If a computer-generated report is inserted into a logbook under paragraph (c)(2)(ii), the pilot must make a written logbook entry summarizing the total flight time of the flights listed in the report in respect of each function under paragraph (b).

(e) An incorrect entry in a logbook may be altered only by putting a line through the entry and by adding the correct information either beside the entry or on a newline.

(f) Before a pilot submits their logbook to the Director for any reason, the pilot must—

(1) on each page, total each column of entries; and

(2) in the spaces provided, enter their total flight experience; and

(3) below the last entry, sign to certify the correctness of the entries.

(g) All entries in a pilot's logbook must be made within 7 days after the completion of the flight to be recorded except—

(1) for international air transport operations, in which case all entries must be made within 14 days of the flight;

(2) if a pilot is engaged in operations away from the base where the logbook would normally be kept, logbook entries must be made within 48 hours after return to base;

(3) if the pilot is engaged in on tour operations in Papua New Guinea and the logbook is normally kept at his place of domicile in which case all entries must be made within 7 days of return to that place of domicile.

61.31 Pilot logbooks – crediting flight time

(a) The holder of a current pilot licence, when acting as co-pilot in an aircraft required to be operated with a co-pilot, is entitled to be credited with not more than 50% of the co-pilot flight time towards the total flight time experience required for an airline transport pilot license.

(b) The holder of a commercial pilot licence when acting as co-pilot on an air transport operation in an aircraft required to be operated with a co-pilot, is entitled to be credited with command practice flight time experience for all that flight time during which the co-pilot is performing the duties and functions of a pilot-in-command under the supervision of a pilot-in- command designated for that purpose by the operator, but only if—

(1) the co-pilot is responsible for checking the accuracy of the proposed flight plan and the load manifest for the flight, including the computation of fuel; and

(2) the co-pilot ensures that each crew member has carried out all the applicable checks during the following phases of the flight, and in accordance with the check system established by the operator in the operations manual or other relevant documents:

(i) before take-off;

(ii) on take-off;

(iii) in flight;

(iv) on landing;

(v) in any emergency; and

(3) during the flight the co-pilot carries out all the duties and functions of a pilot-in-command so far as is practical from the co-pilot flight station, except that for a flight of more than 6 hours the co-pilot need not carry out all such functions for the full duration of the flight; and

(4) in the case of operations conducted by automatic means, the co-pilot makes all decisions relating to the use of the flight and ground systems involved; and

(5) the co-pilot ensures that all problems arising from meteorological conditions, communications and air traffic control procedures are resolved; and

(6) the pilot-in-command designated to supervise the co-pilot has certified an appropriate entry in that co-pilot's logbook, or a permanent record of the flight has been made by the operator.

(c) A pilot who manipulates the flight controls of an aircraft under actual or simulated instrument flight conditions solely by reference to instruments and without external reference points is entitled to be credited with the instrument flight time acquired in this way towards the total instrument flight time experience required for—

(1) a higher grade of pilot licence; or

(2) an instrument rating; or

(3) the recent experience requirement of an instrument rating already held.

(d) A pilot-in-command, when supervising a co-pilot manipulating the flight controls of a multi-pilot aircraft under actual instrument meteorological conditions, is entitled to be credited with the instrument flight time.

(e) A flight instructor, when supervising a pilot manipulating the flight controls of an aircraft under actual instrument meteorological conditions, is entitled to be credited with the

instrument flight time.

(f) A flight examiner is entitled to be credited with pilot-in-command flight time while carrying out a flight test.

(g) A Category A or B flight instructor is entitled to be credited with pilot-in-command flight time while carrying out a commercial pilot licence cross country flight test.

(h) A pilot may not credit instrument, cross country or night flight time, or any combination simultaneously for the purposes of meeting the experience requirement for a higher licence type or rating.

61.33 Pilot logbooks – crediting ground time

(a) An applicant for the issue of a pilot licence or rating or renewal of a rating is entitled to be credited with the time during which the applicant is under the supervision of an appropriately qualified instructor in an approved synthetic flight trainer, but only if the instructor certifies the time in the pilot's logbook.

(b) If the time in paragraph (a) is instrument time, it must be logged as instrument ground time.

61.35 Medical requirement

(a) A person who holds a pilot licence issued in accordance with this Part must not exercise the privileges of the licence, unless—

(1) the person—

(i) in the case of a private pilot licence, holds at least a current class 2 medical certificate issued under the Act; and

(ii) in the case of a commercial pilot licence and an airline transport pilot licence, holds a current class 1 medical certificate issued under the Act; and

(iii) in the case of a remote pilot licence, holds a current class 3 medical certificate or a current class 1 medical certificate; and

(iv) is complying with all the conditions, restrictions and endorsements on the medical certificate; or

(2) if the person has been issued a private pilot licence by the Director in accordance with rule 61.153(b) on the basis of a foreign pilot licence, the person—

(i) holds a medical certificate applying to the foreign pilot licence that the Director relied on to issue the private pilot licence and the medical certificate applying to that foreign pilot licence has not expired; and

(ii) is complying with all the conditions, restrictions, and endorsements on the medical certificate.

(b) A person who holds a validation permit for a foreign pilot licence must not exercise the privileges of that permit unless the person—

(1) holds a current medical certificate that is associated with the foreign pilot licence for which the validation permit is issued; and

(2) is complying with all the conditions, restrictions and endorsements on the medical certificate.

(c) A person who holds a pilot licence issued in accordance with this part or a validation permit for a foreign pilot licence must not exercise the privileges of the licence or a permit if the person is using any psychoactive substance.

61.37 Recent flight experience - pilot-in-command and co-pilot

(a) **Airline transport pilot:** A person who holds an airline transport pilot licence must not act as pilot-in-command or co-pilot of an aircraft that requires the pilot-in-command or co-pilot to hold an airline transport pilot licence unless, within the immediately preceding 90 days —

(1) the person has carried out (as pilot-in-command or co-pilot of an aircraft or an approved synthetic flight trainer of the same type) not less than 3 take-offs and 3 landings; or

(2) the person has satisfactorily demonstrated to an appropriately authorised flight examiner continued competency in an aircraft of the same type; or

(3) the person has demonstrated to an appropriately qualified flight instructor competencein take-off and landing manoeuvres during the day in an aircraft of the same type; but

(4) one of the landings required by subparagraph (1) or (3) maybe a monitored landing using the automatic landing facility of the autopilot; or

(b) **Commercial pilot, private pilot – day flight:** A person who holds a commercial pilot licence must not act as pilot-in-command or co-pilot of an aircraft during the day, and a person who holds a commercial pilot licence or a private pilot licence must not act as pilot-in-command or co-pilot of an aircraft carrying a passenger during the day, unless (subject to paragraph (g), within the immediately preceding 90 days, —

(1) the person has carried out (as pilot-in-command or co-pilot of an aircraft or an approved synthetic flight trainer of the same type) not less than 3 take-offs and 3 landings during the day; or

(2) the person has satisfactorily demonstrated to an appropriately qualified Category A, Bor D flight instructor competence intake-off and landing manoeuvres during the day inan aircraft of the same type; or

(3) the person has satisfactorily demonstrated competence for the issue of the appropriate pilot licence in accordance with this Part, in an aircraft of the same type.

(c) **Airline Transport Pilot, Commercial pilot, private pilot – night flight:** A person who holds a pilot licence in any of the above categories must not act as pilot-in-command of an aircraft at night and a person who holds an airline transport pilot licence, or a commercial pilot licence or a private pilot licence must not act as pilot-in-command of an aircraft carrying a passenger at night, unless (subject to paragraph (g), within the immediately preceding 90 days, —

(1) the person has carried out (as pilot-in-command of an aircraft or an approved synthetic flight trainer of the same type) not less than 3 take-offs and 3 landings during the night;or

(2) the person has satisfactorily demonstrated to an appropriately qualified Category A orB flight instructor or an authorised flight examiner competence intake-off and landing manoeuvres during the night in an aircraft of the same type.

(d) To comply with paragraphs (a)(1), (b)(1) or (c)(1), a helicopter pilot must fly transition circuits between the required take-offs and landings.

(e) For the purposes of accumulating the 3 take-offs and 3 landings required in paragraphs (b)(1) and (c)(1), the holder of a current Category A flight instructor rating or an authorised flight examiner may count take-offs and landings whether during the day or night.

(f) A flight instructor must meet the recent flight experience requirements during the day or night, as appropriate, before giving flight instruction.

(g) If the holder of a pilot licence issued in accordance with this Part has not met the requirements of rule 61.39 for a period of 5 years or more, the privileges of that pilot licencemay not be exercised again unless, —

(1) the holder of the pilot licence passes an approved air law examination and meets the appropriate currency requirements of the licence (except if the holder has a current pilot licence for a different category of aircraft and meets the requirements of rule 61.39(a) for that category); or

(2) in the case of an airline transport pilot licence, the holder of the pilot licence completes the appropriate operational competency checks required in Part 119, and Part 121 or125.

61.39 Biennial flight review

(a) Except as provided in paragraph (b), the holder of a pilot licence issued in accordance with this Part must not exercise the privileges of the pilot licence for longer than 24 months from the date of the issue flight test for the pilot licence unless the holder of the pilot licence has successfully completed a biennial flight review in accordance with paragraph (c) within the previous 24 months.

(b) The holder of a pilot licence issued in accordance with this Part is not required to complete a biennial flight review required by paragraph(a) if the holder—

(1) meets the applicable flight crew competency check requirements prescribed in Parts 119 and 121, 125, 135 or 136; or

(2) meets the agricultural currency requirements prescribed in rule 61.707; or

(3) holds a current Category A, B, or C flight instructor rating.

(c) A biennial flight review must—

(1) be conducted by an appropriately qualified flight instructor; and

(2) consist of flight instruction to review those manoeuvres and procedures applicable to the pilot licence privileges the holder wishes to exercise; and

(3) be in accordance with standards acceptable to the Director.

(d) A flight instructor conducting a biennial flight review must—

(1) enter an appropriate record in the pilot's logbook immediately after the flight review has been satisfactorily completed and include the following information:

(i) the pilot licence type to which the flight review relates;

(ii) the date on which the flight review was completed;

(iii) the date on which the flight review ceases to be effective;

(iv) the name, flight instructor category, and CA client number of the person conducting the flight review; and

(2) complete the appropriate CA Biennial Flight Review Form and submit a copy of the completed form to the Director and to the pilot.

(e) A pilot who completes the biennial flight review required by paragraph (a) within 60 days before the date on which it is required, is deemed to have completed the biennial flight review on the required date.

61.41 Use of lower pilot licence or rating

(a) The holder of a pilot licence issued in accordance with this Part who does not hold a current and appropriate class of medical certificate for the pilot licence type, but who holds a current class of medical certificate appropriate to a lower pilot licence, may exercise the privileges of the lower pilot licence type if the pilot meets the currency requirements for the lower licence type.

(b) The holder of a pilot licence issued in accordance with this Part who does not meet the currency requirements of rule 61.207 or rule 61.257 for the pilot licence type, but who meets the currency requirements for a lower pilot licence, may exercise the privileges of the lower pilot licence.

61.43 Examination for proficiency

(a) The Director may, by notice in writing, require the holder of a pilot licence or a rating that is issued in accordance with this Part to undertake an examination or test if the Director believes on reasonable grounds that the privileges of the licence or rating the holder is exercising are being carried out in an incompetent manner.

(b) Any examination or test that the Director may require under paragraph (a) may consist of such part or parts of the examinations or tests that are required under this Part, for the particular pilot licence or rating that the holder is exercising.

(c) A holder of a pilot licence or rating that is issued in accordance with this Part must—

(1) undertake an examination or test that the Director may require under paragraph (a); and

(2) undertake the examination or test within the period set by the Director for completing the examination or test.

61.45 Offences involving substances of abuse

A conviction for any offence relating to alcohol or drugs, or refusal to submit to any test for alcohol or drugs, shall be relevant in determining whether a person is or remains fit and proper to hold a license or rating. Such a conviction may result in a refusal-to-grant, suspension or revocation of the license or rating.

Subpart B — Aircraft Type Ratings

61.51 Purpose

(a) This Subpart prescribes the requirements for the issue of aircraft type ratings.

(b) Aircraft type ratings must be issued for:

(1) aircraft certificated for operation with a minimum crew of at least two pilots; or

(2) helicopters and powered-lifts certificated for single-pilot operation except where a class rating has been issued under rule 61.71; or

(3) any aircraft whenever considered necessary by the Director.

61.53 Eligibility requirements

To be eligible for an aircraft type rating, a person must—

(1) hold a current pilot licence for the appropriate category of aircraft; and

(2) have conversion instruction flight experience acceptable to the Director; and

(3) in the case of a turbine powered aircraft, have passed an approved basic turbine knowledge examination; and

(4) demonstrate to an appropriately qualified flight instructor, a flight examiner or person approved by the Director for the purpose, satisfactory technical knowledge of the aircraft type for which the rating is required; and

(5) demonstrate in a flight test to the Director or an appropriately authorised flight examiner under Part 183 and operating under the authority of an air operator certificate issued in accordance with Part 119, or an aviation training organization certificate issued in accordance with Part 141, if the certificate authorises the holder to conduct the flight tests the following:

(i) the ability to perform competently all normal, abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;

(ii) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions,including simulated engine failure;

(iii) upset prevention and recovery;

(iv) procedures for crew incapacitation and crew coordination including allocation of pilottasks; crew cooperation and use of checklists; normal flight procedures and manoeuvres during all phases of flight;

(v) recognize and manage threats and errors.

(6) if applying for an aircraft type rating for an aircraft exceeding 5700 kg MCTOW or for a multi-engined helicopter, —

(i) have completed an approved course of technical training on the aircraft for which thetype rating is required; and

(ii) have passed an approved written examination in the normal, abnormal and emergency procedures for the operation of the aircraft's systems and in the aircraft's performanceand weight and balance; and

(7) if applying for an aircraft type rating for a single-engined helicopter not exceeding 5700 kg

MCTOW, have passed an approved written examination in the normal, abnormal and emergency procedures for the operation of the aircraft's systems and in the aircraft's performance and weight and balance. However, in the case of helicopters of not greater than 1500 kg MCTOW an oral examination is acceptable.

61.55 Issue

(a) When the eligibility requirements of rule 61.53 have been met by the pilot, the flight instructor responsible for the type competency demonstration must—

(1) enter the aircraft type rating in the pilot's logbook in a form acceptable to the Director; and

(2) submit a completed copy of the type rating training record to the Director.

(b) Notwithstanding rule 61.53, the Director may endorse an aircraft type rating on a pilot licence issued in accordance with this Part if—

(1) the aircraft type rating has been issued to the holder of the pilot licence by an ICAO Contracting State, and the holder of the pilot licence produces evidence that the aircraft type rating was obtained in a manner that is acceptable to the Director; or

(2) the holder of the pilot licence has been approved under rule 91.137 to act as a test pilot for the aircraft type and completes test flight experience on the aircraft acceptable to the Director; or

(3) the holder of the pilot licence is the holder of a Category A flight instructor rating, and the aircraft type rating is for a specific aeroplane configuration provided for in rule 61.5(o) and the pilot licence holder completes flight experience on the aeroplane acceptable to the Director; or

(4) the holder of the pilot licence is authorised under rule 61.57 to act as a pilot or pilot- in-command of the aircraft type and completes flight experience on the aircraft, as acceptable to the Director.

(c) On application to the Director and payment of the appropriate fee, a pilot must (in addition to a logbook entry) have their aircraft type ratings endorsed on their pilot licence.

(d) Notwithstanding rule 61.55(a), an appropriately qualified flight instructor may issue an aircraft type rating for an aircraft type that is so similar to an existing aircraft type rating held by the pilot if the instructor is satisfied that no further conversion flight instruction or type competency demonstration is necessary and—

(1) an appropriate entry is made in the pilot's logbook in a form acceptable to the Director; and

(2) the flight instructor submits a certified copy of the appropriate logbook entry to the Director.

(e) When a type rating is issued limiting the privileges to act as co-pilot or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

61.57 First of type authorization

The Director may authorize a holder of a current flight instructor rating issued in accordance with this Part to act as a pilot or pilot-in-command of an aircraft for which the instructor does not hold an aircraft type rating. The Director may impose conditions on the authorization as the Director considers necessary in the interests of aviation safety.

Subpart C – Aircraft Class Ratings

61.71 Purpose

This Subpart prescribes the requirements for the issue of aircraft class ratings.

61.73 Eligibility requirements

To be eligible for an aircraft class rating, a person must—

(1) hold a current pilot licence; and

(2) have conversion instruction flight experience acceptable to the Director; and

(3) for a turbine powered aircraft, have passed an approved basic turbine knowledge examination; and

(4) demonstrate to an appropriately qualified flight instructor, an authorised flight examiner or person approved by the Director for the purpose, a satisfactory technical knowledge of the aircraft type for which the class rating is sought; and

(5) demonstrate to an appropriately qualified flight instructor, an authorised flight examiner or person approved by the Director for the purpose, the ability to perform competently all normal, abnormal and emergency manoeuvres appropriate to the aircraft type for which theclass rating is sought; and

(6) if applying for an aircraft class rating for a single or multi-engined helicopter not exceeding 5700 kg MCTOW, have passed an approved written examination in the normal, abnormal and emergency procedures for the operation of the aircraft's systems and in the aircraft's performance and weight and balance. Except that, for helicopters of not greater than 1500 kg MCTOW, an oral examination is acceptable.

61.75 Issue

(a) When the eligibility requirements of rule 61.103 have been met by the pilot, the flight instructor responsible for the type of competency demonstration must—

(l) enter the aircraft class rating in the pilot’s logbook in a form acceptable to the Director; and

(2) submit a completed copy of the class rating training record to the Director.

(b) The following aircraft class ratings are issued by the Director in accordance with the applicable requirements of this Part:

(l) Aeroplanes certified for single pilot operation;

(i) Single-engine land

(ii) Single-engine sea

(iii) Multi-engine land

(iv) Multi-engine sea

(2) Helicopters certified for single pilot operation;

(i) Single-engine land

(ii) Multi-engine land

Subpart D — Student Pilots

61.101 Purpose

This Subpart prescribes the requirements and limitations for a person who acts as a pilot of an aircraft other than an unmanned aircraft, microlight aircraft, hang glider, glider, powered glider or balloon while the person does not hold a current pilot licence issued in accordance with this Part.

61.103 General

(a) A person who does not hold a current pilot licence issued or validated in accordance with this Part may not manipulate the controls of an aircraft unless the person is—

(1) receiving dual flight instruction from an appropriately qualified flight instructor who occupies a pilot seat; or

(2) acting as a pilot in command in accordance with rule 61.105.

(b) A person receiving dual flight instruction under paragraph (a)(1) may log those hours as dual flight time.

(c) A person shall not receive dual instruction while under the influence of any psychoactive substance.

(d) A person receiving dual flight instructions under paragraph (a) (1) must demonstrate an appropriate level of proficiency in English Language at ELP Level 4 or above and pass a Radio Telephony Practical Test.

61.105 Solo flight requirements

(a) A person who does not hold a current pilot licence issued or validated in accordance with this Part must not fly an aircraft solo unless—

(1) the person is at least 16 years of age; and

(2) the person holds at least a current class 2 medical certificate issued under the Act and is complying with all the conditions, restrictions and endorsements on the medical certificate; and

(3) the person has sufficient ability in reading, speaking, understanding and communicating in the English language to enable them to adequately carry out the responsibilities of a pilot- in- command of an aircraft; and

(4) the flight is authorised by the holder of a current Category A, B, or C flight instructor rating, except for a first solo flight by day or by night which must be authorised by the holder of a Category A or B flight instructor rating; and

(5) except as provided in paragraph (c), the holder of a current Category A or B flight instructor rating has certified in the person's logbook that they have received instruction and demonstrated competence in the following:

(i) preparation for flight;

(ii) starting and run-up procedures;

(iii) taxiing;

(iv) straight and level flight;

(v) climbing and descending;

(vi) level, climbing and descending turns;

(vii) take-off, circuit and landing in that type of aircraft;

(viii) practical flight radiotelephony;

(ix) go around procedures;

(x) in the case of an aeroplane, stall recognition and recovery in that aeroplane type;

(xi) in the case of an aeroplane, emergency procedures in the event of engine failure during and after take-off;

(xii) in the case of a helicopter, hovering upwind, downwind, and crosswind;

(xiii) in the case of a helicopter, emergency procedures, (including authoritative approach and landing) in that type of helicopter; and

(6) the person has received dual instruction within the last 5 hours of flight experience unless otherwise authorised by the holder of a current Category A or B flight instructor rating; and

(7) the person has had piloting experience in appropriate aircraft within the immediately preceding 30 days; and

(8) if the flight is a solo cross country flight, —

(i) the flight is authorised by the holder of a current Category A or B flight instructor rating; and

(ii) the person holds a valid written examination credit for a private pilot licence.

(b) The flight instructor who authorises the solo flight specified in paragraph (a)(4) must monitor the actions of the pilot during the solo flight.

(c) In the case of a first solo flight by day, the certification in the person's logbook required under paragraph (a)(5) may be made after the completion of the first solo flight if the flight instructor is satisfied that the requirements in paragraphs (a)(5)(i) to (xiii) have been met.

61.107 Limitations

A person who does not hold a current pilot licence issued in accordance with this Part must not act aspilot-in-command of an aircraft—

(1) for remuneration; or

(2) if the aircraft is being operated for hire or reward; or

(3) on an international flight; or

(4) if any other person is being carried on the aircraft other than a flight examiner or flight instructor.

Subpart E — Private Pilot Licences

61.151 Purpose

This Subpart prescribes the requirements for the issue of a private pilot licence and the privilege, limitation and currency requirements of the pilot licence.

61.153 Eligibility requirements

(a) Except as provided in paragraphs (b) and (c), to be eligible for the issue of a private pilot licence a person must—

(1) be at least 17 years of age; and

(2) hold at least a current Class 2 medical certificate issued under Part 67; and

(3) Experience: have the minimum of—

(i) For Aeroplanes: 35 hours flight time experience if completed during a course of approved training or 40 hours' flight time experience as a pilot in the appropriate category of aircraft comprising : dual flight time, instrument flight time; and not less than 10 hours of solo flight time, under the supervision of an authorized flight instructor including 5 hours of solo cross-country with at least one cross-country flight totalling not less than 270 km in the course of which full stop landings at two different aerodromes shall be made. or

(ii) For Helicopters: 35 hours flight time experience if completed during a course of approved training or 40 hours flight time experience as a pilot of helicopters comprising: not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours solo cross-country flight time with at least one cross-country flight totalling not less than 180 km in the course of which landings at two different points shall be made; and

(iii) for a pilot under instruction in an FSTD: 5 hours may be credited towards the total flight time, for aeroplanes referred to in above paragraph (i) and for helicopters referred to in paragraph (ii); and

(4) if the person seeks to exercise private pilot privileges during the night, have night flight experience acceptable to the Director; and

(5) if the person seeks to exercise private pilot (helicopter) privileges in the carriage of sling loads, have flight training on the carriage of sling loads acceptable to the Director; and

(6) Knowledge: have a valid written examination credit, or approved equivalent relevant to the VFR operation of light aircraft within Papua New Guinea, that covers the following privatepilot licence subject areas:

(i) Air Law: rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;

(ii) Aircraft general knowledge (Aeroplanes) or (Helicopter), as applicable: principles of operation and functioning of engines, systems and instruments; operating limitation of the relevant category of aircraft and engines; relevant operational information from the flight manual; helicopter transmissions

(power trains) where applicable;

(iii) Meteorology: application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;

(iv) Flight performance, planning and loading: effects of loading and mass distribution on flight characteristics; mass and balance calculations; use and practical application of take-off, landing and other performance data; pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services provisions; position reporting provisions; altimeter setting procedures; operations in areas of high density traffic;

(v) human factors including principles of TEM;

(vi) Navigation: practical aspects of air navigation and dead reckoning techniques; use of aeronautical charts;

(vii) operational procedures including the application of TEM to operational performance; altimeter setting procedures; use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations; appropriate precautionary and emergency procedures, including action taken to avoid hazardous weather; wake turbulence and other operating hazards; for Helicopters -settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight in VMC;

(viii) Principles of flight;

(7) Radiotelephony: communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure:Skills: have successfully demonstrated the following to a flight examiner in a flight test:

(i) knowledge in the ground examination subjects specified in paragraph (a)(6), including those detailed in the examination knowledge deficiency reports;

(ii) knowledge of the privileges and limitations of a private pilot licence;

(iii) apply aeronautical knowledge: technical and operational knowledge relevant to the aircraft type to be used in the flight test;

(iv) operate the aircraft within its limitations: competence to operate the aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual in all normal, abnormal, and emergency conditions and procedures while exercising appropriate levels of judgementand command;

(v) competence in radiotelephony (RTF) procedures and phraseology;

(vi) recognise and manage threats and errors;

(vii) control of the aircraft at all times in a manner that ensures the successful outcome of a procedure or manoeuvre is never in doubt.

(8) Flight *Instruction:* have received-

(i) *For Aeroplanes:* dual instruction in aeroplanes appropriate to the class ratings sought, from an authorized flight instructor who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the private pilot:

recognize and manage threats and errors;

pre-flight operations including mass and balance determination, aircraft inspection and servicing;

aerodrome and traffic patterns operations, collision avoidance precautions and procedures;

control of the aeroplane by external visual reference; flight at critically low airspeeds; recognition of and recovery from spiral dives; normal and cross-wind take-offs and landings; maximum performance short field and obstacle clearance take-offs and short field landings; flight by reference solely to instruments including the completion of a 180º turn; cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids; emergency operations including simulated aeroplane equipment malfunctions; operations to, from and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology; or

(ii) *For Helicopters:* no less than 20 hours of dual instruction time in helicopters from an authorized flight *instructor* who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the private pilot: recognize and manage threats and errors; pre-flight operations including mass and balance determination, helicopter inspection and servicing; aerodrome and traffic patterns operations, collision avoidance precautions and procedures; control of the helicopter by external visual reference; recovery at the incipient stage from settling with power; recovery techniques from low rotor rpm within the normal range of engine rpm; ground manoeuvring and run-ups; hovering; take-offs and landings-normal, out of wind and sloping ground; take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques; restricted site operations; quick stops; cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour; emergency operations including simulated helicopter equipment malfunctions; autorotative approach; operations to, from, and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology.

(b) In accordance with section 49 of the Act, a person who holds a current pilot licence and associated medical certificate issued by an ICAO Contracting State may have the licence and medical certificate recognized by the Director for the purpose of the Director issuing a private pilot licence to the person, for the same category of aircraft.

61.155 Privileges and limitations

(a) Subject to paragraph (c)(3), the holder of a current private pilot licence may—

(l) act as pilot-in-command of an aircraft of the category for which the pilot licence is granted, and for which the pilot holds an aircraft class or type rating as appropriate, and may carry passengers in that aircraft; and

(2) act as co-pilot of an aircraft of the category for which the pilot licence is granted, and for which the pilot holds an aircraft type rating, and which is required to be operated with a co- pilot.

(b) The holder of a current private pilot licence shall not exercise the privileges in paragraph

(1) and (2) above unless the person –

(2) is not under the influence of any psychoactive substance; and

(3) has demonstrated an appropriate level of proficiency in English Language at ELP Level 4or above; and

(4) is evaluated for continuing proficiency at ELP Level 4 at least once every three years, and at ELP Level 5 at least once every six years.

(c) The holder of a private pilot licence must not act as pilot-in-command or as co-pilot of anaircraft—

(1) for remuneration; or

(2) if the aircraft is being operated for hire and reward; or

(3) if the aircraft is—

(i) being operated at night; or

(ii) being operated on a cross-country flight; or

(iii) a helicopter carrying sling loads—

unless an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required toperform the activity.

61.157 Currency requirements

A holder of a private pilot licence is required to comply with the requirements of rules 61.35 (Medical Requirements), 61.37 (Recent Flight Experience) and 61.39 (Biennial Flight Review) before exercising the privileges of a private pilot licence.

Subpart F — Commercial Pilot Licences

61.201 Purpose

This Subpart prescribes the requirements for the issue of a commercial pilot licence and the privilege, limitation, and currency requirement of the pilot licences.

61.203 Eligibility requirements

(a) To be eligible for a commercial pilot licence, a person must—

(1) be at least 18 years of age; and

(2) in the case of an aeroplane and helicopter, hold a current private pilot licence for the appropriate category of aircraft; and

(3) hold a current class 1 medical certificate issued under the Act; and

(4) Experience: have the following minimum general flight time experience as a pilot comprising specific flight experience that is acceptable to the Director for the

appropriate categoryof aircraft:

(i) in the case of an aeroplane, 200 hours or, if undertaking a course of approved training, 150 hours, comprising: 100 hours as pilot-in-command or in the case of approved training, 70 hours; 20 hours of cross-country as pilot in command including a cross-country flight totalling not less than 540 km in the course of which full stop landings at two different aerodromes shall be made; 10 hours of instrument instruction time, of which not more than 5 hours may be instrument ground time; or:

(ii) in the case of a helicopter, 150 hours or, if undertaking a course of approved training, 100 hours comprising: 35 hours as pilot in command; 10 hours of cross-country flight time as pilot in command including one cross-country flight in the course of which landings at two different points shall be made; 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and

(iii) for a pilot under instruction in an FSTD: 20 hours may be credited towards the total flight time for an aeroplane referred to in above paragraph (i) or 10 hours may be credited towards the total flight time for a helicopter referred to in above paragraph (ii); and

(5) if the person seeks to exercise commercial pilot privileges during the night, 5 hours of night flight time including 5 take-offs and 5 landings as pilot in command; and

(6) Knowledge: have a valid written examination credit, or approved equivalent, that covers the following commercial pilot licence subject areas:

(i) air law: and regulations relevant to the holder of a commercial pilot licence; rules of the air; appropriate air traffic services practices and procedures;

(ii) flight navigation general: air navigation including the use of aeronautical charts, instruments and navigational aids; understanding the principles and characteristics of appropriate navigation systems; operations of airborne equipment;

(iii) meteorology: interpretation and application of meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and inflight; altimetry; aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts; the original and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

(iv) principles of flight and aircraft performance (Aeroplane), or (Helicopter), as appropriate;

(v) general aircraft technical knowledge (Aeroplane), or (Helicopter), as appropriate principles of operations and functioning of engines, systems and instruments; operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual; use and serviceability checks of aircraft equipment and systems; maintenance procedures for airframes and engines; helicopter transmissions;

(vi) Flight performance, planning and loading: effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations; use and practical application of take-off, landing and other performance data; pre-flight and en-route flight planning appropriate to commercial

(vii) operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures; effects of external loading on handling in the case of helicopters;

(viii) human performance including principles of threat and error management;

(ix) Operational Procedures: application of TEM to operational procedures; use of operational documentation such as AIP, NOTAM, aeronautical codes and abbreviations; altimeter setting procedures; appropriate precautionary and emergency procedures; operational procedures for carriage of freight; potential hazards associated with dangerous goods; requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from the aircraft; and for Helicopters: settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight in VMC;

(x) Principles of Flight;

(xi) Radiotelephony: communication procedures and phraseology as applied to VFR operations; actions to be taken in case of communication failure; and

(7) Skill: have successfully demonstrated the following to the Director in a flight test:

(i) knowledge in the ground examination subjects specified in paragraph (6), including those detailed in the examination knowledge deficiency reports;

(ii) knowledge of the privileges and limitations of a commercial pilot licence;

(iii) apply aeronautical knowledge: technical and operational knowledge relevant to the aircraft type to be used in the flight test;

(iv) operate an aircraft within its limitations: competence to operate the aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual in all normal, abnormaland emergency conditions and procedures while exercising appropriate levels ofjudgement and airmanship;

(v) competence in radiotelephony (RTF) and phraseology;

(vi) complete all manoeuvres with smoothness and accuracy: control of the aircraft at all times in a manner that ensures the successful outcomeof a procedure or manoeuvre is never in doubt.

(vii) recognize and manage threats and errors.

(8) *Flight Instruction:* have received-

(i) *For Aeroplanes:* dual instruction in aeroplanes appropriate to the class ratings sought, from an authorized flight instructor who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the commercial pilot: recognize and manage threats and errors; pre-flight operations including mass and balance determination, aircraft inspection and servicing; aerodrome and traffic patterns operations, collision avoidance precautions and procedures; control of the aeroplane by external visual reference; flight at critically slow airspeeds; spin avoidance; recognition of, and recovery

from, incipient and full stalls; flight with asymmetrical power for multi-engine class or type ratings; flight at critically high airspeeds; recognition of, and recovery from, spiral dives; normal and cross-wind take-offs and landings; maximum performance short field and obstacle clearance take-offs and short field landings; basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments; cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures; abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions; operations to, from and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology; or

(ii) *For Helicopters: have* received dual instruction time in helicopters from an authorized flight instructor who shall ensure that the person has operational experience in at least the following areas to the level of performance required for the commercial pilot: recognize and manage threats and errors; pre-flight operations including mass and balance determination, helicopter inspection and servicing; aerodrome and traffic patterns operations, collision avoidance precautions and procedures; control of the helicopter by external visual reference; recovery at the incipient stage from settling with power; recovery techniques from low rotor rpm within the normal range of engine rpm; ground manoeuvring and run-ups; hovering; take-offs and landings-normal, out of wind and sloping ground; steep approaches; take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques; restricted site operations; quick stops; hovering out of ground effect; operations with external load, if applicable; flight at high altitude; basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments; cross-country flying using visual reference, dead reckoning, radio navigation aids, diversion procedures; abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing; operations to, from, and transiting controlled aerodromes, compliance with air traffic service procedures; and communications procedures and phraseology.

61.205 Privileges and limitations

(a) Subject to paragraph (b), a current commercial pilot licence authorises the holder to exercise the following privileges in aircraft of the same category for which the pilot licence is granted and for which the pilot holds an aircraft type rating:

(1) any of the appropriate privileges of a private pilot licence:

(2) act as pilot-in-command of an aircraft that is certificated for single pilot operation and engaged on an operation for hire or reward:

(3) act as pilot-in-command of an aircraft that is certificated for multi-pilot operation and engaged on an air operation for hire or reward:

(4) act as co-pilot of an aircraft that is certificated for multi-pilot operation and engaged on an air operation for hire or reward.

(b) The holder of a commercial pilot licence must not act as pilot-in-command or as co-pilot of an aircraft at night, unless an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the required night flight training.

(c) The holder of commercial pilot licence shall not exercise the privilege of paragraphs (a) and (b) above unless the person –

(1) is not under the influence of any psychoactive substance; and

(2) has demonstrated an appropriate level of proficiency in English Language at ELP Level 4 or above; and

(3) is evaluated for continuing proficiency at ELP Level 4 at least once every three years, and at ELP Level 5 at least once every six years.

61.207 Currency requirements

A holder of a commercial pilot licence is required to comply with the requirements of rules 61.35 (Medical requirements), 61.37 (Recent flight experience) and 61.39 (Biennial flight review) before exercising the privileges of the holder's commercial pilot licence.

Subpart G — Airline Transport Pilot Licences

61.251 Purpose

This Subpart prescribes the requirements for the issue of an airline transport pilot licence and the privilege and currency requirement of the pilot licence.

61.253 Eligibility requirements

(a) To be eligible for an airline transport pilot licence, a person must—

(1) be at least 21 years of age; and

(2) hold a current commercial pilot licence for the appropriate category of aircraft; and

(3) hold a current instrument rating; and

(4) Experience: have the following minimum general flight time experience as a pilot comprising specific flight experience that is acceptable to the Director for the appropriate categoryofaircraft:

(i) in the case of an aeroplane, 1500 hours comprising: 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision; 200 hours of cross-country flight time of which not less shall be 100 hours shall be as pilot-in-command or as pilot-in-command under supervision; 75 hours of instrument time of which not more than 30 hours may be instrument ground time; 100 hours of night flight as pilot-in-command or as co-pilot; or;

(ii) in the case of a helicopter, 1000hours; comprising: 250 hours as pilot-in-command or 250 hours, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision; 200 hours of cross-country flight time of which not less shall be 100 hours shall be as pilot-in-command or as pilot-in-command under supervision; 30 hours of instrument time of which not more than 10 hours may be instrument ground time; 50 hours of night flight as pilot-in-command or as co-pilot; and

(iii) for a pilot under instruction in an FSTD: 100 hours may be credited towards the total flight time for an aeroplane referred to in above paragraph (i) or

helicopters in paragraph (ii), of which not more than 25 hours in a flight procedure trainer or a basic instrument flight trainer; and

(5) Knowledge: have a valid written examination credit, or approved equivalent, that covers the following airline transport pilot licence subject areas:

(i) air law; rules and regulations relevant to the holder of a commercial pilot licence; rules of the air; appropriate air traffic services practices and procedures;

(ii) flight navigation general; air navigation including the use of aeronautical charts, radio navigational aids and area navigation systems; specific navigation requirements for long-range flight;

(iii) flight planning (Aeroplane or Helicopter) as appropriate;

(iv) meteorology; interpretation and application of meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and inflight; altimetry; aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts; the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance; practical high altitude meteorology (aeroplanes), including interpretation and use of weather reports, charts and forecasts; jet streams (aeroplanes);

(v) instruments and navigation aids (Aeroplane only);

(vi) human performance including principles of threat and error management;

(vii) advanced aerodynamics, performance, and systems knowledge (Aeroplane only);

(viii) aerodynamics and aircraft systems (Helicopter only);

(ix) performance and loading (Helicopter only); and

(x) Principles of Flight;

(xi) Radiotelephony: communication procedures and phraseology; actions to be taken in case of communication failure; and

(6) subject to paragraph (a), have successfully demonstrated the following in a flight test to the Director, or an appropriately authorised flight examiner operating under the authority of an air operator certificate issued in accordance with Part 119, or an aviation training organization certificate issued in accordance with Part 141, if the certificate authorises the holder to conduct the flight tests the ability to perform, as pilot-in-command of an aircraft required to be operated with a co-pilot, the following procedures and manoeuvres:

(i) knowledge in the ground examination subjects specified in paragraph (a)(5), including those detailed in the examination knowledge deficiency reports:

(ii) knowledge of the privileges and limitations of an airline transport pilot licence:

(iii) technical and operational knowledge relevant to the aircraft type used in the flight test:

(iv) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;

(v) normal flight procedures and manoeuvres during all phases of flight;

(vi) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;

(vii) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and

(viii) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight including simulated engine failure.

(7) have successfully demonstrated the ability to perform the procedures and manoeuvres described under paragraph 6 with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:

(i) recognize and manage threats and errors;

(ii) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

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

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

(v) exercise good judgement and airmanship, to include structured decision makingand the maintenance of situational awareness; and

(vi) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence tostandard operating procedures and use of checklists

(b) The flight test required under paragraph (a)(6) must be a cross country flight conducted under IFR in an aircraft that is—

(1) a multi-engine aircraft with a MCTOW of 5700 kg or more; or

(2) a multi-engine aircraft acceptable to the Director; or

(3) a synthetic flight trainer that is approved for airline transport pilot licence issue flight tests.

61.255 Privileges

(a) A current airline transport pilot licence authorises the holder to exercise the following privileges in an aircraft of the same category for which the pilot licence is granted and for which the pilot holds an aircraft type rating:

(1) any of the privileges of a private and commercial pilot licence;

(2) act as pilot-in-command of an aircraft that is required to be operated with a co-pilot and is engaged on an air operation for hire or reward.

(b) The holder of a current airline transport pilot licence shall not exercise the privileges in paragraphs (1) and (2) above unless the person -

(1) is not under the influence of any psychoactive substance; and

(2) has demonstrated an appropriate level of proficiency in English Language at ELP Level 4 or above; and

(3) is evaluated for continuing proficiency at ELP Level 4 at least once every three years,

and at ELP Level 5 at least once every six years.

61.257 Currency requirements

A holder of an airline transport pilot licence is required to comply with the requirements of rules 61.35 (Medical Requirements), 61.37 (Recent Flight Experience) and 61.39 (Biennial Flight Review) before exercising the privileges of the holder's airline transport pilot licence.

Subpart H — Flight Instructor Ratings

61.301 Purpose

This Subpart prescribes the requirements for the issue of flight instructor ratings and the privileges, limitations and currency requirements of those ratings.

61.303 Eligibility requirements

(a) **Category E flight instructor**

To be eligible for the issue of a Category E flight instructor rating, a person must—

(1) be the holder of at least a current commercial pilot licence for the appropriate categoryof aircraft; and

(2) be the holder of a current agricultural rating for the appropriate category of aircraft thatis valid for topdressing or spraying as appropriate; and

(3) have a minimum of 2000 hours' flight time experience as a pilot in agricultural aircraftoperations; and

(4) if the person seeks to instruct in topdressing, have a minimum of 100 hours of topdressing operations flight time experience as a pilot in the appropriate category of aircraft; and

(5) if the person seeks to instruct in spraying, have a minimum of 100 hours of spraying operations flight time experience as a pilot in the appropriate category of aircraft; and

(6) demonstrate to the Director adequate technical knowledge of agricultural aviation by passing an oral examination and a flight test that are acceptable to the Director. The applicant must pass those parts of the oral examination and flight test that are relevant tothe instruction to be undertaken, namely topdressing or spraying, or both, as appropriate.

(b) **Category D flight instructor**

To be eligible for the issue of a Category D flight instructor rating, a person must—

(1) be the holder of at least a current commercial pilot licence for the appropriate categoryof aircraft; and

(2) have a minimum of 700 hours' flight time experience as a pilot including pilot-in-command experience acceptable to the Director; and

(3) if the person seeks to instruct at night, have night flight experience acceptable to the Director; and

(4) if the person seeks to instruct in multi-engine aircraft, have multi-engine flight experience acceptable to the Director; and

(5) if the person seeks to instruct in instrument flight, have a single pilot and single or multi- engine current instrument rating; and

(6) demonstrate to the Director the ability to competently instruct for aircraft type conversion by passing an oral examination and a flight test that are acceptable to the Director; and

(7) if not already the holder of an instructor rating, have satisfactorily completed an approved course in the practice and theory of flight instruction.

(c) A person is eligible for the issue of a Flight Instructor authorisation for the purposes of givingflight instruction if that person meets the requirements of paragraph (b)

(d) **Category C flight instructor**

To be eligible for the issue of a Category C flight instructor rating,

a person must—

(1) be the holder of at least a current commercial pilot licence for the appropriate categoryof aircraft; and

(2) have a minimum of 200 hours' flight time experience as a pilot in the appropriate category of aircraft comprising specific flight experience that is acceptable to the Director; and

(3) if the person seeks to instruct at night, have night flight experience acceptable to the Director; and

(4) if the person seeks to instruct in multi-engine aircraft, have multi-engine flight experience acceptable to the Director; and

(5) if the person seeks to instruct in spinning or aerobatic manoeuvres in aeroplanes, haveaerobatic experience acceptable to the Director; and

(6) have satisfactorily completed an approved course in the practice and theory of flight instruction; and

(7) have passed oral examinations in the following subject areas:

(i) aeroplane or helicopter principles of flight and performance, as appropriate;

(ii) meteorology;

(iii) cross-country navigation techniques;

(iv) the practice and theory of flight instruction; and

(8) have a minimum of 25 hours' dual flight instructor training or approved equivalent; and

(9) demonstrate to the Director the ability to give flight instruction in the appropriate category of aircraft in all normal and emergency flight manoeuvres by passing an oralexamination and a flight test that are acceptable to theDirector;

may be considered as having met the requirements in—

(10) paragraph (d)(2); and

(11) paragraph (d)(8);

provided the determination of equivalency of the flight instructor qualification is acceptable to the Director.

(e) **Category B flight instructor**

To be eligible for the issue of a Category B flight instructor rating,

a person must—

(1) be the holder of at least a current commercial pilot licence for the appropriate categoryof aircraft; and

(2) be the holder of a Category C flight instructor rating or approved equivalent for the appropriate category of aircraft; and

(3) have a minimum of 500 hours' flight time experience as a pilot in the appropriate category of aircraft comprising specific flight experience that is acceptable to the Director; and

(4) if the person seeks to instruct at night, have night flight experience acceptable to theDirector; and

(5) if the person seeks to instruct in multi-engine aircraft, have multi-engine flight experience acceptable to the Director; and

(6) if the person seeks to instruct in spinning or aerobatic manoeuvres in an aeroplane,have aerobatic experience acceptable to the Director; and

(7) have passed oral examinations in the following subject areas:

(i) aeroplane or helicopter principles of flight and performance as appropriate;

(ii) meteorology;

(iii) cross-country navigation techniques;

(iv) the practice and theory of flight instruction; and

(8) demonstrate to the Director the ability to give flight instruction in the appropriate category of aircraft in all normal and emergency flight manoeuvres by passing an oralexamination and a flight test that are acceptable to the Director;

as meeting the flight time experience required by paragraph (e)(3) for the issue of Category B flight instructor rating.

(f) **Category A flight instructor**

To be eligible for the issue of a Category A flight instructor rating,
a person must—

(1) be the holder of at least a current commercial pilot licence for the appropriate categoryof aircraft; and

(2) be the holder of a Category B flight instructor rating or approved equivalent for theappropriate category of aircraft; and

(3) in the case of an aeroplane, be the holder of a current instrument rating; and

(4) have a minimum of 1250 hours' experience in the appropriate category of aircraft comprising specific flight experience that is acceptable to the Director; and

(5) if the person seeks to instruct in multi-engine aircraft, have multi-engine flight experience acceptable to the Director; and

(6) have passed oral examinations in the following subject areas:

(i) aeroplane or helicopter principles of flight and performance as appropriate;

(ii) meteorology;

(iii) cross-country navigation techniques;

(iv) the practice and theory of flight instruction; and

(7) demonstrate to the Director an above average ability to give flight instruction in the appropriate category of aircraft during the day and night in all normal and emergencyflight manoeuvres (including in the case of an aeroplane, spinning and aerobatic manoeuvres) by passing an oral examination and a flight test that are acceptable to theDirector.

61.304 Issue

If the Director is satisfied that an applicant for a flight instructor rating has met the applicable requirements of rule 61.303, the Director may, in accordance with section 49 of the Act, issue the rating by endorsing the applicant's pilot licence with the applicable category of flight instructor rating.

61.305 Privileges and limitations

(a) **Category E flight instructor**

Subject to paragraphs (b) and (c), an appropriate current Category E flight instructor rating authorises the holder to—

(1) give technical and flight instruction in spraying or topdressing (including seed sowing, dusting, dropping of poison baits, and laying of poison) to the holder of a current pilot licence; and

(2) authorise solo practice in spraying or topdressing (including seed sowing, dusting, dropping of poison baits, and laying of poison) by the holder of a current pilot licence who does not hold an agricultural rating; and

(3) conduct aircraft type ratings on agricultural aircraft; and

(4) conduct competency checks for the issue of an agricultural rating in accordance with rule 61.701(a)(5) and (b)(3); and

(5) conduct agricultural rating competency checks in accordance with rule 61.707.

(b) Paragraph (a) applies only to a Category E flight instructor who holds an aircraft type rating or an authorisation under rule 61.57 for the type of aircraft being used for such instruction or assessment.

(c) The holder of a Category E flight instructor rating must not instruct in topdressing or in spraying unless an **appropriately** authorised flight examiner has certified in the holder's logbook that the holder has the necessary experience and has demonstrated competence in that activity.

(d) **Category D flight instructor**

Subject to paragraphs (e), (f), and (g), an appropriate current Category D flight instructor rating authorises the holder to—

(1) give the holder of a pilot licence instrument flight instruction to the standard required

for an instrument rating using radio aids to navigation; and

(2) conduct aircraft type ratings.

(e) Paragraph (d) applies only to a Category D flight instructor who holds an aircraft type rating or an authorisation under rule 61.57 for the type of aircraft being used for such instruction.

(f) The holder of a Category D flight instructor rating must not give instrument flight instruction, unless the instructor is the holder of a current instrument rating for—

(1) the appropriate category of aircraft; and

(2) the approach aid or system used for instruction.

(g) Unless an appropriately authorised flight examiner has certified in the holder's logbook that the holder has the necessary experience and demonstrated competence in that activity, the holder of a Category D flight instructor rating must not instruct—

(1) at night; or

(2) in a multi-engined aircraft; or

(3) in instrument flight.

(h) **Category C flight instructor**

Subject to paragraphs (i), (j), (k), and (l), an appropriate current Category C flight instructor rating authorises the holder, when under the supervision of the holder of an appropriate current Category A or Category B flight instructor rating, to—

(1) give flight instruction; and

(2) authorise a solo flight other than a first solo flight by a student pilot by day; and

(3) authorise a solo flight other than a first solo flight by a student pilot by night; and

(4) record in a pilot's logbook that the pilot has complied with any requirements prescribed for pilots that require logbook certification in accordance with Category C flight instructor privileges; and

(5) conduct aircraft type ratings.

(i) Paragraph (h) applies only to a Category C flight instructor who holds an aircraft type rating or an authorisation under rule 61.57 for the type of aircraft being used for such instruction or assessment.

(j) The holder of a Category C flight instructor rating must not exercise the privileges in paragraph

(h) unless for at least the first 6 consecutive months and for a minimum of the first 100 hours ofinstructional flying, the flight instructor is under the direct supervision of the holder of a Category A or B flight instructor rating who is—

(1) on the same aerodrome, at the same time; and

(2) directly responsible for the flight instruction actions of the flight instructor under supervision.

(k) The holder of a Category C flight instructor rating must not give instrument flight instruction in IMC or on an IFR flight plan, unless the instructor is the holder of a current instrument rating for—

(1) the appropriate category of aircraft; and

(2) the approach aid or system used for instruction.

(l) Unless an appropriately authorised flight examiner has certified in the holder's logbook that the holder has the necessary experience and demonstrated competence in that activity, the holder of a Category C flight instructor rating must not instruct—

(1) at night; or

(2) in a multi-engine aircraft; or

(3) in the case of an aeroplane, in spinning or aerobatics.

(k) **Category B flight instructor**

Subject to paragraphs (n), (o), and (p), an appropriate current Category B flight instructor rating authorises the holder to—

(1) give flight instruction; and

(2) authorise a solo flight; and

(3) record in a pilot's logbook that the pilot has complied with any requirements prescribed for pilots that require logbook certification; and

(4) conduct aircraft type ratings; and

(5) conduct biennial flight reviews.

(m) Paragraph (m) applies only to a Category B flight instructor who holds an aircraft type rating or an authorisation under rule 61.57 for the type of aircraft being used for such instruction or assessment.

(n) The holder of a Category B flight instructor rating must not give instrument flight instruction in IMC or on an IFR flight plan, unless the instructor is the holder of a current instrument rating for—

(1) the appropriate category of aircraft; and

(2) the approach aid or system used for instruction.

(o) Unless an appropriately authorised flight examiner has certified in the holder's logbook that the holder has the necessary experience and demonstrated competence in that activity, the holder of a Category B flight instructor rating must not instruct—

(1) at night; or

(2) in a multi-engined aircraft; or

(3) in the case of an aeroplane, in spinning or aerobatics.

(p) **Category A flight instructor**

(q) Subject to paragraphs (r), (s), and (t), an appropriate current Category A flight instructor rating authorises the holder to—

(1) give flight instruction during the day or night; and

(2) authorise a solo flight during the day or night; and

(3) record in a pilot's logbook that the pilot has complied with any requirements prescribedfor pilots that require logbook certification; and

(4) conduct aircraft type ratings; and

(5) conduct biennial flight reviews; and

(6) give spinning and aerobatic instruction.

(r) Paragraph (q) applies only to a Category A flight instructor who holds an aircraft type ratingor an authorisation under rule 61.57 for the type of aircraft being used for such instruction orassessment.

(s) The holder of a Category A flight instructor rating must not give instrument flight instructionin IMC or on an IFR flight plan, unless the instructor is the holder of a current instrument rating for—

(1) the appropriate category of aircraft; and

(2) the approach aid or system used for instruction.

(t) The holder of a Category A flight instructor rating must not instruct in multi-engined aircraftunless an appropriately authorised flight examiner has certified in that holder's logbook thatthe holder has the necessary experience and has demonstrated competence in that activity.

61.307 Currency requirements

(a) The holder of a Category E flight instructor rating must not give agricultural flight instruction unless, within the immediately preceding 90 days, the flight instructor has carried out a minimum of10 hours' agricultural aircraft operations flight time in the same type of agricultural flying (topdressing or spraying) in the same category of aircraft.

(b) The holder of a Category D flight instructor rating must not give instrument flight instruction unless the flight instructor holds a current instrument rating.

(c) The holder of a Category A, B, C, or D flight instructor rating must not give IFR cross-country navigation instruction, unless the flight instructor holds a current instrument rating and has completed a minimum of 50 hours as pilot-in-command on IFR cross-country operations that has been certified by a flight examiner in the instructor's logbook.

(d) The holder of a Category B or C flight instructor rating must not give flight instruction unless within the immediately preceding 12 months, —

(1) the flight instructor has demonstrated competency to an appropriately authorised flight examiner in accordance with the appropriate category flight instructor flight test syllabus; and

(2) the flight examiner who conducts the competency demonstration certifies the successful completion of the check in the pilot's logbook in accordance with rule 61.29.

(e) The holder of a Category A flight instructor rating must not give flight instruction unless within the immediately preceding 24 months, —

(1) the flight instructor has demonstrated competency to an appropriately authorised flight examiner in accordance with the Category A flight instructor flight test syllabus; and

(2) the flight examiner who conducts the competency demonstration certifies the successful completion of the check in the pilot's logbook in accordance with rule 61.29.

(f) A person who completes the demonstration required by paragraphs (d) or (e) within 60 days before the date on which the flight test is required is deemed to have completed the requirements on the required date.

(g) The holder of a Category E flight instructor rating when giving agricultural flight instruction may count the time as agricultural aircraft operations flight time to meet the requirements of paragraph(a).

(h) The holder of a Category A or B flight instructor rating who does not meet the currency requirements for the rating, but who meets those requirements for a lower category rating, may exercise the privileges of that lower category of flight instructor.

Subpart I –Flight operations officer/flight dispatcher

61.401 Purpose

This Subpart prescribes the requirements for the qualification of a flight operations officer/flight dispatcher designated by the operator and engaged or employed in conjunction with an approved method of control and supervision of flight operations.

61.403 Eligibility requirements

To be eligible for a flight operations officer/flight dispatcher designation, a person must be at least21 years of age.

61.405 Knowledge requirements

Have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer/flight dispatcher designation or equivalent in at least the following subjectareas:

(a) Air law

(1) rules and regulations relevant for operational control and to the holder of a flight operations officer; appropriate air traffic services practices and procedures;

(b) Aircraft general knowledge

(1) principles of operation of aeroplane engines, systems and instruments;

(2) operating limitations of aeroplanes and engines;

(3) minimum equipment list and configuration deviation list;

(c) Flight performance calculation, planning procedures and loading

(1) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;

(2) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;

(3) preparation and filing of air traffic services flight plans;

(4) basic principles of computer-assisted planning systems;

(5) take off performance including field length, climb and obstacle criteria and limitation;

(6) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;

(7) landing performance including approach climb and field length criteria and limitations;

(d) Human performance

(1) human performance relevant to operational control duties, including principles of threat and error management;

(e) Meteorology

(1) aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en- route and landing conditions;

(2) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;

(f) Navigation

(1) principles of air navigation with particular reference to instrument flight;

(g) Operational procedures

(1) use of aeronautical documentation and standard operating procedures;

(2) operational procedures for the carriage of freight and dangerous goods;

(3) procedures relating to aircraft accidents and incidents; emergency flight procedures;

(4) procedures relating to unlawful interference and sabotage of aircraft;

(h) Principles of flight

(1) principles of flight relating to the appropriate category of aircraft; and

(i) Radio communication

(1) procedures for communicating with aircraft and relevant ground stations.

61.407 Experience requirements

(a) The applicant shall have gained the following experience:

(1) a total of two years of service in any one or in any combination of the capacities specified in (i) to (iii) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:

(i) a flight crew member in air transportation; or

(ii) a meteorologist in an organization dispatching aircraft in air transportation;or

(iii) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems; or

(2) at least one year as an assistant in the dispatching of air transport; *or*

(3) have satisfactorily completed a course of approved training.

(b) The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.

61.409 Skill Requirements

The applicant shall have demonstrated the ability to:

(1) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

(2) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;

(3) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and

(4) recognise and manage threats and errors.

(5) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;

(6) identify and evaluate the risk factors and the possible consequences for flight operations;

(7) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;

(8) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;

(9) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;

(10) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;

61.411 Privileges and conditions to be observed in exercising flight operation/flightdispatcher function

Subject to compliance with the qualification requirements, the privileges of the holder of a flight operation officer license shall be to serve in that capacity with responsibility for each area for which theapplicant meets the requirements specified in the operating rules.

Subpart J – Remote Pilot Licence

61.501 Purpose

This Subpart prescribes the requirements for the issue of a remote pilot licence, rating privileges, limitations and currency requirements of the remote pilot licence.

61.503 Eligibility and issue requirements

(a) To be eligible for a remote pilot licence a person must:

(1) be at least 18 years of age; and

(2) have passed, for the issue of a flight crew licence under this Part, an aeronautical knowledge examination as prescribed in rule 61.153(6), or rule 61.203(6), or rule 61.253(5); or

(3) as acceptable to the Director:

(i) an aviation licence theory examination equivalent to the requirement for the issue of a remote pilot licence; or

(ii) the theory component of a remote pilot training course; or

(iii) the theory component of a course conducted in a foreign country equivalent to the theory component of a remote pilot training course; and

(b) To be issued with a remote pilot licence a person must have completed:

(1) a remote pilot training course in the operation of the category of the unmanned aircraft that person proposes to operate; or

(2) a training course in the operation of the category of unmanned aircraft that person proposes to operate conducted by the manufacturer of the unmanned aircraft or an agent of the manufacturer; or

(3) a flight test conducted by the Director for the purposes of paragraph (b); and

(4) demonstration of the competencies required for the safe operation of the applicable type of unmanned aircraft and associated unmanned aircraft control station, under proposed unmanned aircraft operating conditions.

(c) A person satisfies the requirements of paragraph (a) if that person holds or has held:

(1) a flight crew licence; or

(2) a foreign remote pilot licence and qualification acceptable to the Director:

(i) equivalent to the remote pilot licence requirements under this Part; and

(ii) a favourable background security check determination in accordance withSection 149E of the Act; or

(3) an air traffic control licence.

61.505 Application for a Remote Pilot Licence

(a) An applicant for a remote pilot licence issued in accordance with this Part must provide details, if the applicant is the holder, of any of the following:

(1) flight crew licence, air traffic control licence, or flight service licence, and ratings, endorsements and qualifications;

(2) any aeronautical experience;

(3) other than an examination pass for the issue of a licence in paragraph (1), a pass inthe following examinations:

(i) an aeronautical examination in accordance with rule 61.503(a)(2);

(ii) an aviation licence theory examination in accordance with 61.503(a)(3).

(b) An applicant who does not hold a licence in paragraphs (a)(1) or (a)(2) must provide,

(1) details of any aeronautical radio operator certificate that the applicant holds;

(2) details of the applicant's total flying experience of remotely piloted aircraft;

(3) evidence of completion of a training course in remotely piloted aircraft operation undertaken by the applicant.

61.507 Conditions on Remote Pilot Licence

(a) The Director may impose conditions on a remote pilot licence that require the pilot to:

(1) operate only a specified make and model of remotely piloted aircraft;

(2) limit the areas where the pilot may operate;

(3) permit operations only in visual meteorological conditions

(b) The holder of a remote pilot licence must not operate a remotely piloted aircraft at a height of more than 400 ft above ground level or within 3 nm of the aerodrome reference point, unless that remote pilot holds at least one of the following qualifications:

(1) an aeronautical radio operator certificate;

(2) a flight crew licence;

(3) an air traffic control licence;

(4) a flight service licence.

(c) Except in accordance with paragraph (d), the holder of a remote pilot licence must not operate a remotely piloted aircraft other than within visual line-of-sight of the remote pilot unless the pilot has passed:

(1) an aeronautical knowledge examination as prescribed in rule 61.801(a)(3) for the issuance of an instrument rating under this Part; or

(2) an equivalent aviation licence theory examination required for the issuance of an instrument rating;

or

(3) an approved examination acceptable to the Director.

(d) The holder of a remote pilot licence must not operate a remotely piloted aircraft beyond visual line-of-sight of the remote pilot unless the pilot:

(1) is the holder of an unmanned aircraft operator certificate: and

(2) holds an authorisation under rule 102.163 to conduct beyond visual line-of-sight operations; or

(3) is a member of the flight staff of an unmanned aircraft operator certificate holder that is authorised under rule 102.163 to conduct of beyond their visual line-of-sight operations by the flight staff.

(e) The holder of a remote pilot licence must not operate more than one unmanned aircraft at a time unless:

(1) that pilot holds the approval under rule 102.163 to conduct such operations; and

(2) the operation is in accordance with the conditions specified in the approval.

61.509 Limitations

A person who does not hold a current pilot licence issued in accordance with this Part must not actas pilot of an unmanned aircraft—

(1) for remuneration; or

(2) if the aircraft is being operated for:

(i) hire or reward; or

(ii) other than a shielded, daylight operation.

61.511 Privileges

(a) Subject to rule 61.503, the holder of a remote pilot license may –

(1) act as the pilot-in-command for a remotely piloted aircraft and its associated

remotely piloted systems that hold certification for remote single-pilot operations;

(2) act as the remote co-pilot for a remotely piloted aircraft and its associated remotely piloted systems, in situations where operation with a remote co-pilot is mandated;

(3) act as remote pilot- in-command or remote co-pilot for a remotely piloted aircraft and its associated systems, when operation with a remote co-pilot is required; and

(4) act as either remote pilot-in-command or remote co-pilot for a remotely piloted aircraft while adhering to Instrument Flight Rules (IFR), visual references may be limited.

(b) The holder of a remote pilot license is required to complete dual instruction in night flying for a remotely piloted aircraft and its associated remotely piloted systems before exercising the privileges with night operations including night take-offs, landings, and navigation procedures.

Subpart K - Agricultural Ratings

61.701 Eligibility requirements

(a) To be eligible for the issue of a Grade 2 agricultural rating (Aeroplane) or (Helicopter) a pilot must—

(1) be the holder of at least a current private pilot licence in the appropriate category of aircraft; and

(2) have a minimum of 200 hours' flight time as a pilot (including a minimum of 100 hours as pilot-in-command in the appropriate category of aircraft) before commencing training for an agricultural rating; and

(3) have satisfactorily completed a course of agricultural ground training conducted underthe authority of—

(i) an aviation training organisation certificate issued in accordance with Part 141 ifthe certificate authorises the holder to conduct the course;

or

(ii) an agricultural aircraft operator certificate issued in accordance with Part 137 ifthe certificate authorises the holder to conduct the course; and

(4) have satisfactorily completed a course of agricultural flight training in the appropriatecategory of aircraft conducted under the authority of—

(i) an aviation training organisation certificate issued in accordance with Part 141 if thecertificate authorises the holder to conduct the course; or

(ii) an agricultural aircraft operator certificate issued in accordance with Part 137 if thecertificate authorises the holder to conduct the course; and

(5) have demonstrated competency (orally and in flight) in agricultural operations, —

(i) to the holder of an appropriate current flight examiner rating who operates under the authority of an aviation training organisation certificate issued in accordance with Part141 if the certificate authorises that privilege; or

(ii) to the holder of an appropriate current Category E flight instructor rating who must conduct that demonstration under the authority of an agricultural aircraft operator certificate issued in accordance with Part 137.

(b) To be eligible for the issue of a Grade 1 agricultural rating (Aeroplane) or (Helicopter), a pilot must—

(1) hold at least a current commercial pilot licence; and

(2) have a minimum of 1000 hours' flight time experience as a pilot on agricultural aircraft operations dispensing from an aircraft agricultural chemical or any other substance directly affecting agriculture, horticulture, or forest preservation, including a minimum of 200 hours as pilot-in-command in the appropriate category of aircraft; and

(3) have demonstrated competency (orally and in flight) in agricultural operations—

(i) to the holder of an appropriate current flight examiner rating who operates underthe authority of an aviation training organisation certificate issued in accordancewith Part 141 if the certificate authorises that privilege; or

(ii) to the holder of an appropriate current Category E flight instructor rating who must conduct that demonstration under the authority of an agricultural aircraft operator certificate issued in accordance with Part 137.

61.703 Issue

(a) When a pilot has met the eligibility requirements of rule 61.701(a) the flight instructor or flight examiner who completed the competency demonstration required by rule 61.701(a)(5)may issue the Grade 2 agricultural rating by entering the following statement in the pilot's logbook in accordance with rule 61.29:

This is to certify that [name of pilot] has satisfied the requirements of Civil Aviation Rules Part 61 for the issue of a Grade 2 agricultural rating.

(b) When a pilot has met the eligibility requirements of rule 61.701(b) the flight instructor or flight examiner who completed the competency demonstration required by rule 61.701(b)(3)may issue the Grade 1 agricultural rating by entering the following statement in the pilot's logbook in accordance with rule 61.29:

This is to certify that [name of pilot] has satisfied the requirements of Civil Aviation Rules Part 61 for the issue of a Grade 1 agricultural rating.

(c) The holder of an agricultural rating issued under paragraphs (a) and (b) may apply to theDirector to have the rating endorsed on the holder's pilot licence.

(d) On receipt of an application under paragraph (c) and payment of the applicable fee, theDirector may endorse the pilot licence with the agricultural rating.

(e) Notwithstanding rule 61.701, the Director may endorse a validation permit issued under rule 61.9 with the appropriate agricultural rating provided the pilot licence holder holds anequivalent agricultural rating.

61.705 Privileges and limitations

(a) Subject to paragraph (b), a current agricultural rating authorises the holder to act as pilot-in-command of an aircraft on an agricultural aircraft operation.

(b) The holder of a Grade 2 agricultural rating must not act as pilot-in-command of an aircraft on agricultural aircraft operations that create a hazard to any third party.

61.707 Currency requirements

(a) Except as provided in paragraph (b), the holder of an agricultural rating must not exercise the privileges of the rating unless, —

(1) within the preceding 12 months, the holder has successfully demonstrated the holder'scontinued competency in accordance with rule 61.701(a)(5) or (b)(3) as applicable; and

(2) the flight instructor or flight examiner who conducts the competency demonstration certifies the successful completion of the check in the pilot's logbook in accordance with rule 61.29.

(b) A pilot who completes the demonstration required by paragraph (a) within 60 days before the date on which it is required, is deemed to have completed the demonstrationon the required date.

(c) The holder of a Grade 1 agricultural rating must not act as pilot-in-command of an aircraft on agricultural aircraft operations that create a hazard to any third party unless—

(1) the holder has logged a minimum of 25 hours' pilot-in-command flight time in the type of aircraft being used; and

(2) 10 hours of those hours must have been logged within the immediately preceding12 months.

Subpart L - Pilot Chemical Rating

61.751 Eligibility requirements

To be eligible for the issue of a pilot chemical rating, a pilot must—

(1) be the holder of at least a current private pilot licence in the appropriate category of aircraft; and

(2) satisfactorily complete a training course in agricultural chemical application, with assessment, that is acceptable to the Director.

61.753 Issue

(a) When a pilot has met the eligibility requirements of rule 61.751 the person who completed the assessment required by rule 61.751 may issue the pilot chemical rating by entering the following statement in the pilot's logbook in accordance with rule 61.29:

"This is to certify that [name of pilot] has satisfied the requirements of Civil Aviation Rules Part 61for the issue of a pilot chemical rating."

(b) The holder of a pilot chemical rating issued under paragraph (a) may apply to the Director tohave the rating endorsed on the holder's pilot licence.

(c) On receipt of an application under paragraph (b) and payment of the applicable fee, the Director may endorse the pilot licence with the chemical rating.

61.755 Privileges

A current pilot chemical rating authorises the holder to dispense an agricultural chemical from an aircraft on an agricultural aircraft operation, in accordance with Part 137.

61.757 Currency requirements

(a) Except as provided in paragraph (b), the holder of a pilot chemical rating must not exercise the privileges of the rating after 3 years from the date of issue unless, —

(1) within the previous 3 years, the holder has successfully completed a refresher course that is acceptable to the Director; and

(2) a record to that effect has been entered in the holder's logbook in accordance with rule61.29.

(b) A pilot who completes the refresher course required by paragraph (a) within 90 days beforethe date on which it is required, is deemed to have completed the demonstration on the required date.

Subpart Q – Instrument Ratings

61.801 Eligibility requirements

(a) Except as provided in paragraphs (b) and (c), to be eligible for an instrument rating (Aeroplane) or (Helicopter), a person must—

(1) hold a pilot licence, which includes the night flying privileges for the pilot licence, forthe appropriate category of aircraft; and

(2) have flight time experience acceptable to the Director; and

(3) have satisfactorily completed a ground training course, in the following subject areas:

(i) air law: rules and regulations relevant to flight under IFR; related air traffic service practices and procedures; pre-flight preparations and checks appropriateto flight under IFR; operational flight planning; preparation and filing of flight plans under IFR; altimeter setting procedures; interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes andabbreviations, and instrument procedure charts for departure, en-route, descent and approach; precautionary and emergency procedures; safety practices associated with flight under IFR; radiotelephony procedures and phraseology asapplied to aircraft operations under IFR; action to be taken in case of communication failure;

(ii) flight navigation - IFR: practical air navigation using radio navigation aids; use,accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

(iii) meteorology: interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry; aeronautical meteorology; climatology of relevant areas in respect of the elements having aneffect upon aviation; the movement of pressure systems, the structure of fronts and the origin and characteristics of significant weather phenomena which affecttake-off, en-route, and landing conditions; hazardous weather avoidance;

(iv) instruments and navigation aids: use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of autopilot; compasses, turning and acceleration errors; gyroscopic instruments, operationallimits and precession effects; practices and procedures in the event

of malfunctions of various flight instruments;

(v) human factors: human performance and limitations; and

(4) have satisfactorily completed a flight training course conducted by an appropriately qualified flight instructor comprising a minimum 10 hours of dual instruction in the appropriate category of aircraft in the following subject areas:

(i) pre-flight procedures, including the use of the flight manual or equivalent document and appropriate air traffic service documents in the preparation of an IFR flight plan;

(ii) pre-flight inspection, use of checklists, taxiing and pre take-off checks;

(iii) procedures and manoeuvres for IFR operation under normal, abnormal, and emergency conditions covering at least: transition to instrument flight on take-off; standard instrument departures and arrivals; en-route IFR procedures; holding procedures; instrument approaches to specified minima; missed approach procedures; and landings from instrument approaches;

(iv) in-flight manoeuvres and particular flight characteristics;

(v) for multi-engine aircraft, the operation of the aircraft solely by reference to instruments with 1 engine inoperative or simulated inoperative; and

(5) have a valid written examination credit, or approved equivalent, that covers approvedwritten examinations in the subject areas described in paragraph (a)(3); and

(6) have demonstrated to the Director (by undertaking a flight test in an appropriate aircraft or in an approved synthetic flight trainer) the ability to competently perform the procedures, manoeuvres, and operations described in paragraph (a)(4) that are applicable to the navigation systems on which the applicant is being tested, and the ability to—

(i) operate the aircraft within its limitations; and

(ii) complete all manoeuvres with smoothness and accuracy; and

(iii) exercise good judgement and airmanship; and

(iv) apply aeronautical knowledge; and

(v) control the aircraft at all times in a manner that ensures the successful outcome of a procedure or manoeuvre is never in doubt.

(b) To be eligible for an instrument rating, a holder of an unrestricted equivalent rating issuedby an ICAO Contracting State must—

(1) have a valid written examination credit in the subject of air law described underparagraph (a)(3)(i); and

(2) pass the flight test required by paragraph (a)(6).

61.803 Issue

(a) If the Director is satisfied that an applicant for an instrument rating has met the requirementsof rule 61.801, the Director may issue the rating as an endorsement on the applicant’s pilot licence.

(b) A holder of an instrument rating may apply to the Director to have any additional approachaid or system endorsed on the holder’s pilot licence.

(c) On receipt of an application under paragraph (b) and payment of the applicable fee, the Director may endorse the additional approach aid or system on the holder's pilot licence.

61.805 Privileges and limitations

(a) Subject to paragraph (b), a current instrument rating authorizes the holder to act as a pilot-in- command or co-pilot of an appropriate aircraft operating under IFR.

(b) To exercise the privileges of an instrument rating, —

(1) the holder must, in the case of a single-pilot aircraft, have passed the flight test requiredby rule 61.801(a)(6) or rule 61.801(c)(1) to the single-pilot standard; and

(2) the holder must, in the case of a non-centerline-thrust multi-engine aeroplane, have passed the flight test required by rule61.801(a)(6) or rule 61.801(c)(1) on a non-centreline- thrust multi-engine aeroplane; and

(3) if the holder is carrying out an instrument approach procedure under IFR, a flight examiner must certify in the holder's logbook that the holder has satisfactorily demonstrated competency on that approach aid or system; and

(4) if the holder holds only a class 2 medical certificate, the holder must meet the class 1 hearing standards prescribed in Part 67 and this must be endorsed on their class 2 medical certificate.

61.807 Currency requirements

(a) Except as provided in paragraph (b), the holder of an instrument rating must not exercise theprivileges of the rating unless the holder has, —

(1) within the immediately preceding 12 months, —

(i) successfully demonstrated to a flight examiner competency in accordance with rule 61.801(a)(6) for the appropriate category of aircraft; and

(ii) the person who conducts the competency demonstration certifies the successfulcompletion of the check in the pilot's logbook in accordance with rule 61.29.; and

(2) within the immediately preceding 3 months, —

(i) either met the requirements of paragraph (a)(1) or completed at least 3 hours' instrument time (which must have included at least 1-hour instrument flight time); and

(ii) carried out at least 3 published instrument approach procedures (1 of which maybe performed in an approved synthetic flight trainer); and

(3) if acting as a pilot of a non-centerline-thrust multi-engine aircraft under IFR, demonstrated the competency required in paragraph(a)(1) in a non-centre line-thrust multi- engine aircraft; and

(4) if carrying out an instrument approach procedure under IFR, within the immediately preceding 3 months, performed in flight or in an approved synthetic flight trainer a published instrument approach procedure using a similar type of navigation system; or

(5) if conducting an IFR operation under the authority of an air operator certificate issuedin accordance with Part 119, satisfied the IFR competency requirements in Part 121 or125 as appropriate.

(b) The holder of an instrument rating who does not comply with paragraph (a)(2) may act as support pilot of an aircraft on an IFR flight if the aircraft is not performing an air operation.

(c) A pilot who completes the demonstration required by paragraph(a)(1) within 3 calendar months before the date on which it is required, is deemed to have completed the demonstration on the required date.

Subpart R – Reserved

Subpart S – Flight Examiner Ratings

61.901 Eligibility requirements

(a) To be eligible for the issue of an **airline flight examiner rating**, a person must —

(1) in the case of operations in accordance with Part 125 and Part 135, hold at least an appropriate commercial pilot licence; and

(2) in the case of operations in accordance with Part 121, hold an airline transport pilot licence (Aeroplane); and

(3) hold a current Category A, B, or D flight instructor rating; and

(4) have flight experience acceptable to the Director; and

(5) have demonstrated to the Director the ability to perform the duties of an airline flight examiner; and

(6) successfully complete an approved flight examiner training course in the 12 months prior to applying for an airline flight examiner rating, or such other period acceptable to the Director.

(b) To be eligible for the issue of a **general aviation flight examiner rating,**

a person must–

(1) hold an appropriate Category A flight instructor rating; and

(2) have flight experience acceptable to the Director; and

(3) have demonstrated to the Director the ability to perform the duties of a general aviationflight examiner.

61.903 Issue

If the Director is satisfied that an applicant for a flight examiner rating has met the applicable requirements of Rule 61.901, the Director may issue the rating by endorsing the applicant's pilot licence with the applicable flight examiner rating and endorsing the pilot's logbook with the applicable flight examiner authorisation.

61.905 Privileges and limitations Airline Flight Examiner Rating

(a) Subject to paragraph (d), the holder of a current airline flight examiner rating may conduct those flight tests for which authorisation has been granted by the Director for the issue of pilot licences or for the issue or renewal of ratings, required by this Part, or for operational competency assessments, within an organisation operating under –

(1) an aviation training organisation certification issued in accordance with Part 141 if thecertificate authorises the holder to conduct those flight tests; or

(2) an air operator certificate issued in accordance with Part 119 if the certificate authorises the holder to conduct those flight tests.

General Aviation Flight Examiner Rating

(b) Subject to paragraph (d), the holder of a current general aviation flight examiner rating mayconduct those flight tests for which authorisation has been granted by the Director for the issue of pilot licences or for the issue or renewal of ratings, required by this Part, or for operation competency assessments for a helicopter, and for aeroplanes having a certified passenger seating capacity, excluding any required crew seat, or 9 seats or less, within an organisation–

(1) operating under an aviation training organisation certificate issued in accordance with Part 141 if the certificate authorises the holder to conduct those flight tests; or

(2) operating under an air operator certificate issued in accordance with Part 119 if thecertificate authorises the holder to conduct those flight tests; or

(3) that employs, contracts, or engages a person who holds a delegation from the Director toconduct those flight tests.

Restricted flight Examiner Rating

(c) Subject to paragraph (d), the holder of a current restricted flight examiner rating may exercise the privileges for which authorisation has been granted by the Director within an organisation operating under an aviation training organisation certificate issued in accordance with Part 141 if the organisation certificate authorises of flight tests.

All Flight Examiner Ratings

(d) In order to exercise the privileges of any flight examiner rating, the holder must hold an appropriate current flight instructor rating with an aircraft type rating for the aircraft in use.

(e) Notwithstanding paragraph (d), the holder of a flight examiner rating is not required to hold acurrent medical certificate or be current on type of the holder is not acting as a required crewmember.

61.907 Currency requirements

(a) The holder of a flight examiner rating must not exercise privileges of the rating unless, withinthe immediately preceding 24 months, the flight examiner has demonstrated to the Directorcompetence to exercise the privileges of the rating.

(b) For the holder of an airline flight examiner rating, the demonstration of competence requiredby paragraph (a) must include an approved synthetic flight trainer segment or flight segment,or both if required by the Director –

(1) on the heaviest aircraft type (MCTOW) on which the flight examiner will examine, oron such other aircraft as the Director may require; and

(2) in accordance with the requirements in Part 121, 125, or 135 as appropriate to the privileges being sought.

(c) A pilot who completes the demonstration required by paragraph (a) within 60 days before the date on which it is required, is deemed to have completed the demonstration on the required date.