PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

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

Complex airplane means an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, including airplanes equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control; or, in the case of a seaplane, flaps and a controllable pitch propeller, including seaplanes equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control.

Cross-country time means—

(i) Except as provided in paragraphs (ii) through (vi) of this definition, time acquired during flight—

(A) Conducted by a person who holds a pilot certificate;

(B) Conducted in an aircraft;

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

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

Examiner means any person who is authorized by the Administrator to conduct a pilot proficiency test or a practical test for an airman certificate or rating issued under this part, or a person who is authorized to conduct a knowledge test under this part.

Flight training means that training, other than ground training, received from an authorized instructor in flight in an aircraft.

Ground training means that training, other than flight training, received from an authorized instructor.

Institution of higher education has the same meaning as defined by the Department of Education in 34 CFR 600.4.
Instrument approach means an approach procedure defined in part 97 of this chapter.

Instrument training means that time in which instrument training is received from an authorized instructor under actual or simulated instrument conditions.

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

Nationally recognized accrediting agency has the same meaning as defined by the Department of Education in 34 CFR 600.2.

Night vision goggles means an appliance worn by a pilot that enhances the pilot's ability to maintain visual surface reference at night.

Night vision goggle operation means the portion of a flight that occurs during the time period from 1 hour after sunset to 1 hour before sunrise where the pilot maintains visual surface reference using night vision goggles in an aircraft that is approved for such an operation.

Pilot time means that time in which a person—

(i) Serves as a required pilot flight crewmember;

(ii) Receives training from an authorized instructor in an aircraft, flight simulator, or flight training device; or

(iii) Gives training as an authorized instructor in an aircraft, flight simulator, or flight training device.

Practical test means a test on the areas of operations for an airman certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate maneuvers in flight, in a flight simulator, or in a flight training device.

Set of aircraft means aircraft that share similar performance characteristics, such as similar airspeed and altitude operating envelopes, similar handling characteristics, and the same number and type of propulsion systems.

Student pilot seeking a sport pilot certificate means a person who has received an endorsement—

(i) To exercise student pilot privileges from a certificated flight instructor with a sport pilot rating; or
That includes a limitation for the operation of a light-sport aircraft specified in §61.89(c) issued by a certificated flight instructor with other than a sport pilot rating.

**Training time** means training received—

(i) In flight from an authorized instructor;

(ii) On the ground from an authorized instructor; or

(iii) In a flight simulator or flight training device from an authorized instructor.

§61.2 Exercise of Privilege.

(a) **Validity.** No person may:

Exercise privileges of a certificate, rating, endorsement, or authorization issued under this part if the certificate, rating or authorization is surrendered, suspended, revoked or expired.

(b) **Currency.** No person may:

Exercise privileges of an airman certificate, rating, endorsement, or authorization issued under this part unless that person meets the appropriate airman and medical recency requirements of this part, specific to the operation or activity.

§61.3 Requirement for certificates, ratings, and authorizations.

(a) **Required pilot certificate for operating a civil aircraft of the United States.**

No person may serve as a required pilot flight crewmember of a civil aircraft of the United States, unless that person:

(1) Has in the person's physical possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate or authorization—

   (i) A pilot certificate issued under this part and in accordance with §61.19;

   (ii) A special purpose pilot authorization issued under §61.77;

   (iii) A temporary certificate issued under §61.17;

   (iv) A document conveying temporary authority to exercise certificate privileges issued by the Airmen Certification Branch under §61.29(e); or
(v) When operating an aircraft within a foreign country, a pilot license issued by that country may be used.

(2) Has a photo identification that is in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate or authorization. The photo identification must be a:

(i) **Driver's license** issued by a State, the District of Columbia, or territory or possession of the United States;

(ii) Government identification card issued by the Federal government, a State, the District of Columbia, or a territory or possession of the United States;

(iii) U.S. Armed Forces' identification card;

(iv) Official passport;

(v) Credential that authorizes unescorted access to a security identification display area at an airport regulated under 49 CFR part 1542; or

(vi) Other form of identification that the Administrator finds acceptable.

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

(a) Except as specified in paragraph (b) or (c) of this section, each flight simulator and flight training device used for training, and for which an airman is to receive credit to satisfy any training, testing, or checking requirement under this chapter, must be qualified and approved by the Administrator for—

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

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

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

(b) Any device used for flight training, testing, or checking that has been determined to be acceptable to or approved by the Administrator prior to August 1, 1996, which can be shown to function as originally designed, is considered to be a flight training device, provided it is used for the same purposes for which it was originally accepted or approved and only to the extent of such acceptance or approval.

(c) The Administrator may approve a device other than a flight simulator or flight training device for specific purposes.
§61.5 Certificates and ratings issued under this part.

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

(1) Pilot certificates—

   (i) Student pilot.

   (ii) Sport pilot.

   (iii) Recreational pilot.

   (iv) Private pilot.

   (v) Commercial pilot.

   (vi) Airline transport pilot.

(2) Flight instructor certificates.

(3) Ground instructor certificates.

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

(1) Aircraft category ratings—

   (i) Airplane.

   (ii) Rotorcraft.

   (iii) Glider.

   (iv) Lighter-than-air.

   (v) Powered-lift.

   (vi) Powered parachute.

   (vii) Weight-shift-control aircraft.
(2) **Airplane class ratings**—

(i) Single-engine land.

(ii) Multiengine land.

(iii) Single-engine sea.

(iv) Multiengine sea.

(3) **Rotorcraft class ratings**—

(i) Helicopter.

(ii) Gyroplane.

(4) **Lighter-than-air class ratings**—

(i) Airship.

(ii) Balloon.

(5) **Weight-shift-control aircraft class ratings**—

(i) Weight-shift-control aircraft land.

(ii) Weight-shift-control aircraft sea.

(6) **Powered parachute class ratings**—

(i) Powered parachute land.

(ii) Powered parachute sea.

(7) **Aircraft type ratings**—

(i) Large aircraft other than lighter-than-air.

(ii) Turbojet-powered airplanes.

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

(iv) Second-in-command pilot type rating for aircraft that is certificated for operations with a minimum crew of at least two pilots.
§61.15 Offenses involving alcohol or drugs.

(a) A conviction for the violation of any Federal or State statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for:

1) Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of final conviction; or

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

(b) Committing an act prohibited by §91.17(a) or §91.19(a) of this chapter is grounds for:

1) Denial of an application for a certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of that act; or

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

(c) For the purposes of paragraphs (d), (e), and (f) of this section, a motor vehicle action means:

1) A conviction after November 29, 1990, for the violation of any Federal or State statute relating to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug;

2) The cancellation, suspension, or revocation of a license to operate a motor vehicle after November 29, 1990, for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug; or

3) The denial after November 29, 1990, of an application for a license to operate a motor vehicle for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug.

(d) Except for a motor vehicle action that results from the same incident or arises out of the same factual circumstances, a motor vehicle action occurring within 3 years of a previous motor vehicle action is grounds for:

1) Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of the last motor vehicle action; or
(2) Suspension or revocation of any certificate, rating, or authorization issued under this part.

(e) Each person holding a certificate issued under this part shall provide a written report of each motor vehicle action to the FAA, Civil Aviation Security Division (AMC-700), P.O. Box 25810, Oklahoma City, OK 73125, not later than 60 days after the motor vehicle action. The report must include:

(1) The person's name, address, date of birth, and airman certificate number;

(2) The type of violation that resulted in the conviction or the administrative action;

(3) The date of the conviction or administrative action;

(4) The State that holds the record of conviction or administrative action; and

(5) A statement of whether the motor vehicle action resulted from the same incident or arose out of the same factual circumstances related to a previously reported motor vehicle action.

(f) Failure to comply with paragraph (e) of this section is grounds for:

(1) Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of the motor vehicle action; or

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

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

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

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

(b) Suspension or revocation of any certificate, rating, or authorization issued under this part.
§61.19 Duration of pilot and instructor certificates.

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

(b) Student pilot certificate.

(1) For student pilots who have not reached their 40th birthday, the student pilot certificate does not expire until 60 calendar months after the month of the date of examination shown on the medical certificate.

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

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

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

§61.23 Medical certificates: Requirement and duration.

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

(1) Must hold a first-class medical certificate:

(i) When exercising the pilot-in-command privileges of an airline transport pilot certificate;

(ii) When exercising the second-in-command privileges of an airline transport pilot certificate in a flag or supplemental operation in part 121 of this chapter that requires three or more pilots; or

(iii) When serving as a required pilot flightcrew member in an operation conducted under part 121 of this chapter if the pilot has reached his or her 60th birthday.

(2) Must hold at least a second class medical certificate when exercising:
(i) Second-in-command privileges of an airline transport pilot certificate in part 121 of this chapter (other than operations specified in paragraph (a)(1)(ii) of this section); or

(ii) Privileges of a commercial pilot certificate; or

(3) Must hold at least a third-class medical certificate—

(i) When exercising the privileges of a private pilot certificate;

(ii) When exercising the privileges of a recreational pilot certificate;

(iii) When exercising the privileges of a student pilot certificate;

(iv) When exercising the privileges of a flight instructor certificate and acting as the pilot in command;

(v) When exercising the privileges of a flight instructor certificate and serving as a required pilot flight crewmember;

(vi) When taking a practical test in an aircraft for a recreational pilot, private pilot, commercial pilot, or airline transport pilot certificate, or for a flight instructor certificate; or

(vii) When performing the duties as an Examiner in an aircraft when administering a practical test or proficiency check for an airman certificate, rating, or authorization.

(b) Operations not requiring a medical certificate. A person is not required to hold a medical certificate—

(1) When exercising the privileges of a student pilot certificate while seeking—

   (i) A sport pilot certificate with glider or balloon privileges; or

   (ii) A pilot certificate with a glider category rating or balloon class rating;

(2) When exercising the privileges of a sport pilot certificate with privileges in a glider or balloon;

(3) When exercising the privileges of a pilot certificate with a glider category rating or balloon class rating in a glider or a balloon, as appropriate;

(4) When exercising the privileges of a flight instructor certificate with—

   (i) A sport pilot rating in a glider or balloon; or
(ii) A glider category rating;

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

<table>
<thead>
<tr>
<th>If you hold</th>
<th>And on the date of examination for your most recent medical certificate you were</th>
<th>And you are conducting an operation requiring</th>
<th>Then your medical certificate expires, for that operation, at the end of the last day of the</th>
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<tbody>
<tr>
<td>(1) A first-class medical certificate</td>
<td>(i) Under age 40</td>
<td>an airline transport pilot certificate for pilot-in-command privileges, or for second-in-command privileges in a flag or supplemental operation in part 121 requiring three or more pilots</td>
<td>12th month after the month of the date of examination shown on the medical certificate.</td>
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<td>(ii) Age 40 or older</td>
<td>an airline transport pilot certificate for pilot-in-command privileges, for second-in-command privileges in a flag or supplemental operation in part 121 requiring three or more pilots, or for a pilot flightcrew member in part 121 operations who has reached his or her 60th birthday.</td>
<td>6th month after the month of the date of examination shown on the medical certificate.</td>
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<td></td>
<td>(iii) Any age</td>
<td>a commercial pilot certificate or an air traffic control tower operator certificate</td>
<td>12th month after the month of the date of examination shown on the medical certificate.</td>
</tr>
<tr>
<td></td>
<td>(iv) Under age 40</td>
<td>a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)</td>
<td>60th month after the month of the date of examination shown on the medical certificate.</td>
</tr>
<tr>
<td></td>
<td>(v) Age 40 or older</td>
<td>a recreational pilot certificate, a private pilot certificate, a flight</td>
<td>24th month after the month of the</td>
</tr>
<tr>
<td>(2) A second-class medical certificate</td>
<td>(i) Any age</td>
<td>instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)</td>
<td>date of examination shown on the medical certificate.</td>
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</tr>
<tr>
<td>(2) A second-class medical certificate</td>
<td>(ii) Under age 40</td>
<td>an airline transport pilot certificate for second-in-command privileges (other than the operations specified in paragraph (d)(1) of this section), a commercial pilot certificate, or an air traffic control tower operator certificate</td>
<td>12th month after the month of the date of examination shown on the medical certificate.</td>
</tr>
<tr>
<td>(3) A third-class medical certificate</td>
<td>(i) Under age 40</td>
<td>a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)</td>
<td>60th month after the month of the date of examination shown on the medical certificate.</td>
</tr>
<tr>
<td>(3) A third-class medical certificate</td>
<td>(ii) Age 40 or older</td>
<td>a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)</td>
<td>24th month after the month of the date of examination shown on the medical certificate.</td>
</tr>
<tr>
<td>(3) A third-class medical certificate</td>
<td>(ii) Age 40 or older</td>
<td>a recreational pilot certificate, a private pilot certificate, a flight instructor certificate (when acting as pilot in command or a required pilot</td>
<td>24th month after the month of the date of examination shown on the medical certificate.</td>
</tr>
<tr>
<td></td>
<td>flight crewmember in operations other than glider or balloon), a student pilot certificate, or a sport pilot certificate (when not using a U.S. driver's license as medical qualification)</td>
<td>shown on the medical certificate</td>
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</table>

§61.25   Change of name.

a) An application to change the name on a certificate issued under this part must be accompanied by the applicant's:

(1) Airman certificate; and

(2) A copy of the marriage license, court order, or other document verifying the name change.

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

§61.27   Voluntary surrender or exchange of certificate.

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

(1) Cancellation;

(2) Issuance of a lower grade certificate; or

(3) Another certificate with specific ratings deleted.

(b) Any request made under paragraph (a) of this section must include the following signed statement or its equivalent: “This request is made for my own reasons, with full knowledge that my (insert name of certificate or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issuance.

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

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

(1) By letter to the Department of Transportation, FAA, Airmen Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125, and must be accompanied by a check or money order for the appropriate fee payable to the FAA; or
(2) In any other manner and form approved by the Administrator including a request online to Airmen Services at http://www.faa.gov, and must be accompanied by acceptable form of payment for the appropriate fee.

(b) A request for the replacement of a lost or destroyed medical certificate must be made:

(1) By letter to the Department of Transportation, FAA, Aerospace Medical Certification Division, P.O. Box 26200, Oklahoma City, OK 73125, and must be accompanied by a check or money order for the appropriate fee payable to the FAA; or

(2) In any other manner and form approved by the Administrator and must be accompanied by acceptable form of payment for the appropriate fee.

(c) A request for the replacement of a lost or destroyed knowledge test report must be made:

(1) By letter to the Department of Transportation, FAA, Airmen Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125, and must be accompanied by a check or money order for the appropriate fee payable to the FAA; or

(2) In any other manner and form approved by the Administrator and must be accompanied by acceptable form of payment for the appropriate fee.

\$61.31\ Type rating requirements, additional training, and authorization requirements.
\$61.33\ Tests: General procedure.
\$61.35\ Knowledge test: Prerequisites and passing grades.

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

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

(2) After July 31, 2014, for the knowledge test for an airline transport pilot certificate with an airplane category multiengine class rating, a graduation certificate for the airline transport pilot certification training program specified in \$61.156; and

(3) Proper identification at the time of application that contains the applicant's—

   (i) Photograph;

   (ii) Signature;
(iii) Date of birth, which shows:

(A) For issuance of certificates other than the ATP certificate with an airplane category multiengine class rating, the applicant meets or will meet the age requirements of this part for the certificate sought before the expiration date of the airman knowledge test report;

(B) Prior to August 1, 2014, for issuance of an ATP certificate with an airplane category multiengine class rating under the aeronautical experience requirements of §§61.159 or 61.160, the applicant is at least 21 years of age at the time of the knowledge test; and

(C) After July 31, 2014, for issuance of an ATP certificate with an airplane category multiengine class rating obtained under the aeronautical experience requirements of §§61.159 or 61.160, the applicant is at least 18 years of age at the time of the knowledge test;

(iv) If the permanent mailing address is a post office box number, then the applicant must provide a current residential address.

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

§61.37 Knowledge tests: Cheating or other unauthorized conduct.

(a) An applicant for a knowledge test may not:

(1) Copy or intentionally remove any knowledge test;

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

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

(4) Take any part of a knowledge test on behalf of another person;

(5) Be represented by, or represent, another person for a knowledge test;

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

(7) Intentionally cause, assist, or participate in any act prohibited by this paragraph.
(b) An applicant who the Administrator finds has committed an act prohibited by paragraph (a) of this section is prohibited, for 1 year after the date of committing that act, from:

(1) Applying for any certificate, rating, or authorization issued under this chapter; and

(2) Applying for and taking any test under this chapter.

c) Any certificate or rating held by an applicant may be suspended or revoked if the Administrator finds that person has committed an act prohibited by paragraph (a) of this section.

§61.39 Prerequisites for practical tests.

(a) Except as provided in paragraphs (b), (c), and (e) of this section, to be eligible for a practical test for a certificate or rating issued under this part, an applicant must:

(1) Pass the required knowledge test:

   (i) Within the 24-calendar-month period preceding the month the applicant completes the practical test, if a knowledge test is required; or

   (ii) Within the 60-calendar month period preceding the month the applicant completes the practical test for those applicants who complete the airline transport pilot certification training program in §61.156 and pass the knowledge test for an airline transport pilot certificate with a multiengine class rating after July 31, 2014;

(2) Present the knowledge test report at the time of application for the practical test, if a knowledge test is required;

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

(4) Hold at least a third-class medical certificate, if a medical certificate is required;

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

(6) Have an endorsement, if required by this part, in the applicant's logbook or training record that has been signed by an authorized instructor who certifies that the applicant—

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

   (ii) Is prepared for the required practical test; and
Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test; and

(7) Have a completed and signed application form.

§61.43 Practical tests: General procedures.

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

(1) Performing the tasks specified in the areas of operation for the airman certificate or rating sought within the approved practical test standards;

(2) Demonstrating mastery of the aircraft by performing each task successfully;

(3) Demonstrating proficiency and competency within the approved standards; and

(4) Demonstrating sound judgment.

(b) The pilot flight crew complement required during the practical test is based on one of the following requirements that applies to the aircraft being used on the practical test:

(1) If the aircraft's FAA-approved flight manual requires the pilot flight crew complement be a single pilot, then the applicant must demonstrate single pilot proficiency on the practical test.

(2) If the aircraft's type certification data sheet requires the pilot flight crew complement be a single pilot, then the applicant must demonstrate single pilot proficiency on the practical test.

(3) If the FAA Flight Standardization Board report, FAA-approved aircraft flight manual, or aircraft type certification data sheet allows the pilot flight crew complement to be either a single pilot, or a pilot and a copilot, then the applicant may demonstrate single pilot proficiency or have a copilot on the practical test. If the applicant performs the practical test with a copilot, the limitation of “Second in Command Required” will be placed on the applicant's pilot certificate. The limitation may be removed if the applicant passes the practical test by demonstrating single-pilot proficiency in the aircraft in which single-pilot privileges are sought.

(c) If an applicant fails any area of operation, that applicant fails the practical test.

(d) An applicant is not eligible for a certificate or rating sought until all the areas of operation are passed.

(e) The examiner or the applicant may discontinue a practical test at any time:
(1) When the applicant fails one or more of the areas of operation; or

(2) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.

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

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

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

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

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

§61.49 Retesting after failure.

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

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

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

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

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

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

   (3) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.
§61.52   Use of aeronautical experience obtained in ultralight vehicles.

(a) Before January 31, 2012, a person may use aeronautical experience obtained in an ultralight vehicle to meet the requirements for the following certificates and ratings issued under this part:

(1) A sport pilot certificate.

(2) A flight instructor certificate with a sport pilot rating;

(3) A private pilot certificate with a weight-shift-control or powered parachute category rating.

(b) Before January 31, 2012, a person may use aeronautical experience obtained in an ultralight vehicle to meet the provisions of §61.69.

(c) A person using aeronautical experience obtained in an ultralight vehicle to meet the requirements for a certificate or rating specified in paragraph (a) of this section or the requirements of paragraph (b) of this section must—

(1) Have been a registered ultralight pilot with an FAA-recognized ultralight organization when that aeronautical experience was obtained;

(2) Document and log that aeronautical experience in accordance with the provisions for logging aeronautical experience specified by an FAA-recognized ultralight organization and in accordance with the provisions for logging pilot time in aircraft as specified in §61.51;

(3) Obtain the aeronautical experience in a category and class of vehicle corresponding to the rating or privilege sought; and

(4) Provide the FAA with a certified copy of his or her ultralight pilot records from an FAA-recognized ultralight organization, that —

(i) Document that he or she is a registered ultralight pilot with that FAA-recognized ultralight organization; and

(ii) Indicate that he or she is recognized to operate the category and class of aircraft for which sport pilot privileges are sought.

§61.56   Flight review.

(a) Except as provided in paragraphs (b) and (f) of this section, a flight review consists of a minimum of 1 hour of flight training and 1 hour of ground training. The review must include:
(1) A review of the current general operating and flight rules of part 91 of this chapter; and

(2) A review of those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

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

(c) Except as provided in paragraphs (d), (e), and (g) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has—

(1) Accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and

(2) A logbook endorsed from an authorized instructor who gave the review certifying that the person has satisfactorily completed the review.

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

(1) A pilot proficiency check or practical test conducted by an examiner, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege.

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

(e) A person who has, within the period specified in paragraph (c) of this section, satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

(f) A person who holds a flight instructor certificate and who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions in §61.197 need not accomplish the one hour of ground training specified in paragraph (a) of this section.

(g) A student pilot need not accomplish the flight review required by this section provided the student pilot is undergoing training for a certificate and has a current solo flight endorsement as required under §61.87 of this part.
(h) The requirements of this section may be accomplished in combination with the requirements of §61.57 and other applicable recent experience requirements at the discretion of the authorized instructor conducting the flight review.

(i) A flight simulator or flight training device may be used to meet the flight review requirements of this section subject to the following conditions:

1. The flight simulator or flight training device must be used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

2. Unless the flight review is undertaken in a flight simulator that is approved for landings, the applicant must meet the takeoff and landing requirements of §61.57(a) or §61.57(b) of this part.

3. The flight simulator or flight training device used must represent an aircraft or set of aircraft for which the pilot is rated.

§61.57   Recent flight experience: Pilot in command.

(a) General experience.

1. Except as provided in paragraph (e) of this section, no person may act as a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember unless that person has made at least three takeoffs and three landings within the preceding 90 days, and—

   (i) The person acted as the sole manipulator of the flight controls; and

   (ii) The required takeoffs and landings were performed in an aircraft of the same category, class, and type (if a type rating is required), and, if the aircraft to be flown is an airplane with a tailwheel, the takeoffs and landings must have been made to a full stop in an airplane with a tailwheel.

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

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

   (i) Approved by the Administrator for landings; and
(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter.

(b) **Night takeoff and landing experience.**

(1) Except as provided in paragraph (e) of this section, no person may act as pilot in command of an aircraft carrying passengers during the period beginning 1 hour after sunset and ending 1 hour before sunrise, unless within the preceding 90 days that person has made at least three takeoffs and three landings to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise, and—

(i) That person acted as sole manipulator of the flight controls; and

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

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

(i) Approved by the Administrator for takeoffs and landings, if the visual system is adjusted to represent the period described in paragraph (b)(1) of this section; and

(ii) Used in accordance with an approved course conducted by a training center certificated under part 142 of this chapter

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

(a) No person may make or cause to be made:

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

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

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

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

(b) The commission of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airmen certificate, rating, or authorization held by that person.
**§61.60 Change of address.**

The holder of a pilot, flight instructor, or ground instructor certificate who has made a change in permanent mailing address may not, after 30 days from that date, exercise the privileges of the certificate unless the holder has notified in writing the FAA, Airman Certification Branch, P.O. Box 25082, Oklahoma City, OK 73125, of the new permanent mailing address, or if the permanent mailing address includes a post office box number, then the holder's current residential address.

**Subpart B—Aircraft Ratings and Pilot Authorizations**

**Subpart C—Student Pilots**

§61.83 Eligibility requirements for student pilots.

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

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

(b) Be at least 14 years of age for the operation of a glider or balloon.

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

§61.87 Solo requirements for student pilots.

§61.89 General limitations.

§61.93 Solo cross-country flight requirements.

§61.94 Student pilot seeking a sport pilot certificate or a recreational pilot certificate: Operations at airports within, and in airspace located within, Class B, C, and D airspace, or at airports with an operational control tower in other airspace.

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

(1) The use of radios, communications, navigation systems and facilities, and radar services.

(2) Operations at airports with an operating control tower, to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.
(3) Applicable flight rules of part 91 of this chapter for operations in Class B, C, and D airspace and air traffic control clearances.

(4) Ground and flight training for the specific Class B, C, or D airspace for which the solo flight is authorized, if applicable, within the 90-day period preceding the date of the flight in that airspace. The flight training must be received in the specific airspace area for which solo flight is authorized.

(5) Ground and flight training for the specific airport located in Class B, C, or D airspace for which the solo flight is authorized, if applicable, within the 90-day period preceding the date of the flight at that airport. The flight and ground training must be received at the specific airport for which solo flight is authorized.

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

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

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

(1) The student pilot has received both ground and flight training from an authorized instructor on that Class B airspace area, and the flight training was received in the specific Class B airspace area for which solo flight is authorized;

(2) The logbook of that student pilot has been endorsed by the authorized instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight in that Class B airspace area; and

(3) The logbook endorsement specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight in that specific Class B airspace area.

(b) A student pilot may not operate an aircraft on a solo flight to, from, or at an airport located within Class B airspace pursuant to §91.131(b) of this chapter unless:

(1) The student pilot has received both ground and flight training from an instructor authorized to provide training to operate at that airport, and the flight and ground training has been received at the specific airport for which the solo flight is authorized;

(2) The logbook of that student pilot has been endorsed by an authorized instructor who gave the student pilot flight training, and the endorsement is dated within the 90-day period preceding the date of the flight at that airport; and

(3) The logbook endorsement specifies that the student pilot has received the required ground and flight training, and has been found proficient to conduct solo flight operations at that specific airport.
(c) This section does not apply to a student pilot seeking a sport pilot certificate or a recreational pilot certificate.

Subpart E—Private Pilots

§61.102 Applicability.

§61.103 Eligibility requirements: General.

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

(a) Be at least 17 years of age for a rating in other than a glider or balloon.

(b) Be at least 16 years of age for a rating in a glider or balloon.

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

(d) Receive a logbook endorsement from an authorized instructor who:

(1) Conducted the training or reviewed the person's home study on the aeronautical knowledge areas listed in §61.105(b) of this part that apply to the aircraft rating sought; and

(2) Certified that the person is prepared for the required knowledge test.

(e) Pass the required knowledge test on the aeronautical knowledge areas listed in §61.105(b) of this part.

(f) Receive flight training and a logbook endorsement from an authorized instructor who:

(1) Conducted the training in the areas of operation listed in §61.107(b) of this part that apply to the aircraft rating sought; and

(2) Certified that the person is prepared for the required practical test.

(g) Meet the aeronautical experience requirements of this part that apply to the aircraft rating sought before applying for the practical test.

(h) Pass a practical test on the areas of operation listed in §61.107(b) of this part that apply to the aircraft rating sought.

(i) Comply with the appropriate sections of this part that apply to the aircraft category and class rating sought.

(j) Hold a U.S. student pilot certificate, sport pilot certificate, or recreational pilot certificate.
§61.105  Aeronautical knowledge.

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

(b) Aeronautical knowledge areas.

1. Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations;

2. Accident reporting requirements of the National Transportation Safety Board;

3. Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars;

4. Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems;

5. Radio communication procedures;

6. Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;

7. Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;

8. Effects of density altitude on takeoff and climb performance;

9. Weight and balance computations;

10. Principles of aerodynamics, powerplants, and aircraft systems;

11. Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings;

12. Aeronautical decision making and judgment; and

13. Preflight action that includes—

   (i) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and

   (ii) How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

Subpart F—Commercial Pilots
§61.303 If I want to operate a light-sport aircraft, what operating limits and endorsement requirements in this subpart must I comply with?

(a) Use the following table to determine what operating limits and endorsement requirements in this subpart, if any, apply to you when you operate a light-sport aircraft. The medical certificate specified in this table must be in compliance with §61.2 in regards to currency and validity. If you hold a recreational pilot certificate, but not a medical certificate, you must comply with cross country requirements in §61.101 (c), even if your flight does not exceed 50 nautical miles from your departure airport. You must also comply with requirements in other subparts of this part that apply to your certificate and the operation you conduct.

<table>
<thead>
<tr>
<th>If you hold</th>
<th>And you hold</th>
<th>Then you may operate</th>
<th>And</th>
</tr>
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<tbody>
<tr>
<td>(1) A medical certificate</td>
<td>(i) A sport pilot certificate,</td>
<td>(A) Any light-sport aircraft for which you hold the endorsements required for its category and class</td>
<td>(I) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.</td>
</tr>
<tr>
<td>(ii) At least a recreational pilot certificate with a category and class rating,</td>
<td>(A) Any light-sport aircraft in that category and class,</td>
<td>(I) You do not have to hold any of the endorsements required by this subpart, nor do you have to comply with the limitations in §61.315.</td>
<td></td>
</tr>
<tr>
<td>(iii) At least a recreational pilot certificate but not a rating for the category and class of light sport aircraft you operate,</td>
<td>(A) That light-sport aircraft, only if you hold the endorsements required in §61.321 for its category and class,</td>
<td>(I) You must comply with the limitations in §61.315, except §61.315(c)(14) and, if a private pilot or higher, §61.315(c)(7).</td>
<td></td>
</tr>
<tr>
<td>(2) Only a U.S. driver's license</td>
<td>(i) A sport pilot certificate,</td>
<td>(A) Any light-sport aircraft for which you hold the endorsements required for its category and class.</td>
<td>(I) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.</td>
</tr>
<tr>
<td>(ii) At least a recreational pilot certificate with a category and class rating,</td>
<td>(A) Any light-sport aircraft in that category and class,</td>
<td>(I) You do not have to hold any of the endorsements required by this subpart, but you must comply with the limitations in §61.315.</td>
<td></td>
</tr>
<tr>
<td>(iii) At least a recreational pilot</td>
<td>(A) That light-sport aircraft, only if you</td>
<td>(I) You must comply with the limitations in §61.315,</td>
<td></td>
</tr>
</tbody>
</table>


(3) Neither a medical certificate nor a U.S. driver's license

<table>
<thead>
<tr>
<th>(i) A sport pilot certificate,</th>
<th>(A) Any light-sport glider or balloon for which you hold the endorsements required for its category and class</th>
<th>(I) You must hold any other endorsements required by this subpart, and comply with the limitations in §61.315.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(ii) At least a private pilot certificate with a category and class rating for glider or balloon,</td>
<td>(A) Any light-sport glider or balloon in that category and class</td>
<td>(I) You do not have to hold any of the endorsements required by this subpart, nor do you have to comply with the limitations in §61.315.</td>
</tr>
<tr>
<td>(iii) At least a private pilot certificate but not a rating for glider or balloon,</td>
<td>(A) Any light-sport glider or balloon, only if you hold the endorsements required in §61.321 for its category and class</td>
<td>(I) You must comply with the limitations in §61.315, except §61.315(c)(14) and, if a private pilot or higher, §61.315(c)(7).</td>
</tr>
</tbody>
</table>

(b) A person using a U.S. driver's license to meet the requirements of this paragraph must—

1. Comply with each restriction and limitation imposed by that person's U.S. driver's license and any judicial or administrative order applying to the operation of a motor vehicle;

2. Have been found eligible for the issuance of at least a third-class airman medical certificate at the time of his or her most recent application (if the person has applied for a medical certificate);

3. Not have had his or her most recently issued medical certificate (if the person has held a medical certificate) suspended or revoked or most recent Authorization for a Special Issuance of a Medical Certificate withdrawn; and

4. Not know or have reason to know of any medical condition that would make that person unable to operate a light-sport aircraft in a safe manner.
§61.305 What are the age and language requirements for a sport pilot certificate?

(a) To be eligible for a sport pilot certificate you must:

   (1) Be at least 17 years old (or 16 years old if you are applying to operate a glider or balloon).

   (2) Be able to read, speak, write, and understand English. If you cannot read, speak, write, and understand English because of medical reasons, the FAA may place limits on your certificate as are necessary for the safe operation of light-sport aircraft.

§61.307 What tests do I have to take to obtain a sport pilot certificate?

To obtain a sport pilot certificate, you must pass the following tests:

(a) Knowledge test. You must pass a knowledge test on the applicable aeronautical knowledge areas listed in §61.309. Before you may take the knowledge test for a sport pilot certificate, you must receive a logbook endorsement from the authorized instructor who trained you or reviewed and evaluated your home-study course on the aeronautical knowledge areas listed in §61.309 certifying you are prepared for the test.

(b) Practical test. You must pass a practical test on the applicable areas of operation listed in §§61.309 and 61.311. Before you may take the practical test for a sport pilot certificate, you must receive a logbook endorsement from the authorized instructor who provided you with flight training on the areas of operation specified in §§61.309 and 61.311 in preparation for the practical test. This endorsement certifies that you meet the applicable aeronautical knowledge and experience requirements and are prepared for the practical test.

§61.309 What aeronautical knowledge must I have to apply for a sport pilot certificate?

To apply for a sport pilot certificate you must receive and log ground training from an authorized instructor or complete a home-study course on the following aeronautical knowledge areas:

(a) Applicable regulations of this chapter that relate to sport pilot privileges, limits, and flight operations.

(b) Accident reporting requirements of the National Transportation Safety Board.

(c) Use of the applicable portions of the aeronautical information manual and FAA advisory circulars.

(d) Use of aeronautical charts for VFR navigation using pilotage, dead reckoning, and navigation systems, as appropriate.

(e) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.

(f) Safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence.

(g) Effects of density altitude on takeoff and climb performance.
(h) Weight and balance computations.

(i) Principles of aerodynamics, powerplants, and aircraft systems.

(j) Stall awareness, spin entry, spins, and spin recovery techniques, as applicable.

(k) Aeronautical decision making and risk management.

(l) Preflight actions that include—

(1) How to get information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements; and

(2) How to plan for alternatives if the planned flight cannot be completed or if you encounter delays.

§61.313 What aeronautical experience must I have to apply for a sport pilot certificate?

Use the following table to determine the aeronautical experience you must have to apply for a sport pilot certificate:

<table>
<thead>
<tr>
<th>If you are applying for a sport pilot certificate with . . .</th>
<th>Then you must log at least . . .</th>
<th>Which must include at least . . .</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Airplane category and single-engine land or sea class privileges,</td>
<td>(1) 20 hours of flight time, including at least 15 hours of flight training from an authorized instructor in a single-engine airplane and at least 5 hours of solo flight training in the areas of operation listed in §61.311,</td>
<td>(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 75 nautical miles total distance, with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 2 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.</td>
</tr>
<tr>
<td>(b) Glider category privileges, and you have not logged at least 20 hours of flight time in a heavier-than-air aircraft,</td>
<td>(1) 10 hours of flight time in a glider, including 10 flights in a glider receiving flight training from an authorized instructor and at least 2 hours of solo flight training in the areas of operation listed in §61.311,</td>
<td>(i) Five solo launches and landings, and (ii) at least 3 training flights with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.</td>
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<tr>
<td>(c) Glider category privileges, and you have logged 20 hours flight time in a heavier-than-air aircraft,</td>
<td>(1) 3 hours of flight time in a glider, including five flights in a glider while receiving flight training from an authorized instructor and at least 1 hour of solo flight training in the areas of operation listed in §61.311,</td>
<td>(i) Three solo launches and landings, and (ii) at least 3 training flights with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.</td>
</tr>
<tr>
<td>(d) Rotorcraft category and gyroplane class privileges,</td>
<td>(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in a gyroplane and at least 5 hours of solo flight training in the areas of operation listed in §61.311,</td>
<td>(i) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations, and (iv) 2 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.</td>
</tr>
<tr>
<td>(e) Lighter-than-air category and airship class privileges,</td>
<td>(1) 20 hours of flight time, including 15 hours of flight training from an authorized instructor in an airship and at least 3 hours performing the duties of pilot in command in an airship with an authorized instructor in the areas of operation listed in §61.311,</td>
<td>(i) 2 hours of cross-country flight training, (ii) Three takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One cross-country flight of at least 25 nautical miles between the takeoff and landing locations, and (iv) 2 hours of flight training with an</td>
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<tr>
<td>Lighter-than-air category and balloon class privileges,</td>
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<td>(f) 7 hours of flight time in a balloon, including three flights with an authorized instructor and one flight performing the duties of pilot in command in a balloon with a licensed instructor in the areas of operation listed in §61.311,</td>
<td>(f) 2 hours of cross-country flight training, and (ii) 1 hour of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.</td>
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<tr>
<td>(g) Powered parachute category land or sea class privileges,</td>
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<tr>
<td>(g) 12 hours of flight time in a powered parachute, including 10 hours of flight training from an authorized instructor in a powered parachute, and at least 2 hours of solo flight training in the areas of operation listed in §61.311,</td>
<td>(g) 1 hour of cross-country flight training, (ii) 20 takeoffs and landings to a full stop in a powered parachute with each landing involving flight in the traffic pattern at an airport; (iii) 10 solo takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iv) One solo flight with a landing at a different airport and one segment of the flight consisting of a straight-line distance of at least 10 nautical miles between takeoff and landing locations, and (v) 1 hour of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.</td>
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</tr>
<tr>
<td>(h) Weight-shift-control aircraft category land or sea class privileges,</td>
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</tr>
<tr>
<td>(h) 20 hours of light time, including 15 hours of flight training from an authorized instructor in a weight-shift-control aircraft and at least 5 hours of solo flight training in the areas of operation listed in §61.311,</td>
<td>(h) 2 hours of cross-country flight training, (ii) 10 takeoffs and landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport, (iii) One solo cross-country flight of at least 50 nautical miles total distance, with a full-stop landing at a minimum of two points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles</td>
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</table>
between takeoff and landing locations, and (iv) 2 hours of flight training with an authorized instructor on those areas of operation specified in §61.311 in preparation for the practical test within the preceding 2 calendar months from the month of the test.

§61.315 What are the privileges and limits of my sport pilot certificate?

(a) If you hold a sport pilot certificate you may act as pilot in command of a light-sport aircraft, except as specified in paragraph (c) of this section.

(b) You may share the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees. You must pay at least half the operating expenses of the flight.

(c) You may not act as pilot in command of a light-sport aircraft:

   (1) That is carrying a passenger or property for compensation or hire.

   (2) For compensation or hire.

   (3) In furtherance of a business.

   (4) While carrying more than one passenger.

   (5) At night.

   (6) In Class A airspace.

   (7) In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower unless you have met the requirements specified in §61.325.

   (8) Outside the United States, unless you have prior authorization from the country in which you seek to operate. Your sport pilot certificate carries the limit "Holder does not meet ICAO requirements."

   (9) To demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson.

   (10) In a passenger-carrying airlift sponsored by a charitable organization.

   (11) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher.

   (12) When the flight or surface visibility is less than 3 statute miles.
(13) Without visual reference to the surface.

(14) If the aircraft:

   (i) Has a $V_r$ greater than 87 knots CAS, unless you have met the requirements of §61.327(b).

   (ii) Has a $V_r$ less than or equal to 87 knots CAS, unless you have met the requirements of §61.327(a) or have logged flight time as pilot in command of an airplane with a $V_r$ less than or equal to 87 knots CAS before April 2, 2010.

(15) Contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown.

(16) Contrary to any limit on your pilot certificate or airman medical certificate, or any other limit or endorsement from an authorized instructor.

(17) Contrary to any restriction or limitation on your U.S. driver's license or any restriction or limitation imposed by judicial or administrative order when using your driver’s license to satisfy a requirement of this part.

(18) While towing any object.

(19) As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted.

§61.317 Is my sport pilot certificate issued with aircraft category and class ratings?

Your sport pilot certificate does not list aircraft category and class ratings. When you successfully pass the practical test for a sport pilot certificate, regardless of the light-sport aircraft privileges you seek, the FAA will issue you a sport pilot certificate without any category and class ratings. The FAA will provide you with a logbook endorsement for the category and class of aircraft in which you are authorized to act as pilot in command.

§61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft?

If you hold a sport pilot certificate and seek to operate an additional category or class of light-sport aircraft, you must—

   (a) Receive a logbook endorsement from the authorized instructor who trained you on the applicable aeronautical knowledge areas specified in §61.309 and areas of operation specified in §61.311. The endorsement certifies you have met the aeronautical knowledge and flight proficiency requirements for the additional light-sport aircraft privilege you seek;

   (b) Successfully complete a proficiency check from an authorized instructor other than the instructor who trained you on the aeronautical knowledge areas and areas of operation specified in §§61.309 and 61.311 for the additional light-sport aircraft privilege you seek;
(c) Complete an application for those privileges on a form and in a manner acceptable to the FAA and present this application to the authorized instructor who conducted the proficiency check specified in paragraph (b) of this section; and

(d) Receive a logbook endorsement from the instructor who conducted the proficiency check specified in paragraph (b) of this section certifying you are proficient in the applicable areas of operation and aeronautical knowledge areas, and that you are authorized for the additional category and class light-sport aircraft privilege.

§61.325 How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower?
If you hold a sport pilot certificate and seek privileges to operate a light-sport aircraft in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower, you must receive and log ground and flight training. The authorized instructor who provides this training must provide a logbook endorsement that certifies you are proficient in the following aeronautical knowledge areas and areas of operation:

(a) The use of radios, communications, navigation system/facilities, and radar services.

(b) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.

(c) Applicable flight rules of part 91 of this chapter for operations in Class B, C, and D airspace and air traffic control clearances.

§61.327 Are there specific endorsement requirements to operate a light-sport aircraft based on VH?

(a) Except as specified in paragraph (c) of this section, if you hold a sport pilot certificate and you seek to operate a light-sport aircraft that is an airplane with a $V_a$ less than or equal to 87 knots CAS you must—

(1) Receive and log ground and flight training from an authorized instructor in an airplane that has a $V_a$, less than or equal to 87 knots CAS; and

(2) Receive a logbook endorsement from the authorized instructor who provided the training specified in paragraph (a)(1) of this section certifying that you are proficient in the operation of light-sport aircraft that is an airplane with a $V_a$, less than or equal to 87 knots CAS.

(b) If you hold a sport pilot certificate and you seek to operate a light-sport aircraft that has a $V_a$ greater than 87 knots CAS you must—

(1) Receive and log ground and flight training from an authorized instructor in an aircraft that has a $V_a$, greater than 87 knots CAS; and

(2) Receive a logbook endorsement from the authorized instructor who provided the training specified in paragraph (b)(1) of this section certifying that you are proficient in the operation of light-sport aircraft with a $V_a$, greater than 87 knots CAS.
(c) The training and endorsements required by paragraph (a) of this section are not required if you have logged flight time as pilot in command of an airplane with a $V_s$ less than or equal to 87 knots CAS prior to April 2, 2010.