

or flight training device if the instrument time was completed in accordance with part 142 of this chapter; or

(2) A maximum of 20 hours may be performed in that full flight simulator or flight training device if the instrument time was not completed in accordance with part 142 of this chapter.

(i) *Use of an aviation training device.* A maximum of 10 hours of instrument time received in a basic aviation training device or a maximum of 20 hours of instrument time received in an advanced aviation training device may be credited for the instrument time requirements of this section if—

(1) The device is approved and authorized by the FAA;

(2) An authorized instructor provides the instrument time in the device; and

(3) The FAA approved the instrument training and instrument tasks performed in the device.

(j) Except as provided in paragraph (h)(1) of this section, a person may not credit more than 20 total hours of instrument time in a full flight simulator, flight training device, aviation training device, or a combination towards the instrument time requirements of this section.

[Doc. No. 25910, 62 FR 16298, Apr. 4, 1997; Amdt. 61–103, 62 FR 40900, July 30, 1997; Amdt. 61–124, 74 FR 42554, Aug. 21, 2009; Amdt. 61–127, 76 FR 19267, Apr. 7, 2011; Amdt. 61–128, 76 FR 54106, Aug. 31, 2011; Docket FAA–2015–1846, Amdt. 61–136, 81 FR 21460, Apr. 12, 2016]

§ 61.66 Enhanced Flight Vision System Pilot Requirements.

(a) *Ground training.* (1) Except as provided under paragraphs (f) and (h) of this section, no person may manipulate the controls of an aircraft or act as pilot in command of an aircraft during an EFVS operation conducted under § 91.176(a) or (b) of this chapter, or serve as a required pilot flightcrew member during an EFVS operation conducted under § 91.176(a) of this chapter, unless that person—

(i) Receives and logs ground training under a training program approved by the Administrator; and

(ii) Obtains a logbook or training record endorsement from an authorized training provider certifying the person satisfactorily completed the ground

training appropriate to the category of aircraft for which the person is seeking the EFVS privilege.

(2) The ground training must include the following subjects:

(i) Those portions of this chapter that relate to EFVS flight operations and limitations, including the Airplane Flight Manual or Rotorcraft Flight Manual limitations;

(ii) EFVS sensor imagery, required aircraft flight information, and flight symbology;

(iii) EFVS display, controls, modes, features, symbology, annunciations, and associated systems and components;

(iv) EFVS sensor performance, sensor limitations, scene interpretation, visual anomalies, and other visual effects;

(v) Preflight planning and operational considerations associated with using EFVS during taxi, takeoff, climb, cruise, descent and landing phases of flight, including the use of EFVS for instrument approaches, operating below DA/DH or MDA, executing missed approaches, landing, rollout, and balked landings;

(vi) Weather associated with low visibility conditions and its effect on EFVS performance;

(vii) Normal, abnormal, emergency, and crew coordination procedures when using EFVS; and

(viii) Interpretation of approach and runway lighting systems and their display characteristics when using an EFVS.

(b) *Flight training.* (1) Except as provided under paragraph (h) of this section, no person may manipulate the controls of an aircraft or act as pilot in command of an aircraft during an EFVS operation under § 91.176(a) or (b) of this chapter unless that person—

(i) Receives and logs flight training for the EFVS operation under a training program approved by the Administrator; and

(ii) Obtains a logbook or training record endorsement from an authorized training provider certifying the person is proficient in the use of EFVS in the category of aircraft in which the training was provided for the EFVS operation to be conducted.

(2) Flight training must include the following tasks:

(i) Preflight and inflight preparation of EFVS equipment for EFVS operations, including EFVS setup and use of display, controls, modes and associated systems, and adjustments for brightness and contrast under day and night conditions;

(ii) Proper piloting techniques associated with using EFVS during taxi, takeoff, climb, cruise, descent, landing, and rollout, including missed approaches and balked landings;

(iii) Proper piloting techniques for the use of EFVS during instrument approaches, to include operations below DA/DH or MDA as applicable to the EFVS operations to be conducted, under both day and night conditions;

(iv) Determining enhanced flight visibility;

(v) Identifying required visual references appropriate to EFVS operations;

(vi) Transitioning from EFVS sensor imagery to natural vision acquisition of required visual references and the runway environment;

(vii) Using EFVS sensor imagery, required aircraft flight information, and flight symbology to touchdown and rollout, if the person receiving training will conduct EFVS operations under § 91.176(a) of this chapter; and

(viii) Normal, abnormal, emergency, and crew coordination procedures when using an EFVS.

(c) *Supplementary EFVS training.* A person qualified to conduct an EFVS operation under § 91.176(a) or (b) of this chapter who seeks to conduct an additional EFVS operation for which that person has not received training must—

(1) Receive and log the ground and flight training required by paragraphs (a) and (b) of this section, under a training program approved by the Administrator, appropriate to the additional EFVS operation to be conducted; and

(2) Obtain a logbook or training record endorsement from the authorized training provider certifying the person is proficient in the use of EFVS in the category of aircraft in which the training was provided for the EFVS operation to be conducted.

(d) *Recent flight experience: EFVS.* Except as provided in paragraphs (f) and

(h) of this section, no person may manipulate the controls of an aircraft during an EFVS operation or act as pilot in command of an aircraft during an EFVS operation unless, within 6 calendar months preceding the month of the flight, that person performs and logs six instrument approaches as the sole manipulator of the controls using an EFVS under any weather conditions in the category of aircraft for which the person seeks the EFVS privilege. The instrument approaches may be performed in day or night conditions; and

(1) One approach must terminate in a full stop landing; and

(2) For persons authorized to exercise the privileges of § 91.176(a), the full stop landing must be conducted using the EFVS.

(e) *EFVS refresher training.* (1) Except as provided in paragraph (h) of this section, a person who has failed to meet the recent flight experience requirements of paragraph (d) of this section for more than six calendar months may reestablish EFVS currency only by satisfactorily completing an approved EFVS refresher course in the category of aircraft for which the person seeks the EFVS privilege. The EFVS refresher course must consist of the subjects and tasks listed in paragraphs (a)(2) and (b)(2) of this section applicable to the EFVS operations to be conducted.

(2) The EFVS refresher course must be conducted by an authorized training provider whose instructor meets the training requirements of this section and, if conducting EFVS operations in an aircraft, the recent flight experience requirements of this section.

(f) *Military pilots and former military pilots in the U.S. Armed Forces.* (1) The training requirements of paragraphs (a) and (b) of this section applicable to EFVS operations conducted under § 91.176(a) of this chapter do not apply to a military pilot or former military pilot in the U.S. Armed Forces if that person documents satisfactory completion of ground and flight training in EFVS operations to touchdown and rollout by the U.S. Armed Forces.

(2) The training requirements in paragraphs (a) and (b) of this section

applicable to EFVS operations conducted under §91.176(b) of this chapter do not apply to a military pilot or former military pilot in the U.S. Armed Forces if that person documents satisfactory completion of ground and flight training in EFVS operations to 100 feet above the touchdown zone elevation by the U.S. Armed Forces.

(3) A military pilot or former military pilot in the U.S. Armed Forces may satisfy the recent flight experience requirements of paragraph (d) of this section if he or she documents satisfactory completion of an EFVS proficiency check in the U.S. Armed Forces within 6 calendar months preceding the month of the flight, the check was conducted by a person authorized by the U.S. Armed Forces to administer the check, and the person receiving the check was a member of the U.S. Armed Forces at the time the check was administered.

(g) *Use of full flight simulators.* A level C or higher full flight simulator (FFS) equipped with an EFVS may be used to meet the flight training, recent flight experience, and refresher training requirements of this section. The FFS must be evaluated and qualified for EFVS operations by the Administrator, and must be:

(1) Qualified and maintained in accordance with part 60 of this chapter, or a previously qualified device, as permitted in accordance with §60.17 of this chapter;

(2) Approved by the Administrator for the tasks and maneuvers to be conducted; and

(3) Equipped with a daylight visual display if being used to meet the flight training requirements of this section.

(h) *Exceptions.* (1) A person may manipulate the controls of an aircraft during an EFVS operation without meeting the requirements of this section in the following circumstances:

(i) When receiving flight training to meet the requirements of this section under an approved training program, provided the instructor meets the requirements in this section to perform the EFVS operation in the category of aircraft for which the training is being conducted.

(ii) During an EFVS operation performed in the course of satisfying the

recent flight experience requirements of paragraph (d) of this section, provided another individual is serving as pilot in command of the aircraft during the EFVS operation and that individual meets the requirements in this section to perform the EFVS operation in the category of aircraft in which the flight is being conducted.

(iii) During an EFVS operation performed in the course of completing EFVS refresher training in accordance with paragraph (e) of this section, provided the instructor providing the refresher training meets the requirements in this section to perform the EFVS operation in the category of aircraft for which the training is being conducted.

(2) The requirements of paragraphs (a) and (b) of this section do not apply if a person is conducting a flight or series of flights in an aircraft issued an experimental airworthiness certificate under §21.191 of this chapter for the purpose of research and development or showing compliance with regulations, provided the person has knowledge of the subjects specified in paragraph (a)(2) of this section and has experience with the tasks specified in paragraph (b)(2) of this section applicable to the EFVS operations to be conducted.

(3) The requirements specified in paragraphs (d) and (e) of this section do not apply to a pilot who:

(i) Is employed by a part 119 certificate holder authorized to conduct operations under part 121, 125, or 135 when the pilot is conducting an EFVS operation for that certificate holder under part 91, 121, 125, or 135, as applicable, provided the pilot conducts the operation in accordance with the certificate holder's operations specifications for EFVS operations;

(ii) Is employed by a person who holds a letter of deviation authority issued under §125.3 of this chapter when the pilot is conducting an EFVS operation for that person under part 125, provided the pilot is conducting the operation in accordance with that person's letter of authorization for EFVS operations; or

(iii) Is employed by a fractional ownership program manager to conduct operations under part 91 subpart K when

the pilot is conducting an EFVS operation for that program manager under part 91, provided the pilot is conducting the operation in accordance with the program manager's management specifications for EFVS operations.

(4) The requirements of paragraphs (a) and (b) of this section do not apply if a person is conducting EFVS operations under § 91.176(b) of this chapter and that person documents that prior to March 13, 2018, that person satisfactorily completed ground and flight training on EFVS operations to 100 feet above the touchdown zone elevation.

[Docket FAA-2013-0485, Amdt. 61-139, 81 FR 90170, Dec. 13, 2016, as amended by Docket FAA-2013-0485, Amdt. 61-139, 81 FR 90172, Dec. 13, 2016]

§ 61.67 Category II pilot authorization requirements.

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

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

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

(3) A category and class rating for the aircraft for which the authorization is sought.

(b) *Experience requirements.* An applicant for a Category II pilot authorization must have at least—

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

(2) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than—

(i) A combination of 25 hours of simulated instrument flight time in a flight simulator or flight training device; or

(ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated training center certificated under part 142 of this chapter.

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

(c) *Practical test requirements.* (1) A practical test must be passed by a person who applies for—

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

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

(2) To be eligible for the practical test for an authorization under this section, an applicant must—

(i) Meet the requirements of paragraphs (a) and (b) of this section; and

(ii) If the applicant has not passed a practical test for this authorization during the 12 calendar months preceding the month of the test, then that person must—

(A) Meet the requirements of § 61.57(c); and

(B) Have performed at least six ILS approaches during the 6 calendar months preceding the month of the test, of which at least three of the approaches must have been conducted without the use of an approach coupler.

(3) The approaches specified in paragraph (c)(2)(ii)(B) of this section—

(i) Must be conducted under actual or simulated instrument flight conditions;

(ii) Must be conducted to the decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;

(iii) Need not be conducted to the decision height authorized for Category II operations;

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

(v) Must be accomplished in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in a flight simulator that—

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

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

(4) The flight time acquired in meeting the requirements of paragraph (c)(2)(ii)(B) of this section may be used to meet the requirements of paragraph (c)(2)(ii)(A) of this section.