Federal Aviation Administration, DOT

61.407  What aeronautical knowledge must I have to apply for a flight instructor certificate with a sport pilot rating?
61.409  What flight proficiency requirements must I meet to apply for a flight instructor certificate with a sport pilot rating?
61.411  What aeronautical experience must I have to apply for a flight instructor certificate with a sport pilot rating?
61.413  What are the privileges of my flight instructor certificate with a sport pilot rating?
61.415  What are the limits of a flight instructor certificate with a sport pilot rating?
61.417  Will my flight instructor certificate with a sport pilot rating list aircraft category and class ratings?
61.419  How do I obtain privileges to provide flight training in an additional category or class of light-sport aircraft?
61.421  May I give myself an endorsement?
61.423  How are the recordkeeping requirements for a flight instructor with a sport pilot rating?
61.425  How do I renew my flight instructor certificate?
61.427  What must I do if my flight instructor certificate with a sport pilot rating expires?
61.429  May I exercise the privileges of a flight instructor certificate with a sport pilot rating if I hold a flight instructor certificate with another rating?


SOURCE: Docket No. 25910, 62 FR 16298, Apr. 4, 1997, unless otherwise noted.

SPECIAL FEDERAL AVIATION REGULATION
No. 73—ROBINSON R–22/R–44 SPECIAL TRAINING AND EXPERIENCE REQUIREMENTS

Sections

1. Applicability.
2. Required training, aeronautical experience, endorsements, and flight review.
3. Expiration date.

1. Applicability. Under the procedures prescribed herein, this SFAR applies to all persons who seek to manipulate the controls of a Robinson model R–22 or R–44 helicopter (other than a person seeking an endorsement as pilot in command of an R–22 or R–44 helicopter for the purpose of flight training) and who seek to manipulate the controls of a Robinson model R–22 or R–44 helicopter after March 27, 1995, for the purpose of flight unless the awareness training specified in paragraph (a)(3) of this section is completed and the person’s logbook has been endorsed by a certified flight instructor authorized under paragraph (b)(5) of this section.

2. A person who holds a rotorcraft category and helicopter class rating on a rotorcraft pilot certificate and meets the experience requirements of paragraph (b)(1) or paragraph (b)(2) of this section may not manipulate the controls of a Robinson model R–22 or R–44 helicopter for the purpose of flight after April 26, 1995, unless the awareness training specified in paragraph (a)(3) of this section is completed and the person’s logbook has been endorsed by a certified flight instructor authorized under paragraph (b)(5) of this section.

3. A person who has been endorsed under paragraph (b)(5) of this section and holds a rotorcraft category and helicopter class rating on a sport pilot certificate with another rating may act as pilot in command of a Robinson model R–22 or R–44 helicopter for the purpose of flight training or for the purpose of flight training under the procedures prescribed herein, if that person:

(a) Has had at least 200 flight hours in helicopters, at least 50 flight hours of which were in the Robinson R–22; or

(b) Has had at least 10 hours dual instruction in the Robinson R–22 and has received an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that the individual has been given the training required by this paragraph and is proficient to act as pilot in command of an R–22.

(ii) Has had at least 200 flight hours in helicopters, at least 50 flight hours of which were in the Robinson R–22; or

(iii) Has had at least 10 hours dual instruction in the Robinson R–22 and has received an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that the individual has been given the training required by this paragraph and is proficient to act as pilot in command of an R–22.

The dual instruction must include at least the following abnormal and emergency procedures flight training:

(A) Enhanced training in autorotation procedures.

(B) Engine rotor RPM control without the use of the governor.

(C) Low rotor RPM control and recovery.

(D) Effects of low G maneuvers and proper recovery procedures.
(2) No person may act as pilot in command of a Robinson R–44 unless that person—
(i) Has had at least 200 flight hours in helicopters, at least 50 flight hours of which were in the Robinson R–44. The pilot in command may credit up to 25 flight hours in the Robinson R–22 toward the 50 hour requirement in the Robinson R–44; or
(ii) Has had at least 10 hours dual instruction in a Robinson helicopter, at least 5 hours of which must have been accomplished in the Robinson R–44 helicopter and has received an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that the individual has been given the training required by this paragraph and is proficient to act as pilot in command of an R–44. Beginning 12 calendar months after the date of the endorsement, the individual may not act as pilot in command unless the individual has completed a flight review in a Robinson R–44 within the preceding 12 calendar months and obtained an endorsement for that flight review. The dual instruction must include at least the following abnormal and emergency procedures flight training—
(A) Enhanced training in autorotation procedures;
(B) Engine rotor RPM control without the use of the governor;
(C) Low rotor RPM recognition and recovery; and
(D) Effects of low G maneuvers and proper recovery procedures.
(3) A person who does not hold a rotorcraft category and helicopter class rating must have had at least 20 hours of dual instruction in a Robinson R–22 helicopter prior to operating it in solo flight. In addition, the person must obtain an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that instruction has been given in those maneuvers and procedures, and the instructor has found the applicant proficient to solo a Robinson R–22. This endorsement is valid for a period of 90 days. The dual instruction must include at least the following abnormal and emergency procedures flight training:
(i) Enhanced training in autorotation procedures,
(ii) Engine rotor RPM control without the use of the governor,
(iii) Low rotor RPM recognition and recovery; and
(iv) Effects of low G maneuvers and proper recovery procedures.
(4) A person who does not hold a rotorcraft category and helicopter class rating must have had at least 20 hours of dual instruction in a Robinson R–44 helicopter prior to operating it in solo flight. In addition, the person must obtain an endorsement from a certified flight instructor authorized under paragraph (b)(5) of this section that instruction has been given in those maneuvers and procedures, and the instructor has found the applicant proficient to solo a Robinson R–44. This endorsement is valid for a period of 90 days. The dual instruction must include at least the following abnormal and emergency procedures flight training:
(i) Enhanced training in autorotation procedures,
(ii) Engine rotor RPM control without the use of the governor,
(iii) Low rotor RPM recognition and recovery; and
(iv) Effects of low G maneuvers and proper recovery procedures.
(5) No certificated flight instructor may provide instruction or conduct a flight review in a Robinson R–22 or R–44 unless that instructor—
(i) Completes the awareness training in paragraph 2(a)(3) of this SFAR.
(ii) For the Robinson R–22, has had at least 200 flight hours in helicopters, at least 50 flight hours of which were in the Robinson R–22, or for the Robinson R–44, has had at least 200 flight hours in helicopters, 50 flight hours of which were in Robinson helicopters. Up to 25 flight hours of Robinson R–22 flight time may be credited toward the 50 hour requirement.
(iii) Has completed flight training in a Robinson R–22, R–44, or both, on the following abnormal and emergency procedures—
(A) Enhanced training in autorotation procedures;
(B) Engine rotor RPM control without the use of the governor;
(C) Low rotor RPM recognition and recovery; and
(D) Effects of low G maneuvers and proper recovery procedures.
(iv) Has been authorized by endorsement from an FAA aviation safety inspector or authorized designated examiner that the instructor has completed the appropriate training, meets the experience requirements and has satisfactorily demonstrated an ability to provide instruction on the general subject areas of paragraph 2(a)(3) of this SFAR, and the flight training identified in paragraph 2(b)(5)(i) of this SFAR.
(c) Flight Review:
(1) No flight review completed to satisfy §61.56 by an individual after becoming eligible to function as pilot in command in a Robinson R–22 helicopter shall be valid for the operation of R–22 helicopter unless that flight review was taken in an R–22.
(2) No flight review completed to satisfy §61.56 by individual after becoming eligible to function as pilot in command in a Robinson R–44 helicopter shall be valid for the operation of R–44 helicopter unless that flight review was taken in the R–44.
(3) The flight review will include a review of the awareness training subject areas of paragraph 2(a)(3) of this SFAR and the flight
training identified in paragraph 2(b) of this SFAR.

(d) Currency Requirements: No person may act as pilot in command of a Robinson model R-22 or R-44 in September 2001 unless the pilot in command has met the recency of flight experience requirements of §61.57 in an R-22 or R-44, as appropriate.

3. Expiration date. This SFAR No. 73 shall remain in effect until it is revised or rescinded.


SPECIAL FEDERAL AVIATION REGULATION NO. 93—TEMPORARY EXTENSION OF TIME TO ALLOW FOR CERTAIN TRAINING AND TESTING

1. Applicability. This SFAR applies to all part 121 and 135 check airmen (simulator) and flight instructors (simulator), part 121 aircraft dispatchers, and part 142 training center instructors who were required to complete qualification requirements, an inflight line observation program, or operating familiarization in September 2001 to become qualified, or remain qualified, to perform their assigned duties. It also applies to persons who have satisfactorily accomplished the part 61 aeronautical knowledge test or the part 63 written test, either one of which has an expiration date of September 2001 for pilot, flight instructor, or flight engineer certification.

2. Special Qualification Requirements. The sections of 14 CFR that prescribe these requirements are sections 61.39(a)(1); 63.35(d); 121.411(c); 121.412(f); 121.448(a)(2); 121.462(c); 135.337(f); 135.338(f); 142.53(b)(2) and (b)(3).

3. Extension of Time to Fulfill Certain Qualification Requirements. Persons identified in paragraph 1 of this SFAR who had until the end of September 2001 to complete the specified qualification requirements in September 2001 will be deemed to have completed those requirements in September 2001 provided they satisfactorily complete those requirements by November 30, 2001. For those persons identified in paragraph 1, who are qualifying for the first time to be a check airmen (simulator), flight instructor (simulator), aircraft dispatcher, or training center instructor, they must fulfill the applicable qualification requirements before they may serve as a check airmen (simulator), flight instructor (simulator), aircraft dispatcher, or training center instructor, as appropriate. This extension does not change the 12-calendar-month requirement for aircraft dispatchers or the anniversary month for check airmen, flight instructors and training center instructors. Therefore, if you were due for qualification in September 2001 you will be due for qualification September 2002, regardless of this extension for 2001.

4. Termination Date. This Special Federal Aviation Regulation expires November 30, 2001.


SFAR NO. 100–2—RELIEF FOR U.S. MILITARY AND CIVILIAN PERSONNEL WHO ARE ASSIGNED OUTSIDE THE UNITED STATES IN SUPPORT OF U.S. ARMED FORCES OPERATIONS

1. Applicability. Flight Standards District Offices are authorized to accept from an eligible person, as described in paragraph 2 of this SFAR, the following:

(a) An expired flight instructor certificate to show eligibility for renewal of a flight instructor certificate under §61.197, or an expired written test report to show eligibility under part 61 to take a practical test;

(b) An expired written test report to show eligibility under §§63.33 and 63.57 to take a practical test; and

(c) An expired written test report to show eligibility to take a practical test required under part 65 or an expired inspection authorization to show eligibility for renewal under §65.93.

2. Eligibility. A person is eligible for the relief described in paragraph 1 of this SFAR if:

(a) The person served in a U.S. military or civilian capacity outside the United States in support of the U.S. Armed Forces' operation during some period of time from September 11, 2001, to termination of SFAR 100–2;

(b) The person's flight instructor certificate, airman written test report, or inspection authorization expired some time between September 11, 2001, and 6 calendar months after returning to the United States, or upon termination of SFAR 100–2, whichever is earlier; and

(c) The person complies with §61.197 or §65.93 of this chapter, as appropriate, or completes the appropriate practical test within 6 calendar months after returning to the United States or termination of SFAR 100–2, whichever is earlier.

3. Required documents. The person must send the Airman Certificate and/or Rating Application (FAA Form 8710–1) to the appropriate Flight Standards District Office. The person must include with the application one of the following documents, which must show the date of assignment outside the United States and the date of return to the United States:

(a) An official U.S. Government notification of personnel action, or equivalent document, showing the person was a civilian on