in an airship, is performed under IFR, and consists of—

(i) A distance of at least 50 nautical miles along airways or ATC-directed routing with one of the routes being at least a straight-line distance of 25 nautical miles between airports;

(ii) An instrument approach at each airport; and

(iii) Three different kinds of approaches with the use of navigation aids.

(8) For an instrument-powered-lift rating, instrument training specific to powered-lift on cross-country flight procedures that includes at least one cross-country flight in a powered-lift, is performed under IFR, and consists of—

(i) A distance of at least 250 nautical miles along airways or ATC-directed routing with one of the routes being at least a straight-line distance of 100 nautical miles between airports;

(ii) An instrument approach at each airport; and

(iii) Three different kinds of approaches with the use of navigation aids.

## §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; and

(2) A type rating for the aircraft type if the authorization is requested for a large aircraft or a small turbojet aircraft.

(b) *Experience requirements*. Except for a person who holds an airline transport pilot certificate, a person who applies for a Category II authorization must have at least:

(1) Fifty hours of night flight time under VFR conditions as pilot in command.

(2) Seventy-five hours of instrument time under actual or simulated conditions that may include 25 hours in an approved flight simulator or training device.

(3) Two hundred-fifty hours of crosscountry flight time as pilot in command.

(4) The night flight and instrument flight time used to meet the requirements of paragraphs (b) (1) and (2) of this section may also be used to meet the requirements of paragraph (b)(3) of this section.

(c) Practical test requirements.

(1) A practical test must be satisfactorily accomplished by a person who applies for:

(i) Issuance or renewal of an authorization; and

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

(2) To be eligible for the practical test for an authorization under this section, the person must meet the requirements of paragraph (a) of this section and, if the practical test has not been accomplished during the 12-calendar months preceding the month of the test, then that person must meet the following recent experience requirements:

(i) The requirements of § 61.57(e); (ii) 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, and these approaches—

(A) Must be under actual or simulated instrument flight conditions to the decision height of the approach, and in the type aircraft in which the practical test is to be performed; and

(B) Need not be conducted down to the decision heights authorized for Category II operations.

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

(d) *Practical test procedures.* The practical test consists of two phases:

(1) *Phase I-knowledge test.* The person must demonstrate knowledge of the following—

(i) Required landing distance;

 (ii) Recognition of the decision height;
(iii) Missed approach procedures and techniques utilizing computed or fixed attitude guidance displays;

(iv) RVR, its use and limitations;

(v) Use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings;

(vi) Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR;

(vii) Effects of vertical and horizontal windshear;

(viii) Characteristics and limitations of the ILS and runway lighting system;

(ix) Characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II equipment;

(x) Assigned duties of the second in command during Category II approaches; and

(xi) Instrument and equipment failure warning systems.

(2) *Phase II-proficiency test*. The test must—

(i) Be taken in an aircraft that meets the requirements of part 91 of this chapter for Category II operations;

(ii) Consist of at least two ILS approaches to 100 feet including at least one landing and one missed approach;

(iii) Be performed with all approaches made with the use of an approved flight control guidance system;

(iv) Include at least one manual approach if an approved automatic approach coupler is installed;

(v) Include a missed approach that is executed with one engine set in idle or zero thrust position before reaching the middle marker for a multiengine aircraft that has performance capability to execute a missed approach with an engine out; and

(vi) Include flight maneuvers performed solely by reference to instruments and in coordination with a second in command who holds a class rating and, in the case of a large aircraft or a small turbojet aircraft, a type rating for that aircraft.

## §61.69 Glider towing: Experience and training requirements.

(a) No person may act as pilot in command for towing a glider unless that person:

(1) Holds at least a private pilot certificate with an airplane category and a single engine class rating;

(2) Has logged at least 100 hours of pilot-in-command time in single engine airplanes;

(3) Has a logbook endorsement from an authorized glider flight instructor who certifies that the person has received ground and flight training in gliders and is proficient in—

(i) The techniques and procedures essential to the safe towing of gliders, including airspeed limitations;

(ii) Emergency procedures;

(iii) Signals used; and

(iv) Maximum angles of bank.

(4) Has made at least three flights as the sole manipulator of the controls of an aircraft towing a glider while accompanied by a pilot who meets the requirements of this section; and

(5) Has received a logbook endorsement from the pilot described in paragraph (a)(4) of this section, and that endorsement must certify that the person has accomplished at least 3 flights in a single engine airplane while towing a glider.

(b) The pilot, described in paragraph (a)(4) of this section, who accompanies and endorses the logbook of persons seeking glider towing privileges:

(1) Must have met the requirements of this section prior to accompanying or endorsing the logbook of persons seeking glider towing privileges;

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