



2027

FAR-FC

Federal Aviation Regulations for Flight Crew

 U.S. Department of Transportation

Rules for Air Carriers, Operators for Hire, and Fractional Ownership Programs
From Titles 14 and 49 of the Code of Federal Regulations

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AVIATION SUPPLIES & ACADEMICS, INC.
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FAR-FC
Federal Aviation Regulations for Flight Crew
2027 Edition

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Federal Aviation Regulations for Flight Crew

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Introduction

ASA 2027 FAR/AIM Series

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ASA has been supplying the standard reference of the industry, the FAR/AIM series, for more than 80 years. The 2027 series continues to provide information directly from the Federal Aviation Regulations and the *Aeronautical Information Manual*.

Each regulation Part is preceded by a detailed table of contents. Changes since last year's printing are identified on Page vii and in the table of contents for each regulation Part (in bold and marked with an asterisk), as well as within the text for quick reference (changed text is indicated with a bold line in the margin). In the *AIM*, changes are explained in a list at the beginning and with bold lines in the margins. It is recommended that you familiarize yourself with all the changes to identify those that affect your aviation activities.

Changes affecting the regulations can take place daily; the *AIM* changes every 6 months. ASA tracks all changes and offers you two options for free **Updates** at asa2fly.com/farupdate:

- You can download the latest Updates from the ASA website anytime.
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Visit the Federal Aviation Administration (FAA) website at www.faa.gov to review Advisory Circulars (AC), Notices of Proposed Rulemaking (NPRM), current regulations, FSDO contact details, and FAA Orders and publications. Pilots operating internationally should be familiar with Customs and Border Protection regulations, which can be found at cbp.gov.

Although ASA is not a government agency, and we do not write the regulations or the *AIM*, we do work closely with the FAA. Questions or concerns can be forwarded to our attention, and we will in turn pass the comments on to the responsible office within the agency. The FAA is interested in user feedback, and your comments could foster improvements in the regulations that affect the entire industry.

FAR/AIM Comments

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Identifying Regulation Changes Since Last Year

Changes since last year's printing of the book are noted in the table of contents of each Part with an asterisk and bold title:

Example:

***61.5 Certificates and ratings issued under this part.**

The updated text within the context of the regulation is indicated by a bold line in the margin:

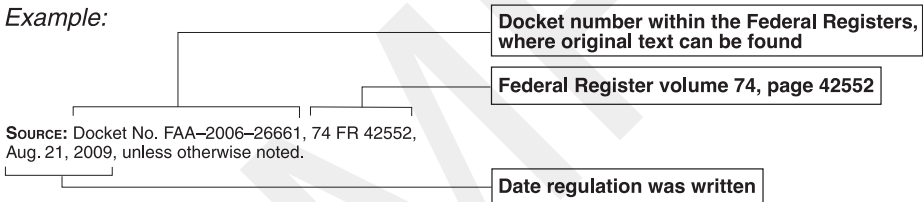
(a) The following certificates are issued under this part to an applicant who satisfactorily accomplishes the training and certification requirements for the certificate sought:

- (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.

How to Identify the Currency of the Regulations

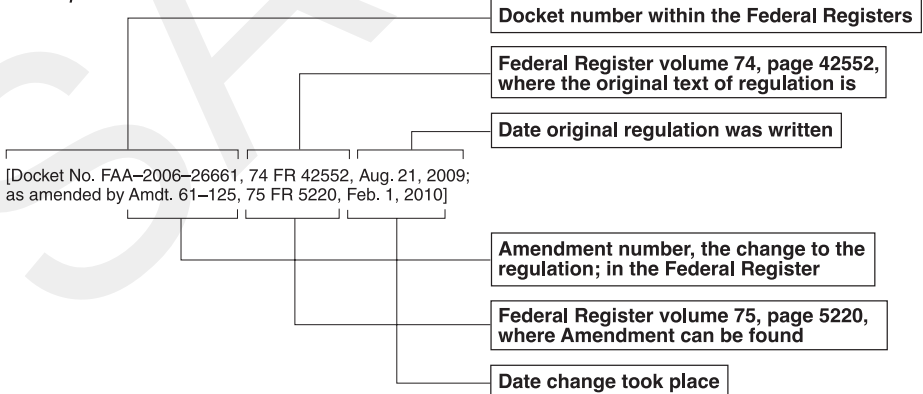
Following the table of contents at the beginning of each Part is a Source, which gives the date of origin for that regulation.

Example:



If a change has taken place since the original regulation was written, it is noted at the end of the regulation.

Example:



Summary of Major FAR Changes Since the 2026 Book Was Published

All changes are identified in the table of contents of each Part with bold Section titles and asterisks and in the regulation text with bold lines in the margins.

These regulation changes from the *Federal Register* affect this book as follows:

14 CFR

Parts 1, 65, 119

- Amends rules for the manufacture, certification, operation, maintenance, and alteration of light-sport aircraft. The amendments remove the prescriptive “light-sport aircraft” definition from 14 CFR §1.1, eliminating legacy weight-based limits and enabling a shift to a performance-based framework. This change separates aircraft certification from sport pilot privileges, allowing a broader range of aircraft to qualify under the light-sport category while maintaining distinct operational limits for sport pilots.

Parts 63, 65, 111, 120, 121

- Amends, restructures, and consolidates the falsification regulations presently located throughout 14 CFR. In 14 CFR Chapter I, this rule eliminates inconsistencies among the various falsification regulations and associated sanctions; consolidates all existing falsification regulations into Part 3, Subpart D, to standardize them; and ensures that falsification-related conduct not addressed by pertinent current regulations is covered.

Parts 121, 135

- Increases the recording time of cockpit voice recorders (CVRs) from the currently mandated 2 hours to 25 hours for all affected future manufactured aircraft. This action provides accident investigators, aircraft operators, and civil aviation authorities with substantially more CVR data to help determine the probable causes of incidents and accidents and prevent future incidents and accidents, and it aligns the FAA regulations more closely with existing international requirements.

Note: Changes affecting the regulations can take place daily. ASA tracks all changes and posts them on the ASA website so you always have the most current information. To view the rules currently in effect and to have Update notices automatically emailed to you, visit asa2fly.com/farupdate.

PART 63

CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS

Subpart A—General

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- 63.1 Applicability.
 - 63.2 Certification of foreign flight crewmembers other than pilots.
 - 63.3 Certificates and ratings required.
 - 63.11 Application and issue.
 - 63.12 Offenses involving alcohol or drugs.
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 - 63.17 Tests: General procedure.
 - 63.18 Written tests: Cheating or other unauthorized conduct.
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- 63.53 Knowledge requirements.
- 63.55 Experience requirements.
- 63.57 Skill requirements.
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- Appendix A to Part 63—Test Requirements For Flight Navigator Certificate
- Appendix B to Part 63—Flight Navigator Training Course Requirements
- Appendix C to Part 63—Flight Engineer Training Course Requirements

Authority: 49 U.S.C. 106(f), 40113, 44701–44703, 44707, 44709–44711, 45102–45103, 45301–45302.

Subpart A—General

Source: Docket No. 1179, 27 FR 7969, Aug. 10, 1962, unless otherwise noted.

§63.1 Applicability.

This part prescribes the requirements for issuing flight engineer and flight navigator certificates and the general operating rules for holders of those certificates.

§63.2 Certification of foreign flight crewmembers other than pilots.

A person who is neither a United States citizen nor a resident alien is issued a certificate under this part (other than under §63.23 or §63.42) outside the United States only when the Administrator finds that the certificate is needed for the operation of a U.S.-registered civil aircraft.

(Secs. 313, 601, 602, Federal Aviation Act of 1958; as amended (49 U.S.C. 1354, 1421, and 1422); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Title V, Independent Offices Appropriations Act of 1952 (31 U.S.C. 483(a)); sec. 28, International Air Transportation Competition Act of 1979 (49 U.S.C. 1159(b)))

[Docket No. 22052, 47 FR 35693, Aug. 18, 1982]

§63.3 Certificates and ratings required.

(a) Except as provided in paragraph (c) of this section, no person may act as a flight engineer of a civil aircraft of U.S. registry unless that person has in his or her physical possession or readily accessible in the aircraft:

(1) A current flight engineer certificate with appropriate ratings issued to that person under this part;

(2) A document conveying temporary authority to exercise certificate privileges issued by the Airman Certification Branch under §63.16(f); or

(3) When engaged in a flight operation within the United States for a part 119 certificate holder authorized to conduct operations under part 121 of this chapter, a temporary document provided by that certificate holder under an approved certificate verification plan.

(b) A person may act as a flight engineer of an aircraft only if that person holds a current second-class (or higher) medical certificate issued to that person under part 67 of this chapter, or other documentation acceptable to the FAA, that is in that person's physical possession or readily accessible in the aircraft.

(c) When the aircraft is operated within a foreign country, a current flight engineer certificate issued by the country in which the aircraft is operated, with evidence of current medical qualification for that certificate, may be used. Also, in the case of a flight engineer certificate issued under §63.42, evidence of current medical qualification accepted for the issue of that certificate is used in place of a medical certificate.

(d) No person may act as a flight navigator of a civil aircraft of U.S. registry unless that person has in his or her physical possession a current flight navigator certificate issued to him or her under this part and a second-class (or higher) medical certificate issued to him or her under part 67 of this chapter within the preceding 12 months. However, when the aircraft is operated within a foreign country, a current flight navigator certificate issued by the country in which the aircraft is operated, with evidence of current medical qualification for that certificate, may be used.

(e) Each person who holds a flight engineer or flight navigator certificate, medical certificate, or temporary document in accordance with paragraph (a)(3) of this section shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

(Secs. 3, 6, 9, 80 Stat. 931, 49 U.S.C. 1652, 1655, 1657)

[Docket No. 1179, 27 FR 7969, Aug. 10, 1962; as amended by Amdt. 63-1, 27 FR 10410, Oct. 25, 1962; Amdt. 63-3, 30 FR 14559, Nov. 23, 1965; Amdt. 63-7, 31 FR 13523, Oct. 20, 1966; Docket No. 8084, 32 FR 5769, April 11, 1967; Amdt. 63-9, 33 FR 18613, Dec. 17, 1968; Amdt. 63-11, 35 FR 5320, March 31, 1970; Amdt. 63-41, 83 FR 30280, June 27, 2018]

§63.11 Application and issue.

(a) An application for a certificate and appropriate class rating, or for an additional rating, under this part must be made on a form and in a manner prescribed by the Administrator. Each person who applies for airmen certification services to be administered outside the United States for any certificate or rating issued under this part must show evidence that the fee prescribed in appendix A of part 187 of this chapter has been paid.

(b) An applicant who meets the requirements of this part is entitled to an appropriate certificate and appropriate class ratings.

(c) Unless authorized by the Administrator, a person whose flight engineer certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.

(d) Unless the order of revocation provides otherwise, a person whose flight engineer or flight navigator certificate is revoked may not apply for the same kind of certificate for 1 year after the date of revocation.

(Secs. 313, 601, 602, Federal Aviation Act of 1958; as amended (49 U.S.C. 1354, 1421, and 1422); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Title V, Independent Offices Appropriations Act of 1952 (31 U.S.C. 483(a)); sec. 28, International Air Transportation Competition Act of 1979 (49 U.S.C. 1159(b)))

[Docket No. 1179, 27 FR 7969, Aug. 10, 1962; as amended by Amdt. 63-3, 30 FR 14559, Nov. 23, 1965; Amdt. 63-7, 31 FR 13523, Oct. 20, 1966; Amdt. 63-22, 47 FR 35693, Aug. 16, 1982; Amdt. 63-35, 72 FR 18558, April 12, 2007]

§63.12 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, marihuana, or depressant or stimulant drugs or substances is grounds for—

(1) Denial of an application for any certificate or rating 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 or rating issued under this part.

(b) The commission of 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 or rating 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 or rating issued under this part.

[Docket No. 21956, 50 FR 15379, April 17, 1985; as amended by Amdt. 63-27, 54 FR 34330, Aug. 18, 1989]

§63.12a 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 §91.11(c) of this chapter, or a refusal to furnish or authorize the release of the test results when 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 or rating 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 or rating issued under this part.

[Docket No. 21956, 51 FR 1229, Jan. 9, 1986; as amended by Amdt. 63-27, 54 FR 34330, Aug. 18, 1989]

§63.12b [Reserved]

§63.13 Temporary certificate.

A certificate effective for a period of not more than 120 days may be issued to a qualified applicant, pending review of his application and

supplementary documents and the issue of the certificate for which he applied.

[Docket No. 1179, 27 FR 7969, Aug. 10, 1962; as amended by Amdt. 63–19, 43 FR 22639, May 25, 1978]

§63.14 [Reserved]

§63.15 Duration of certificates.

(a) Except as provided in §63.23 and paragraph (b) of this section, a certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.

(b) A flight engineer certificate (with any amendment thereto) issued under §63.42 expires at the end of the 24th month after the month in which the certificate was issued or renewed. However, the holder may exercise the privileges of that certificate only while the foreign flight engineer license on which that certificate is based is effective.

(c) Any certificate issued under this part ceases to be effective if it is surrendered, suspended, or revoked. The holder of any certificate issued under this part that is suspended or revoked shall, upon the Administrator's request, return it to the Administrator.

(d) Except for temporary certificate issued under §63.13, the holder of a paper certificate issued under this part may not exercise the privileges of that certificate after March 31, 2013.

(Sec. 6, 80 Stat. 937, 49 U.S.C. 1655; secs. 313, 601, 602, Federal Aviation Act of 1958; as amended (49 U.S.C. 1354, 1421, and 1422); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Title V, Independent Offices Appropriations Act of 1952 (31 U.S.C. 483(a)); sec. 28, International Air Transportation Competition Act of 1979 (49 U.S.C. 1159(b)))

[Docket No. 8846, 33 FR 18613, Dec. 17, 1968; as amended by Amdt. 63–22, 47 FR 35693, Aug. 16, 1982; Amdt. 63–36, 73 FR 10668, Feb. 28, 2008]

§63.15a [Reserved]

§63.16 Change of name; replacement of lost or destroyed certificate.

(a) An application for a change of name on a certificate issued under this part must be accompanied by the applicant's current certificate and the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.

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

(1) By letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office 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 form and manner approved by the Administrator including a request to Airman Services at <http://www.faa.gov>, and must be accompanied by acceptable form of payment for the appropriate fee.

(c) 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.

(d) 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.

(e) The letter requesting replacement of a lost or destroyed airman certificate, medical certificate, or knowledge test report must state:

(1) The name of the person;

(2) The permanent mailing address (including ZIP code), or if the permanent mailing address includes a post office box number, then the person's current residential address;

(3) The certificate holder's date and place of birth; and

(4) Any information regarding the—

(i) Grade, number, and date of issuance of the airman certificate and ratings, if appropriate;

(ii) Class of medical certificate, the place and date of the medical exam, name of the Airman Medical Examiner (AME), and the circumstances concerning the loss of the original medical certificate, as appropriate; and

(iii) Date the knowledge test was taken, if appropriate.

(f) A person who has lost an airman certificate, medical certificate, or knowledge test report may obtain in a form or manner approved by the Administrator, a document conveying temporary authority to exercise certificate privileges from the FAA Aeromedical Certification Branch or the Airman Certification Branch, as appropriate, and the—

(1) Document may be carried as an airman certificate, medical certificate, or knowledge test report, as appropriate, for a period not to exceed 60 days pending the person's receiving a duplicate under paragraph (b), (c), or (d) of this section, unless the person has been notified that the certificate has been suspended or revoked.

(2) Request for such a document must include the date on which a duplicate certificate or knowledge test report was previously requested.

[Docket No. 7258, 31 FR 13523, Oct. 20, 1966; as amended by Docket No. 8084, 32 FR 5769, April 11, 1967; Amdt. 63-12, 35 FR 14075, Sept. 4, 1970; Amdt. 63-13, 36 FR 28654, Feb. 11, 1971; Amdt. 63-41, 83 FR 30280, June 27, 2018]

§63.17 Tests: General procedure.

(a) Tests prescribed by or under this part are given at times and places, and by persons, designated by the Administrator.

(b) The minimum passing grade for each test is 70 percent.

§63.18 Written tests: Cheating or other unauthorized conduct.

(a) Except as authorized by the Administrator, no person may—

(1) Copy, or intentionally remove, a written test under this part;

(2) Give to another, or receive from another, any part or copy of that test;

(3) Give help on that test to, or receive help on that test from, any person during the period that test is being given.

(4) Take any part of that test in behalf of another person;

(5) Use any material or aid during the period that test is being given; or

(6) Intentionally cause, assist, or participate in any act prohibited by this paragraph.

(b) No person who commits an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating under this chapter for a period of 1 year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

[Docket No. 4086, 30 FR 2196, Feb. 18, 1965]

§63.19 Operations during physical deficiency.

No person may serve as a flight engineer or flight navigator during a period of known physical deficiency, or increase in physical deficiency, that would make him unable to meet the physical requirements for his current medical certificate.

■ §63.20 [Reserved]

§63.21 Change of address.

Within 30 days after any change in his permanent mailing address, the holder of a certificate issued under this part shall notify the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, in writing, of his new address.

[Docket No. 10536, 35 FR 14075, Sept. 4, 1970]

§63.23 Special purpose flight engineer and flight navigator certificates: Operation of U.S.-registered civil airplanes leased by a person not a U.S. citizen.

(a) **General.** The holder of a current foreign flight engineer or flight navigator certificate, license, or authorization issued by a foreign contracting State to the Convention on International Civil Aviation, who meets the requirements of this section, may hold a special purpose flight engineer or flight navigator certificate, as appropriate, authorizing the holder to perform flight engineer or flight navigator duties on a civil airplane of U.S. registry, leased to a person not a citizen of the United States, carrying persons or property for compensation or hire. Special purpose flight engineer and flight navigator certificates are issued under this section only for airplane types that can have a maximum passenger seating configuration, excluding any flight crewmember seat, of more than 30 seats or a maximum payload capacity (as defined in §135.2(e) of this chapter) of more than 7,500 pounds.

(b) **Eligibility.** To be eligible for the issuance, or renewal, of a certificate under this section, an applicant must present the following to the Administrator:

(1) A current foreign flight engineer or flight navigator certificate, license, or authorization issued by the aeronautical authority of a foreign contracting State to the Convention on International Civil Aviation or a facsimile acceptable to the Administrator. The certificate or license must authorize the applicant to perform the flight engineer or flight navigator duties to be authorized by a certificate issued under this section on the same airplane type as the leased airplane.

(2) A current certification by the lessee of the airplane—

(i) Stating that the applicant is employed by the lessee;

(ii) Specifying the airplane type on which the applicant will perform flight engineer or flight navigator duties; and

(iii) Stating that the applicant has received ground and flight instruction which qualifies the applicant to perform the duties to be assigned on the airplane.

(3) Documentation showing that the applicant currently meets the medical standards for the foreign flight engineer or flight navigator certificate, license, or authorization required by paragraph (b)(1) of this section, except that a U.S. medical certificate issued under part 67 of this chapter is not evidence that the applicant meets those standards unless the State which issued the applicant's foreign flight engineer or flight navigator certificate, license, or authorization accepts a U.S. medical certificate as evidence of medical fitness for a flight engineer or flight navigator certificate, license, or authorization.

(c) Privileges. The holder of a special purpose flight engineer or flight navigator certificate issued under this section may exercise the same privileges as those shown on the certificate, license, or authorization specified in paragraph (b)(1) of this section, subject to the limitations specified in this section.

(d) Limitations. Each certificate issued under this section is subject to the following limitations:

- (1) It is valid only—
 - (i) For flights between foreign countries and for flights in foreign air commerce;
 - (ii) While it and the certificate, license, or authorization required by paragraph (b)(1) of this section are in the certificate holder's personal possession and are current;
 - (iii) While the certificate holder is employed by the person to whom the airplane described in the certification required by paragraph (b)(2) of this section is leased;
 - (iv) While the certificate holder is performing flight engineer or flight navigator duties on the U.S.-registered civil airplane described in the certification required by paragraph (b)(2) of this section; and
 - (v) While the medical documentation required by paragraph (b)(3) of this section is in the certificate holder's personal possession and is currently valid.

(2) Each certificate issued under this section contains the following:

- (i) The name of the person to whom the U.S.-registered civil airplane is leased.
- (ii) The type of airplane.
- (iii) The limitation: "Issued under, and subject to, §63.23 of the Federal Aviation Regulations."
- (iv) The limitation: "Subject to the privileges and limitations shown on the holder's foreign flight (engineer or navigator) certificate, license, or authorization."

(3) Any additional limitations placed on the certificate which the Administrator considers necessary.

(e) Termination. Each special purpose flight engineer or flight navigator certificate issued under this section terminates—

(1) When the lease agreement for the airplane described in the certification required by paragraph (b)(2) of this section terminates;

(2) When the foreign flight engineer or flight navigator certificate, license, or authorization, or the medical documentation required by paragraph (b) of this section is suspended, revoked, or no longer valid; or

(3) After 24 months after the month in which the special purpose flight engineer or flight navigator certificate was issued.

(f) Surrender of certificate. The certificate holder shall surrender the special purpose flight engineer or flight navigator certificate to the Administrator within 7 days after the date it terminates.

(g) Renewal. The certificate holder may have the certificate renewed by complying with the requirements of paragraph (b) of this section at the time of application for renewal.

(Secs. 313(a), 601, and 602, Federal Aviation Act of 1958; as amended (49 U.S.C. 1354(a), 1421, and 1422); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

[Docket No. 19300, 45 FR 5672, Jan. 24, 1980]

Subpart B— Flight Engineers

Authority: Secs. 313(a), 601, and 602, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1422.

Source: Docket No. 6458, 30 FR 14559, Nov. 23, 1965, unless otherwise noted.

§63.31 Eligibility requirements; general.

To be eligible for a flight engineer certificate, a person must—

- (a)** Be at least 21 years of age;
- (b)** Be able to read, speak, and understand the English language, or have an appropriate limitation placed on his flight engineer certificate;
- (c)** Hold at least a second-class medical certificate issued under part 67 of this chapter within the 12 months before the date he applies, or other evidence of medical qualification accepted for the issue of a flight engineer certificate under §63.42; and
- (d)** Comply with the requirements of this subpart that apply to the rating he seeks.

(Sec. 6, 80 Stat. 937, 49 U.S.C. 1655)

[Docket No. 6458, 30 FR 14559, Nov. 23, 1965; as amended by Amdt. 63-9, 33 FR 18614, Dec. 17, 1968]

§63.33 Aircraft ratings.

(a) The aircraft class ratings to be placed on flight engineer certificates are—

- (1) Reciprocating engine powered;
- (2) Turbopropeller powered; and
- (3) Turbojet powered.

(b) To be eligible for an additional aircraft class rating after his flight engineer certificate with a class rating is issued to him, an applicant must pass the written test that is appropriate to the class of airplane for which an additional rating is sought, and—

- (1) Pass the flight test for that class of aircraft; or
- (2) Satisfactorily complete an approved flight engineer training program that is appropriate to the additional class rating sought.

§63.35 Knowledge requirements.

(a) An applicant for a flight engineer certificate must pass a written test on the following:

- (1) The regulations of this chapter that apply to the duties of a flight engineer.
- (2) The theory of flight and aerodynamics.
- (3) Basic meteorology with respect to engine operations.
- (4) Center of gravity computations.

(b) An applicant for the original or additional issue of a flight engineer class rating must pass a written test for that airplane class on the following:

- (1) Preflight.
- (2) Airplane equipment.
- (3) Airplane systems.
- (4) Airplane loading.
- (5) Airplane procedures and engine operations with respect to limitations.
- (6) Normal operating procedures.
- (7) Emergency procedures.
- (8) Mathematical computation of engine operations and fuel consumption.

(c) Before taking the written tests prescribed in paragraphs (a) and (b) of this section, an applicant for a flight engineer certificate must present satisfactory evidence of having completed one of the experience requirements of §63.37. However, the applicant may take the written tests before acquiring the flight training required by §63.37.

(d) An applicant for a flight engineer certificate or rating must have passed the written tests required by paragraphs (a) and (b) of this section since the beginning of the 24th calendar month before the month in which the flight is taken. However, this limitation does not apply to an applicant for a flight engineer certificate or rating if—

- (1) The applicant—
 - (i) Within the period ending 24 calendar months after the month in which the applicant passed the written test, is employed as a flight crewmember or mechanic by a U.S. air carrier or commercial

operator operating either under part 121 or as a commuter air carrier under part 135 (as defined in part 298 of this title) and is employed by such a certificate holder at the time of the flight test;

(ii) If employed as a flight crewmember, has completed initial training, and, if appropriate, transition or upgrade training; and

(iii) Meets the recurrent training requirements of the applicable part or, for mechanics, meets the recency of experience requirements of part 65 of this chapter;

(2) Within the period ending 24 calendar months after the month in which the applicant passed the written test, the applicant participated in a flight engineer or maintenance training program of a U.S. scheduled military air transportation service and is currently participating in that program; or

(3) An applicant is eligible to take a practical test for a flight engineer certificate or rating under this part with an expired written test report in accordance with §61.40 of this chapter.

(e) An air carrier or commercial operator with an approved training program under part 121 of this chapter may, when authorized by the Administrator, provide as part of that program a written test that it may administer to satisfy the test required for an additional rating under paragraph (b) of this section.

(Sec. 6, 80 Stat. 937, 49 U.S.C. 1655; Secs. 313(a), 601 through 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421 through 1425); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.49)

[Docket No. 1179, 27 FR 7969, Aug. 10, 1962; as amended by Amdt. 63–17, 40 FR 32830, Aug. 5, 1975; Amdt. 63–21, 47 FR 13316, March 29, 1982; Amdt. 63–47, 89 FR 80053, Oct. 1, 2024]

§63.37 Aeronautical experience requirements.

(a) Except as otherwise specified therein, the flight time used to satisfy the aeronautical experience requirements of paragraph (b) of this section must have been obtained on an airplane—

(1) On which a flight engineer is required by this chapter; or

(2) That has at least three engines that are rated at least 800 horsepower each or the equivalent in turbine-powered engines.

(b) An applicant for a flight engineer certificate with a class rating must present, for the class rating sought, satisfactory evidence of one of the following:

(1) At least 3 years of diversified practical experience in aircraft and aircraft engine maintenance (of which at least 1 year was in maintaining multiengine aircraft with engines rated at least 800 horsepower each, or the equivalent in turbine

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