section, no person may act as pilot in command of a complex airplane (an airplane that has a retractable landing gear, flaps, and controllable propeller), unless the person has met the requirements of this paragraph.

(1) The person must have

(i) Received and logged ground and flight training from an authorized flight instructor in a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane, and has been found proficient on the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorized flight instructor who certifies the person is proficient to operate a

complex airplane.

- (2) The training and endorsement required by paragraph (f)(1) of this section is not required if the person has logged flight time as pilot in command of a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane prior to [insert effective date of the final rule].
- (g) Additional training required for operating high performance airplanes. Except as provided in paragraph (g)(2) of this section, no person may act as pilot in command of a high performance airplane (an airplane with an engine of 200 horsepower or more), unless the person has met the requirements of this paragraph.

(1) The person must have—

(i) Received and logged ground and flight training from an authorized flight instructor in an high performance airplane, or in a flight simulator or flight training device that is representative of a high performance airplane, and has been found proficient on the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorized flight instructor who certifies the person is proficient to operate a high

performance airplane.

- (2) The training and endorsement required by paragraph (g)(1) of this section is not required if the person has logged flight time as pilot in command of a high performance airplane, or a flight simulator or flight training device that is representative of a high performance airplane prior to [insert effective date of the final rule].
- (h) Additional training required for operating pressurized aircraft capable of operating at high altitudes.
- (1) Except as provided in paragraph (h)(3) of this section, no person may act as pilot in command of a pressurized aircraft (an aircraft that has a service ceiling or maximum operating altitude,

whichever is lower, above 25,000 feet MSL), unless that person has received and logged ground training from an authorized flight or ground instructor in at least the following subjects:

(i) High altitude aerodynamics and

meteorology;

(ii) Respiration, effects, symptoms, and causes of hypoxia and any other high altitude sickness;

(iii) Duration of consciousness without supplemental oxygen;

(iv) Effects of prolonged usage of supplemental oxygen;

(v) Causes and effects of gas expansion and gas bubble formation;

- (vi) Preventive measures for eliminating gas expansion, gas bubble formation, and high altitude sickness; and
- (vii) Physical phenomena and incidents of decompression;
- (2) Except as provided in paragraph (h)(3) of this section, no person may act as pilot in command of a pressurized aircraft (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL), unless that person has received:
- (i) Training in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft, and the training must include flight at normal cruise while operating above 25,000 feet MSL, proper emergency procedures for simulated emergency rapid decompression and descent procedures; and
- (ii) An endorsement in the person's logbook or training record from the instructor who gave the training and found the person proficient in a pressurized aircraft.
- (3) The training and endorsement required by this paragraph is not required if a person can document satisfactory accomplishment of any of the following in a pressurized aircraft, or in a flight simulator or a flight training device that is representative of a pressurized aircraft:
- (i) Serving as pilot in command before April 15, 1991;
- (ii) Completing a practical test or rating before April 15, 1991;

(iii) Completing an official pilot-incommand check conducted by the military services of the United States; or

- (iv) Čompleting a pilot-in-command proficiency check under parts 121, 125, or 135 of this chapter conducted by the Administrator or by an approved check pilot.
- (i) Additional training required by the aircraft's type certificate. No person may serve as pilot in command of an aircraft that the Administrator has determined requires aircraft type specific training unless that person has received:

- (1) Type specific training in the aircraft, or in a flight simulator or a flight training device that is representative of that type of aircraft, and has been found proficient on the operation and systems of the aircraft; and
- (2) A logbook endorsement from an authorized flight instructor or ground instructor, as appropriate, who gave that person the training.
- (j) Additional training required for operating tailwheel airplanes. Except as provided in paragraph (j)(4), no person may act as pilot in command of a tailwheel airplane unless that person has:
- (1) Received and logged flight training from an authorized flight instructor in a tailwheel airplane on the maneuvers and procedures listed in this paragraph.
- (2) Received an endorsement in the person's logbook from an authorized flight instructor who gave the training and found the person proficient in a tailwheel airplane.
- (3) Received an endorsement in the person's logbook from an authorized flight instructor who gave the training and found the person proficient in at least normal and crosswind takeoffs and landings, wheel landings (unless the manufacturer has recommended against such landings), and go-arounds.
- (4) The training and endorsement required by this paragraph is not required if the person logged pilot in command time of a tailwheel airplane before April 15, 1991.

§ 61.33 Tests: General procedure.

The Administrator shall designate the time, location, and examiner for conducting the tests prescribed by and under this part.

§ 61.35 Knowledge test: Prerequisites and passing grades.

- (a) An applicant for a knowledge test must have:
- (1) Received an endorsement from an authorized flight or ground instructor certifying that the applicant accomplished a ground training or a home study course required by this part for the certificate or rating sought and is prepared for the knowledge test; and
- (2) Proper identification at the time of application that contains the applicant's—
 - (i) Photograph;
 - (ii) Signature;
- (iii) Date of birth, which shows 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; and