PART 2- PERSONNEL LICENSING
PART II. PERSONNEL LICENSING

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PART II. PERSONNEL LICENSING

2.1 GENERAL LICENSING REQUIREMENTS

2.1.1 General

2.1.1.1 APPLICABILITY

(a) Part 2 prescribes—
   (1) The requirements for issuing airman licenses, and ratings; and authorizations to those licenses, as applicable;
   (2) The conditions under which those licenses, ratings, and authorizations are necessary; and
   (3) The privileges and limitations of holders of those licenses, ratings, and authorizations.

2.1.1.2 DEFINITIONS

(a) For the purpose of Part 2, the following definitions shall apply—
   (1) **Accredited medical conclusion.** The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with other experts as necessary.
   (2) **Advanced flight training device.** A flight training device that has a cockpit that accurately replicates a specific make, model, and type aircraft cockpit, and handling characteristics that accurately model the aircraft handling characteristics.
   (3) **Aviation Maintenance Technician.** A person approved by the Authority to perform defined maintenance upon aeronautical products; the term "aviation maintenance technician" as used herein can include persons similarly qualified by other Contracting States and referred to as "licensed mechanic," "certificated (certified) mechanic;" aviation maintenance engineer," or by other terms, all of which mean an aviation maintenance license holder.
   (4) **Complex airplane.** An airplane having retractable landing gear (except in seaplanes), flaps, and a controllable propeller.
   (5) **Core curriculum.** A set of courses approved by the Authority, for use by an ATO and its satellite ATOs. The core curriculum consists of training that is required for licensing or aircraft ratings. It does not include training for tasks and circumstances unique to a particular user.
   (6) **Flight training equipment.** Flight simulators, flight training devices, and aircraft.
   (7) **High-performance airplane.** An airplane with an engine of more than 200 horsepower.
   (8) **Operating position.** An air traffic control function performed within or directly associated with a control facility.
   (9) **Psychosis.** A mental disorder in which the individual has manifested delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of this condition; or the individual may reasonably be expected to manifest
delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of this condition.

(10) **Substance abuse.** Refers to-

(i) The use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;

(ii) A verified positive drug test result acquired under an anti-drug program or internal program of the Federated States of Micronesia government; or

(iii) Misuse of a substance that the Authority, based on case history and qualified medical judgment relating to the substance involved; finds makes the applicant unable to safely perform the duties or exercise the privileges of the airman certificate applied or held; or may reasonably be expected, for the maximum duration of the airman medical certificate applied for or held; to make the applicant unable to perform those duties or exercise those privileges.

(11) **Substance dependence.** A condition in which a person is dependent on a substance, other than tobacco or ordinary xanthine-containing (e.g., caffeine) beverages, as evidenced by increased tolerance; manifestation of withdrawal symptoms; impaired control of use; or continued use despite damage to physical health or impairment of social, personal, or occupational functioning.

(12) **Substance.** Alcohol, sedatives, hypnotics, anxiolytics, hallucinogens, opioids, cannabis, inhalants, central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics, phencyclidine or similarly acting arylcyclohexylamines, and other psychoactive drugs and chemicals.

### 2.1.1.3 ACRONYMS

(a) The following acronyms are used in Part 2:

1. **AME** - Aviation Medical Examiner
2. **AMO** – Approved Maintenance Organization (Part 1)
3. **AMT** - Aviation Maintenance Technician
4. **AOC** - Air Operator Certificate (Civil Aviation Law)
5. **ARS** - Aviation Repair Specialist
6. **ATO** - Aviation Training Organization
7. **cm** – centimeter(s)
8. **dB** – decibels (relative to as 1 micro Pascal)
9. **IA** – Inspection Authorization
10. **IFR** - instrument Flight Rules
11. **ICAO** - International Civil Aviation Organization (Civil Aviation Law)
12. **PIC** - Pilot In Command (Part 1)
13. **SIC** - Second In Command (Part 1)
2.1.2 Licenses, Ratings, and Authorizations

2.1.2.1 APPLICABILITY

This section describes the licenses, ratings and pilot authorizations issued by the Authority prescribes the requirements for testing and validating such licenses, ratings, and authorizations.

2.1.2.2 LICENSES ISSUED

(a) The Authority may issue the following licenses under this Part—

(1) Pilot licenses-
   (i) Student pilot. [RESERVED];
   (ii) Private pilot;
   (iii) Commercial pilot; and
   (iv) Airline transport pilot.

(2) Flight instructor license. [RESERVED].

(3) Ground instructor license. [RESERVED].

(4) Flight engineer license. [RESERVED]

(5) Air traffic controller license.

(6) Senior parachute rigger license [RESERVED].

(7) Master parachute rigger license. [RESERVED].

(8) AMT license.

(9) ARS licenses.

(10) Flight operations officer license.

(11) Flight attendant (RESERVED).

2.1.2.3 RATINGS ISSUED

(a) The Authority may issue the following ratings for pilots—

(1) Category ratings in the following aircraft:
   (i) Airplane.
   (ii) Rotorcraft [RESERVED].
   (iii) Glider [RESERVED].
   (iv) Lighter-than-air [RESERVED].
   (v) Power lift. [RESERVED].

   Note: ICAO Annex 1, Section 2.1, uses the terms “airplane, helicopter, glider, and free balloon” as basic categories. The terms used above more accurately represents the diversity of aircraft in normal use today; and will be used in this Part.

(2) Class ratings in the following airplanes:
   (i) Single-engine, land.
   (ii) Single-engine, sea.
   (iii) Multi-engine, land.
   (iv) Multi-engine, sea.
(3) Class ratings in the following rotorcraft [RESERVED].
(4) Class ratings in the following lighter-than-air aircraft [RESERVED].
(5) Type ratings in the following aircraft:
   (i) Large aircraft, other than lighter-than-air.
   (ii) Small turbojet powered airplanes.
   (iii) Aircraft certified for at least two pilots.
   (iv) Any aircraft considered necessary by the Authority.
(6) Instrument ratings in the following aircraft:
   (i) Instrument—Airplane.
(b) The Authority may place the category, class, or type rating on a pilot license when
   issuing that license, provided the rating reflects the appropriate category, class, or type aircraft
   used to demonstrate skill and knowledge for its issuance.
(c) The Authority may issue the following ratings for flight engineers: [RESERVED]
(d) The Authority may issue a facility rating for air traffic controllers.
(e) The Authority may issue the following ratings for AMTs:
   (1) Airframe.
   (2) Powerplant.
   The Authority may issue the following ratings for ARSs:
   (1) Propellers.
   (2) Avionics.
   (3) Instrument.
   (4) Computer.
   (5) Accessories.
   (6) Experimental Aircraft Builder
(g) The Authority may issue the following type ratings for parachute riggers:
   (1) Seat.
   (2) Back.
   (3) Chest.
   (4) Lap.

2.1.2.4 AUTHORIZATIONS ISSUED

(a) The Authority may issue the following authorizations under this Part—
   (1) Category II pilot authorization.
   (2) Category III pilot authorization.
   (3) Special purpose pilot authorization.
   (4) Special purpose flight engineer authorization [RESERVED].
   (5) AMT Inspection Authorization.

21.2.5 DURATION OF LICENSES, RATINGS, AND AUTHORIZATIONS
(a) Except as shown in paragraphs (b), (c), and (d); the Authority issues all licenses without a specific expiration date.

(b) Student pilot license. [RESERVED].

(c) Flight instructor license. [RESERVED].

(d) Category II and III Pilot Authorization. A Category II or III pilot authorization expires at the end of the sixth calendar month after the month in which it was issued or renewed.

(e) Aviation Maintenance Technician License/Aviation Repair Specialist license. Except for an aviation repair specialist license, all licenses and ratings issued under this Subpart are effective until surrendered, suspended, or revoked. An aviation repair specialist license issued on the basis of employment is effective until the holder of that license is relieved from the duties for which the holder was employed and licensed. An aviation repair specialist license with a rating of experimental aircraft builder issued on the basis of being the primary builder of the aircraft is effective until the holder of that license is no longer the primary builder of the experimental aircraft specifically identified on the license.

(f) Inspection Authorization. Each Inspection Authorization expires on the last day of the 12th month after the date of issuance.

ICAANAnnex 1: 1.2.5.
14 CFR: 65.15, 61.19, 61.21, 65.92
JAR-FCL: 1.025

2.1.2.6 TEMPORARY LICENSE OR RATING

(a) The Authority may issue a temporary airman license or rating for up to 120 days, at which time the Authority will issue a permanent license to a person whom the Authority finds qualified under this Part.

(b) A temporary airman license or rating expires—
(1) On the expiration date shown on the license;
(2) Upon receipt of the permanent license; or
(3) Upon receipt of a notice that the license or rating sought is denied or revoked.

14 CFR: 61.17

2.1.2.7 GENERAL REQUIREMENTS: PERSONNEL LICENSES, RATINGS, AND AUTHORIZATIONS

(a) The Authority may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a license because of physical limitations, or for other reasons, a license, rating, or authorization with an appropriate limitation provided the—
(1) Applicant is able to meet all other certification requirements for the license, rating, or authorization sought;
(2) Physical limitation, if any, has been recorded with the Authority on the applicant's medical records; and
(3) Authority determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.

(b) The Authority may remove a limitation placed on a person's license provided that person
demonstrates to an examiner or inspector satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.

(c) No person may act as a required pilot of a civil aircraft of foreign registry within Federated States of Micronesia, unless that person's pilot license was issued under Part 2, or was issued or validated by the country in which the aircraft is registered.

(d) No person may act as a pilot, flight instructor, required flight crew member, or air traffic controller unless that person holds an appropriate and current medical certificate issued under this Part, or other documentation acceptable to the Authority.

Implementing Standard: See IS: 2.5.2.3 for persons exempt from holding a medical certificate.

(e) Flight instructor license. [RESERVED]

(f) No person may act as the PIC of an aircraft unless that person holds the appropriate category, class, and type rating (if a class rating and type rating is required) for the aircraft to be flown, except where the pilot is the sole occupant of the aircraft, or—

(1) is receiving training for the purpose of obtaining an additional pilot license or rating that is appropriate to that aircraft while under the supervision of an authorized instructor, or

(2) Has received training required by this Part that is appropriate to the aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and has received the required endorsements from an authorized instructor.

(g) A pilot may not act as PIC of an aircraft that is carrying another person, or is operated for compensation or hire, unless that pilot holds a category, class, and type rating (if a class and type rating is required) that applies to the aircraft.

Note: This subsection does not require a category and class rating for an aircraft not type certified as an airplane, rotocraft, glider, powered-lift, or lighter-than-air aircraft.

(h) Except as provided in paragraph (i) of this subsection, no person may act as PIC of a complex airplane, high-performance airplane, or a pressurized aircraft capable of flight above 25,000 feet MSL, or an aircraft that the Authority has determined requires aircraft type-specific training unless the person has—

(1) Received and logged ground and flight training from an authorized instructor in the applicable airplane type, or in an approved flight simulator or approved flight training device that is representative of that, and has been found proficient in the operation and systems of that airplane; and

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

(i) The training and endorsement required by paragraph (h) of this subsection is not required if the person has logged flight time as PIC of that type of aircraft, or in an approved flight simulator or approved flight training device that is representative of such an aircraft, prior to [the effective date of the rule].

(j) Additional training required for operating tail wheel airplanes. [RESERVED].
2.1.3 Validation of Foreign and Military Licenses and Ratings

2.1.3.1 PRIVATE PILOT LICENSE AND RATINGS ISSUED ON THE BASIS OF A FOREIGN PILOT LICENSE

(a) General. A person who holds a current pilot license issued by another Contracting State may apply for and be issued a private pilot license with the appropriate ratings, unless otherwise permitted in paragraph (f) of this subsection, without any further showing of proficiency if the applicant-

(1) Is not under an order of revocation or suspension by the country that issued the pilot license;
(2) Holds a license that does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that license;
(3) Does not currently hold a pilot license issued by the Authority;
(4) Holds a current medical certificate issued under Part 2 or a current medical certificate issued by the country that issued the applicant's pilot license; and
(5) Except as provided in 2.1.2.7, is able to read, speak, write, and understand the English language.

(b) Aircraft ratings issued. The Authority may place upon a pilot's license which it issues the aircraft ratings listed on that pilot's foreign pilot license.

(c) Instrument ratings issued. The Authority may issue an instrument rating on a pilot license to a person who holds an instrument rating on a license issued by another Contracting-State provided—

(1) Within 24 months preceding the month in which the person applies for the instrument rating, the applicant passes the appropriate knowledge test; and
(2) The applicant is able to read, speak, write, and understand the English language.

(d) Operating privileges and limitations. A person who receives a pilot license under the provisions of this subsection—

(1) May act as a pilot of a civil aircraft of Federated States of Micronesia registry in accordance with the private pilot privileges authorized by Part 2;
(2) Shall be limited to the privileges placed on the license by the Authority;
(3) Shall be subject to the limitations and restrictions on the person's license issued by the Authority and foreign pilot license when exercising the privileges of that pilot license in an aircraft of Federated States of Micronesia registry; and
(4) Shall not exercise the privileges of the pilot license issued by the Authority when the person's foreign pilot license has been revoked or suspended.

(e) Provision for issue of a license on the basis of a foreign license.

(1) An applicant may use only one foreign pilot license as a basis for obtaining a pilot license issued by the Authority.
(2) An applicant for a license under this subsection shall provide a foreign pilot license and medical certification in the English language or accompanied by an English
language transcription that has been signed by an official or representative of the foreign aviation authority that issued the foreign pilot license.

(3) The Authority will place upon a pilot license issued under this Subsection the pilot's foreign license number and country of issuance.

(f) The Authority may issue licenses other than a private license, or other ratings, or both, based on an arrangement with another authority.

2.1.3.2 MILITARY PILOTS OR FORMER MILITARY PILOTS: SPECIAL RULES

(a) Except for a rated military pilot or former rated military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated military pilot or former rated military pilot who meets the requirements of IS: 2.1.3.2 may apply, on the basis of his or her military training, for—

(1) A commercial pilot license;
(2) An aircraft rating in the category and class of aircraft for which that military pilot is qualified;
(3) An instrument rating with the appropriate aircraft rating for which that military pilot is qualified; and
(4) A type rating, if appropriate.

Implementing Standard: See IS: 2.1.3.2 for requirements concerning military pilots and former military pilots.

2.1.4 General Testing and Training Requirements

2.1.4.1 TESTS: GENERAL PROCEDURE

Tests prescribed by or under Part 2 are given at times and places, and by persons designated by the Authority.

2.1.4.2 KNOWLEDGE TEST: PREREQUISITES AND PASSING GRADES

(a) An applicant for a knowledge test shall have—

(1) Received an endorsement from an authorized instructor certifying that the applicant accomplished a ground-training or a home-study course required by Part 2 for the license 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 Part 2 for the license sought before the expiration date of the airman knowledge test report and
(iv) Actual residential address, if different from the applicant's mailing address.
(b) The Authority will specify the minimum passing grade for the knowledge test.

2.1.4.3 PRACTICAL TEST: PREREQUISITES

(a) To be eligible for a practical test, an applicant shall meet all applicable requirements for the license or rating sought.

Implementing Standard: See IS: 2.14.3 for the eligibility requirements of a practical test.

(b) If an applicant does not complete all increments of a practical test for a license or rating on one date, the applicant shall complete all remaining increments of the test not more than 60 calendar days after that date.

(c) If an applicant does not satisfactorily complete all increments of the practical test for a license or a rating within 60 calendar days after beginning the test, the applicant shall retake the entire practical test, including those increments satisfactorily completed.

2.1.4.4 PRACTICAL TESTS: GENERAL PROCEDURES

(a) Except as provided in paragraph (b) of this subsection, the Authority will determine an applicant's ability to hold a license or rating issued under this Subpart based upon the applicant's ability to safely perform the following during a practical test—

(1) Perform the tasks specified in the areas of operation for the license or rating sought within the prescribed standards;

(2) Demonstrate mastery of the aircraft with the successful outcome of each task—

(i) Never seriously in doubt for the private pilot and commercial pilot tests; and

(ii) Never in doubt for the airline transport pilot license and aircraft type rating tests;

(3) Demonstrate sound judgment; and

(4) Demonstrate single-pilot competence if the aircraft is type certified for single-pilot operations.

(b) If an applicant does not demonstrate proficiency without the aid of a SIC pilot, the Authority will place the limitation, "SIC Required" on the applicant's airman license. The applicant may remove the limitation by passing the appropriate practical test and by demonstrating single-pilot competency in that aircraft.

(c) If an applicant fails any area of operation, that applicant fails the practical test.

(d) An applicant is not eligible for a license or rating sought until all the areas of operation are passed.

(e) The examiner or the applicant may discontinue a practical test at any time—

(1) When the applicant fails one or more of the areas of operation; or

(2) Due to inclement weather conditions, aircraft airworthiness, or any other safety-of-flight concern.

(f) If a practical test is discontinued, the Authority may give the applicant credit for those areas of operation already passed, but only if the applicant—

(1) Passes the remainder of the practical test within the 60-day period after the date the practical test was begun;
(2) Presents to the examiner for the retest the original notice of disapproval form or the letter of discontinuance form, as appropriate;

(3) Satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required.

**2.1.4.5 PRACTICAL TESTS: REQUIRED AIRCRAFT AND EQUIPMENT**

Except when permitted to accomplish the entire flight increment of the practical test in an approved flight simulator or an approved flight training device, an applicant for a license or rating issued under Part 2 shall furnish an aircraft with the necessary equipment and controls.

*Implementing Standard: See IS 2.1.4.5 for required equipment and controls for practical tests.*

**2.1.4.6 RETESTING AFTER FAILURE**

(a) An applicant for a knowledge or practical test who fails that test may reapply for the test only after the applicant has received—

(1) The necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test; and

(2) An endorsement from an authorized instructor who gave the applicant the additional training.

**2.1.4.7 RECORDS OF TRAINING TIME**

(a) Each person shall document and record the following time in a manner acceptable to the Authority:

(1) Training and aeronautical experience used to meet the requirements for a license, rating, qualification, authorization, or flight review of Part 2.

(2) The aeronautical experience required to show recent flight experience requirements of these regulations.

*Implementing Standard: See IS 2.1.4.7 for flight time to be recorded.*

**2.1.4.8 FLIGHT TRAINING RECEIVED FROM FLIGHT INSTRUCTORS NOT LICENSED BY THE AUTHORITY**

(a) A person may credit flight training toward the requirements of a pilot license or rating if that person received the training from—

(1) A flight instructor of an Armed Force in a program for training military pilots of either-

(i) Federated States of Micronesia; or
(ii) Another Contracting State; or
(2) A flight instructor authorized to give such training by the licensing authority of a
Contracting State, provided that the flight training is given outside Federated States
of Micronesia.
(b) A flight instructor described in paragraph (a) of this subsection is authorized to give only
the endorsements to show training given.

14 CFR: 61.41

2.1.4.9 LIMITATIONS ON THE USE OF FLIGHT SIMULATORS AND FLIGHT TRAINING
DEVICES
(a) Except as specified in paragraphs (b) or (c) of this subsection, no airman may receive
credit for use of any flight simulator or flight training device for satisfying any training,
testing, or checking requirement of this part unless that flight simulator or flight training
device is approved by the Authority for—
(1) The training, testing, and checking for which it is used
(2) Each particular maneuver, procedure, or crewmember function performed; and
(3) The representation of the specific category and class of aircraft, type of aircraft,
particular variation within the type of aircraft, or set of aircraft for certain flight
training devices.
(b) The Authority will consider as a flight training device any de
vice used for flight training,
testing, or checking that the Authority has accepted or approved prior [date of adoption
of this rule], which any user can show to function as originally designed, provided it is
used for the same purposes for which it was originally accepted or approved and only to
the extent of such acceptance or approval.
(c) The Authority may approve a device other than a flight training simulator or flight
training device for specific purposes.

Implementing Standard: See IS: 2.1.4.9 for requirements on the use of approved simulators and
flight training devices.

ICAO Annex 1: 2.1.6
14 CFR: 61.1, 61.4
JAR-FCL: 1.240, 1.245 & App. 2

2.1.4.10 GRADUATES OF A TRAINING PROGRAM APPROVED UNDER OTHER PARTS:
SPECIAL RULES [RESERVED UNTIL PART 3 IS ADOPTED]

2.2 CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

2.2.1 Aircraft Ratings and Pilot Authorizations

2.2.1.1 GENERAL REQUIREMENT

To be eligible for an aircraft rating or authorization to a pilot license, an applicant shall
meet the appropriate requirements of this Section for the aircraft rating or
authorization sought.
2.2.1.2 INSTRUMENT RATING REQUIREMENTS

(a) An applicant for an instrument rating shall—
  (1) Hold a pilot license with an aircraft category and class rating for the instrument rating sought;
  (2) Receive a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required practical test;
  (3) Pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category; and
  (4) Pass the required practical test on the areas of operation in-
      (i) The aircraft category, class, and type, if applicable, appropriate to the rating sought; or
      (ii) A flight simulator or a flight training device appropriate to the rating sought and approved for the specific maneuver or procedure performed.

(b) Aeronautical knowledge. An applicant for an instrument rating shall have received and logged ground training from an authorized instructor on the areas of aeronautical knowledge that apply to the instrument rating.

(c) Flight proficiency. An applicant for an instrument rating shall receive and log training from an authorized instructor in an aircraft, or in an approved flight simulator or approved flight training device, in accordance with paragraph (e) of this subsection.

(d) Aeronautical experience. An applicant for an instrument rating shall have logged the required aeronautical experience shown in the implementing standard for this subsection.

(e) Use of approved flight simulators or approved flight training devices. If the instrument training was provided by an authorized instructor in an approved flight simulator or an approved flight training device, an applicant may perform—
  (1) A maximum of 30 hours in that flight simulator or flight training device if the training was accomplished in accordance with a training program approved by the Authority; or
  (2) A maximum of 20 hours in that flight simulator or flight training device if the training was not accomplished in accordance with a training program approved by the Authority.

Implementing Standard: See IS: 2.2.1.2 for additional requirements pertaining to the knowledge test, practical test, aeronautical experience, and aeronautical knowledge areas that apply to the instrument rating.

2.2.1.3 CATEGORY RATING

(a) A pilot seeking a category rating—
  (1) Shall have received the required training and possess the aeronautical experience prescribed by this part for the aircraft category and, if applicable, class and type rating sought;
  (2) Shall have an endorsement in his or her logbook or training record from an authorized instructor that the applicant has been found competent in the following areas, as appropriate to the pilot license for the aircraft category and, if applicable, class and type rating sought-
      (i) Aeronautical knowledge areas.
Areas of operation.

(3) Shall pass the practical test applicable to the pilot license for the aircraft category and, if applicable, class and type rating sought; and

(4) Need not take an additional knowledge test, provided the applicant holds an airplane rating at that pilot license level.

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### 2.2.1.4 CLASS RATING

(a) A pilot seeking an additional class rating—

1. Shall have an endorsement in his or her logbook or training record from an authorized instructor that the applicant has been found competent in the following areas, as appropriate to the pilot license and - for the aircraft class rating sought:
   
   - Aeronautical knowledge areas.
   - Areas of operation.

2. Shall pass the practical test applicable to the pilot license for the aircraft class rating sought;

3. Need not meet the training time requirements prescribed by this Part for the aircraft class rating sought; and

4. Need not take an additional knowledge test; provided the applicant holds an airplane rating at that pilot license level.

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### 2.2.1.5 TYPE RATING

(a) To act as a PIC of any of the following aircraft, a pilot shall hold a type rating for that aircraft:

1. Large aircraft (except lighter-than-air).

2. Turbojet or turbofan powered airplanes.

3. Other aircraft specified by the Authority through aircraft type certificate procedures.

(b) Except as specified in paragraph (b)(6); a pilot seeking an aircraft type rating to be added on a pilot license, or the addition of an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating—

1. Shall hold or concurrently obtain an instrument rating that is appropriate to the aircraft category; class, or type rating sought;

2. Shall have an endorsement in his or her logbook or training record from an authorized instructor that the applicant has been found competent in the following areas, as appropriate to the pilot license for the aircraft category, class and type rating sought-
   
   - Aeronautical knowledge areas;
   - Areas of operation;

3. Shall pass the practical test applicable to the pilot license for the aircraft category, class, and type rating sought;

4. Except as provided for in paragraphs (e) and (f), shall perform the practical test under instrument flight rules;

5. Need not take an additional knowledge test, provided the applicant holds an airplane rating on their pilot license; and
(6) In the case of a pilot employee of an AOC holder, shall have-
   (i) Met the appropriate requirements of paragraphs (b)(1), (4) and (5) for the aircraft type rating sought; and
   (ii) Received an endorsement in his or her flight training record from the certificate holder certifying that the applicant has completed the certificate holder's approved ground and flight training program appropriate to the aircraft type rating sought.

(c) An applicant for a type rating who provides an aircraft not capable of the instrument maneuvers and procedures required by the appropriate requirements contained in 2.2.1.2 for the practical test may—
   (1) Obtain a type rating limited to "VFR only"; and
   (2) Remove the "VFR only" limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of these regulations.

(d) The Authority may issue to an applicant for a type rating a license with the limitation "VFR only" for each aircraft type not equipped for the applicant to show instrument proficiency.

(e) An applicant for a type rating in a multiengine, single-pilot station airplane may meet the requirements of paragraph (b) in a multi-seat version of that multiengine airplane.

(f) An applicant for a type rating in a single-engine, single-pilot station airplane may meet the requirements of paragraph (b) in a multi-seat version of that single-engine airplane:

(g) Unless the Authority requires certain or all tasks to be performed, the examiner who conducts the practical test may waive any of the tasks for which the Authority approves waiver authority.

ICAO Annex 1:2.1.4 & 2.1.5
14 CFR 61.63
JAR-FCL: Subpart F

2.2.1.6 CATEGORY II AND III PILOT AUTHORIZATION REQUIREMENTS

(a) General. An applicant for a Category II or Category III pilot authorization shall—
   (1) Hold a pilot license with an instrument rating or an airline transport pilot license;
   (2) Hold a category and class rating, and type rating, if applicable, for the aircraft for which the authorization is sought; and
   (3) Complete the practical test requirements.

(b) Experience requirements. An applicant for a Category II or Category III pilot authorization shall have at least—
   (1) 50 hours of night flight time as PIC.
   (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 an approved flight simulator or an approved flight training device; or
      (ii) 40 hours of simulated instrument-flight time if accomplished in an approved course conducted by an appropriately rated and certified ATO.
   (3) 250 hours of cross-country flight time as PIC.

(c) Upon passing a practical test for a Category II or III pilot authorization, a pilot may renew that authorization for each type of aircraft for which the pilot holds authorization.
(d) The Authority may not renew a Category II or Category III pilot authorization for a specific type aircraft for which an authorization is held beyond 12 calendar months from the month the applicant satisfactorily passed a practical test in that type aircraft.

(e) If the holder of a Category II or Category III pilot authorization passes the practical test for a renewal in the month before the authorization expires, the Authority will consider that the holder passed it during the month the authorization expired.

Implementing Standard: See IS: 2.2.1.6 for additional requirements concerning Category and III pilot authorizations.

14 CFR: 61.67, 61.68

2.2.1.7 SPECIAL PURPOSE PILOT AUTHORIZATION: OPERATION OF CIVIL AIRCRAFT REGISTERED BY THE AUTHORITY LEASED BY A PERSON WHO IS NOT A CITIZEN OF FEDERATED STATES OF MICRONESIA

(a) General. The Authority may issue to the holder of a foreign pilot license issued by another Contracting State a special purpose pilot authorization, after the applicant meets the requirements for—

(1) Performing pilot duties on a civil aircraft of Federated States of Micronesia registry that is leased to a person who is not a citizen of Federated States of Micronesia; and

(2) Use of that aircraft in commercial air transportation.

Implementing Standard: See IS: 2.2.1.7 for eligibility requirements, privileges, and limitations associated with special purpose pilot authorizations.

ICAO Doc. 9379
14 CFR: 61.77
JAR-FCL:1.015

2.2.2 Student Pilots [RESERVED]

2.2.3 Private Pilots

2.2.3.1 APPLICABILITY

This subsection prescribes the requirements for the issuance of private pilot licenses and ratings, and the conditions under which those licenses and ratings are necessary.

ICAO Doc. 9379 -AN/916, Appendix E, Chapter 2

2.2.3.2 ELIGIBILITY REQUIREMENTS: GENERAL

(a) To be eligible for a private pilot license, a person shall—

(1) Be at least 17 years of age for a rating in other than a glider or balloon.

(2) Be at least 16 years of age for a rating in a glider or balloon.

(3) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.

(4) Receive a logbook endorsement for the knowledge test from an authorized instructor who—

(i) Conducted the training or reviewed the person's home study on the aeronautical knowledge areas listed in 2.2.33 that apply to the aircraft rating sought; and
(ii) Certified that the person is prepared for the required knowledge test.
(5) Pass the required knowledge test on the aeronautical knowledge areas listed in 2.2.3.3.
(6) Receive flight training and a logbook endorsement from an authorized instructor who--
   (i) Conducted the training in the areas of operation listed in 2.2.3.4(a) that apply to the aircraft rating sought; and
   (ii) Certified that the person is prepared for the required practical test.
(7) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft rating sought before applying for the practical test.
(8) Pass a practical test on the areas of operation listed in 2.2.3.4(a) that apply to the aircraft rating sought.
(9) Comply with the appropriate sections of Subpart 2.2 that apply to the aircraft category and class rating sought.

**2.2.3.3 AERONAUTICAL KNOWLEDGE**

An applicant for a private pilot license shall receive and log ground training from an authorized instructor on the aeronautical knowledge areas shown in IS: 2.2.3.3.

*Implementing Standard: See IS: 2.2.3.3 for list of aeronautical knowledge areas required for a private pilot license.*

**2.2.3.4 FLIGHT PROFICIENCY**

(a) An applicant for a private pilot license shall receive and log ground and flight training from an authorized instructor on the following areas of operation—

(1) For all categories and class ratings, as applicable—
   (i) Preflight preparation;
   (ii) Preflight procedures;
   (iii) Airport and seaplane base operations;
   (iv) Takeoffs, landings, and go-arounds;
   (v) Performance maneuvers;
   (vi) Ground reference maneuvers;
   (vii) Navigation;
   (viii) Slow flight and stalls;
   (ix) Basic instrument maneuvers;
   (x) Emergency operations;
   (xi) Night operations; and
2.2.3.5 AERONAUTICAL EXPERIENCE

(a) An applicant for a private pilot license with an airplane category rating shall receive and log one of the following minimum flight training times—

(1) At least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor, and

(2) 10 hours of solo flight training in the areas of operation listed in 2.2.3A,

Implementing Standard: See IS 2.2.3.5 for minimum aeronautical training requirement.

(b) Except when fewer hours are approved by the Authority, an applicant who has satisfactorily completed a private pilot course conducted by a certified ATO need to have only a total of 35 hours of aeronautical experience.

(c) An applicant for a private pilot license may credit one of the following in an approved flight simulator or an approved flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought—

(1) A maximum of 2.5 hours of training, if received from an authorized instructor other than an ATO; or

(2) A maximum of 5 hours of training if the training is accomplished in a course conducted by a certified ATO.

ICAO Doc. 9379 -AN/916,
Appendix E, Chapter 2, Para. 2.1.2
14 CFR: 61.109
JAR-FCL 1.120

2.2.3.6 CROSS-COUNTRY FLIGHTS: PILOTS BASED ON SMALL ISLANDS

(a) Except as provided in paragraph (b) of this subsection, an applicant located on an island from which the cross-country flight training required in 2.2.2.6 cannot be accomplished without flying over water for more than 10 nautical miles from the nearest shoreline need not comply with the requirements of that section.

(b) If other airports that permit civil operations are available to which a flight may be made without flying over water for more than 10 nautical miles from the nearest shoreline, the applicant shall show completion of two round-trip solo flights between those two airports that are farthest apart, including a landing at each airport on both flights.

(c) The Authority shall issue to an applicant who complies with paragraph (a) or paragraph (b) of this subsection, and meets all requirements for the issuance of a private pilot license, except the cross-country training requirements of 2.2.2.6 of this Subpart, a pilot license with an endorsement containing the following limitation, "Passenger carrying prohibited on flights more than 10 nautical miles from (the appropriate island)." The Authority may subsequently amend the limitation to include another island if the applicant complies with the requirements of paragraph (a) or paragraph (b) of this subsection for another island.

(d) Upon meeting the cross-country training requirements of 2.2.6, an applicant may have the limitation in paragraph (c) of this subsection removed.
2.2.3.7 PRIVATE PILOT PRIVILEGES AND LIMITATIONS: REQUIRED CREWMEMBER

(a) Except as provided in paragraphs (b) through (f) of this subsection, a private pilot may not act as a required crewmember of an aircraft —
   (1) Carrying passengers or property for compensation or hire; or
   (2) Operated for compensation or hire.

(b) A private pilot may, for compensation or hire, act as a required crewmember of an aircraft in connection with any business or employment if—
   (1) The flight is only incidental to that business or employment; and
   (2) The aircraft does not carry passengers or property for compensation or hire.

(c) A private pilot may act as a required crewmember of an aircraft used in a passenger-carrying airlift sponsored by a charitable organization described in paragraph (c)(7) of this subsection, and for which the passengers make a donation to the organization, when the following: requirements are met—
   (1) The sponsor of the airlift notifies the office of the Authority with jurisdiction over the area concerned at least 7 days before the event and furnishes—
      (i) A signed letter from the sponsor that shows the name of the sponsor, the purpose of the charitable event, the date and time of the event, and the location of the event; and
      (ii) A photocopy of each required crewmember’s pilot license, medical certificate, and logbook entries that show the pilot is current and has logged at least 200 hours of flight time;
   (2) The flight is conducted from a public airport that is adequate for the aircraft to be used, or from another airport that has been approved by the Authority for the operation;
   (3) No aerobatic or formation flights are conducted;
   (4) Each aircraft used for the charitable event holds a standard airworthiness certificate;
   (5) Each aircraft used for the charitable event is airworthy and complies with the applicable requirements of Part 8;
   (6) Each flight for the charitable event is made during day VFR conditions; and
   (7) The charitable organization is an organization identified as such by the appropriate authority of the government.

(d) A private pilot may be reimbursed for aircraft operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, airport expenditures, or rental fees, and the operation is sanctioned and under the direction and control of—
   (1) A local, State, or National agency; or
   (2) An organization that conducts search and location operations,

(e) A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

(f) A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.

(g) Except as provided in paragraphs (b) through (f) of this subsection, no private pilot may, for compensation or hire, act as SIC of an aircraft that is type certified for more than one pilot.
2.2.4 Commercial Pilots

2.2.4.1 APPLICABILITY
This subsection prescribes the requirements for the issuance of commercial pilot licenses and ratings, and the conditions under which those licenses and ratings are necessary.

2.2.4.2 ELIGIBILITY REQUIREMENTS: GENERAL
(a) To be eligible for a commercial pilot license, a person shall—
   (1) Be at least 18 years of age;
   (2) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.
   (3) Receive a logbook endorsement from an authorized instructor who—
      (i) Conducted the required ground training or reviewed the person's home study on the aeronautical knowledge areas listed in IS: 2.2.4.3 that apply to the aircraft category and class rating sought; and
      (ii) Certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.
   (4) Pass the required knowledge test on the aeronautical knowledge areas listed in IS: 2.2.4.3;
   (5) Receive the required training and a logbook endorsement from an authorized instructor who—
      (i) Conducted the training on the areas of operation listed in IS: 2.2.4.3 that apply to the aircraft category and class rating sought; and
      (ii) Certified that the person is prepared for the required practical test.
   (6) Meet the aeronautical experience requirements of this Subpart that apply to the aircraft category and class rating sought before applying for the practical test;
   (7) Pass the required practical test on the areas of operation listed in IS: 2.2.4.4 that apply to the aircraft category and class rating sought;
   (8) Hold a private pilot license issued under this Subpart or meet the requirements of 2.1.3.2 pertaining to military licenses; and
   (9) Comply with all sections of this Subpart that apply to the aircraft category and class rating sought.

2.2.4.3 COMMERCIAL PILOT: AERONAUTICAL KNOWLEDGE REQUIREMENTS
An applicant for a commercial pilot license shall receive and log ground training from an authorized instructor, or complete a home-study course on the required aeronautical knowledge areas shown in IS: 2.2.4.3.
Implementing Standard: See IS: 2.2.4.3 for specific aeronautical knowledge area requirements.
2.2.4.4 COMMERCIAL PILOT: FLIGHT PROFICIENCY REQUIREMENTS

An applicant for a commercial pilot license shall receive and log ground and flight training from an authorized instructor on the areas of operation of this subsection that apply to the aircraft category and class rating sought.

Implementing Standard: See IS: 2.2.4.4 for detailed requirements concerning training for aircraft category and class ratings sought.

14 CFR: 61.127
ICAO Annex 2.4.1.4
JAR-FCL: 1.155

2.2.4.5 COMMERCIAL PILOT: AERONAUTICAL EXPERIENCE

(a) An applicant for a commercial pilot license shall obtain the required 250 flight hours of aeronautical experience set forth in IS: 2.2.4.5—

(1) Except when fewer hours are approved by the Authority, an applicant who has satisfactorily completed a commercial pilot course conducted by a certified ATO need have only the following total aeronautical experience to meet the aeronautical experience requirements of this subsection:
   (i) 190 hours for an airplane.
   (ii) 150 hours for a helicopter rating. [RESERVED]

(b) An applicant for a commercial pilot license may credit one of the maximum times for training in an approved flight simulator or approved flight training device representing the applicable category, class, and type of aircraft appropriate to the rating sought—
   (i) 50 hours for an airplane;
   (ii) 100 hours for an airplane rating in a course conducted by a certified ATO.

Implementing Standard: See IS: 2.2.4.5 for specific required aeronautical experience.

Note: ICAO Annex 1: 14.1.3 requires only 200 flight hours for the commercial pilot's rating, FAA experience has shown the advantage of 250 flight hours as required in 14 CFR: 61.129.

14 CFR: 61.129
ICAO Annex 1: 2.4.15
JAR-FCL: 1.155

2.2.4.6 COMMERCIAL PILOT PRIVILEGES AND LIMITATIONS

(a) Privileges.

(1) General. A commercial pilot license may act as PIC of an aircraft for compensation or hire, including the carriage of persons or property for compensation or hire, provided the pilot is qualified in accordance with the applicable parts of these regulations.

(2) [RESERVED].

(b) Limitations.

(1) The Authority shall issue to an applicant for a commercial pilot license with an airplane category or powered-lift category rating who does not hold an instrument rating in the same category and class a commercial pilot license that contains the limitation, "The carriage of passengers for hire in (airplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited."

(2) A pilot may remove the limitation specified in paragraph (b)(1) by satisfactorily
accomplishing the requirements listed in 2.2.1.2 for an instrument rating in the same category and class of aircraft that has the limitation.

(3) [RESERVED].
(4) [RESERVED].

2.2.5 Airline Transport Pilots

2.2.5.1 APPLICABILITY

This Subpart prescribes the requirements for the issuance of airline transport pilot licenses and ratings, and the conditions under which those licenses and ratings are necessary.

ICAO Doc. 9319 - AN/916, Appendix E, Chapter 2, Para. 1

2.2.5.2 ELIGIBILITY REQUIREMENTS: GENERAL

(a) To be eligible for an airline transport pilot license, a person shall—
   (1) Be at least 21 years of age;
   (2) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language.
   (3) Meet at least one of the following requirements-
      (i) Hold a valid and current commercial pilot license and an instrument rating;
      (ii) Meet the military experience requirements under 2.1.3.2 to qualify for a commercial pilot license, and an instrument rating if the person is a rated military pilot or former rated military pilot of an Armed Force; or
      (iii) Hold either a foreign airline transport pilot or foreign commercial pilot license and an instrument rating issued by another Contracting State.
   (4) Meet the aeronautical applicable experience requirements of this Subpart before applying for the practical test;
   (5) Pass a knowledge test on the applicable aeronautical knowledge areas of IS 2.2.5.3 that apply to the aircraft category and class rating sought;
   (6) Pass the practical test on the applicable areas of operation listed in 2.2.5.4 that apply to the aircraft category and class rating sought.

ICAO Annex 1: 2.5.1, 2.5.1.2
ICAO Doc. 9379 - AN/916, Appendix E, Chapter 2, Para. 2.1

2.2.5.3 AERONAUTICAL KNOWLEDGE

(a) General. The Authority will administer a knowledge test for an airline transport pilot license based on the aeronautical knowledge areas appropriate to the aircraft category and class rating sought.
(b) An applicant for an air transport license shall receive and log ground training from an
authorized instructor, or complete a home-study course on the required aeronautical knowledge areas shown in IS: 2.2.5.3.

Implementing Standard: See IS: 2.2.5.3 for a list of required aeronautical knowledge areas.

ICAO Annex 1: 2.5.1, 2.5.1.2
ICAO Doc. 9379-AN/916, Appendix E, Chapter Para. 2.1.1
14 CFR: 61.155
JAR-FCL: 1.285

2.2.5.4  FLIGHT PROFICIENCY

An applicant for an airline transport pilot license shall receive and log ground and flight training from an authorized instructor on the areas of operation of this subsection that apply to the aircraft category and class rating sought.

Implementing Standard: See IS: 2.2.5.4 for detailed requirements concerning training for aircraft category and class ratings sought.

ICAO Annex 1: 2.5.1.5
14 CFR: 61.157
JAR-FCL: 1.285

2.2.5.5  AERONAUTICAL EXPERIENCE: AIRPLANE CATEGORY RATING

(a) Except as provided in paragraphs (b), (c), and (d) of this subsection, an applicant for an airline transport pilot license with an airplane category and class rating shall have at least 1,500 hours of total time as a pilot that includes at least—
   (1) 500 hours of cross-country flight time;
   (2) 100 hours of night flight time;
   (3) 75 hours of instrument flight time, in actual or simulated instrument conditions—
   (4) Not more than one of the following in an approved flight simulator or approved flight training device representing an airplane—
      (i) 25 hours of simulated instrument time.
      (ii) 50 hours of simulated instrument time if the training was accomplished in a course conducted by a certified ATO;
   (5) 100 hours of aeronautical experience requirements in an approved course conducted by a certified ATO; and
   (6) 250 hours of flight time in an airplane as a PIC, or as SIC performing the duties and functions of a PIC while under the supervision of a PIC or any combination thereof, which includes at least—
      (i) 100 hours of cross-country flight time and
      (ii) 25 hours of night flight time.

(b) A pilot who has performed at least 20 night takeoffs and landings to a full stop may substitute each additional night takeoff and landing to a full stop for 1 hour of night flight time to satisfy the requirements of paragraph(a)(2) of this subsection, not to exceed 25 hours of night flight time.
(c) A commercial pilot applicant may credit the following SIC flight time or flight-engineer flight time toward the 1,500 hours of total time as a pilot required by paragraph (a) of this subsection—

(1) SIC time acquired in an airplane-
   (i) Required to have more than one pilot by the airplane's flight manual or type certificate; or
   (ii) Engaged in operations under Part 9 for which a SIC is required.

(2) Flight-engineer time acquired-
   (i) In an airplane required to have a flight engineer by the airplane's flight manual or type certificate;
   (ii) While engaged in operations under Part 9 for which a flight engineer is required;
   (iii) While the pilot is participating in a pilot training program approved under Part 9; and
   (iv) That does not exceed 1 hour for each 3 hours of flight engineer flight time for a total credited time of no more than 500 hours.

Note: 14 CFR: and JAR requirements for total flight time equal the ICAO requirement for 1,500 flight hours, however, the required flight time, as broken down in this section, meets FM standards.

ICAO Annex 1: 2.5.1.3
ICAO Doc. 9379 - AN1916, Appendix E, Chapter 2, Para. 2.1.2
14 CFR: 61.159
JAR-FCL: 1.280

2.2.5.6 AERONAUTICAL EXPERIENCE: ROTORCRAFT CATEGORY AND HELICOPTER CLASS RATING [RESERVED]

2.2.5.7 ADDITIONAL AIRCRAFT CATEGORY, CLASS, AND TYPE RATINGS

(a) An applicant for an airline transport license with a category rating who holds an airline transport pilot license with another aircraft category rating shall—
   (1) Meet the applicable eligibility requirements;
   (2) Pass a knowledge test on the applicable aeronautical knowledge areas;
   (3) Meet the applicable aeronautical experience requirements; and
   (4) Pass the practical test on the areas of operation.

(b) Aircraft type rating. An applicant for an aircraft type rating to an airline transport pilot license is not required to pass a knowledge test if that pilot's airline transport pilot license lists the aircraft category and class rating that is appropriate to the type rating sought.

14 CFR: 61.165

2.2.5.8 AIRLINE TRANSPORT PILOT PRIVILEGES

(a) The Authority extends to the holder of an airline transport pilot license the same privileges as those extended to a holder of a commercial pilot license with an instrument rating and the privilege to act as PIC and SIC in aircraft in commercial air transportation.

(b) An airline transport pilot may instruct—
(1) Other pilots in air transportation service in aircraft of the category, class, and type, as applicable for which the airline transport pilot is rated, and in simulation of those aircraft, and endorse the logbook or other training record of the person to whom training has been given;

(2) Only as provided in this subsection, unless the airline transport pilot also holds a flight instructor license, in which case the holder may exercise the instructor privileges of Part 2 for which he or she is rated.

(c) Excluding briefings and debriefings, an airline transport pilot may not instruct in aircraft, approved flight simulators, and approved flight training devices under this subsection—

(1) For more than 8 hours in any 24-consecutive-hour period; or

(2) For more than 36 hours in any 7-consecutive-day period.

(d) An airline transport pilot may not instruct in Category II or Category III operations unless he or she has been trained and successfully tested under Category II or Category III operations, as applicable.

2.2.6 Flight- Instructors [RESERVED]

2.2.7 Ground Instructors [RESERVED]

2.3 CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS [RESERVED]

2.4 LICENSING: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

2.4.1 General

2.4.1.1 APPLICABILITY

(a) Subpart 2.4 prescribes the requirements for issuing the following licenses, ratings, and inspection authorizations for—

(1) Air traffic controllers;
(2) ATC facility rating;
(3) Flight operations officers;
(4) Aviation maintenance technicians;
(5) Aviation repair specialist; and
(6) Parachute riggers

2.4.2 Air Traffic Controllers

2.4.2.1 APPLICABILITY

This Subpart prescribes the requirements for issuance of air traffic controller licenses
and ratings, and the conditions under which those licenses and ratings are necessary.

2.4.2.2 REQUIRED LICENSES, AND RATING OR QUALIFICATION

(a) No person may act as an air traffic controller of civil aircraft unless he or she --
   (1) Holds an air traffic controller license issued to him under this Subpart
   (2) Holds a facility rating for the appropriate control facility issued under this Subpart
       has qualified for the operating position and acts under the supervision of the holder
       of a facility rating for that control facility.

   ICAO Annex 1:4.4.1.1
   14 CFR: 65.31

2.4.2.3 ELIGIBILITY REQUIREMENTS: GENERAL

(a) To be eligible for an air traffic controller license a person shall —
   (1) Be at least 18 years of age;
   (2) Except as provided in 2.1.2.7, be able to read, write, and understand the English
       language and speak it without accent or impediment of speech that would interfere
       with two-way radio conversation; and
   (3) Comply with 2.4.2.4.

   ICAO Annex 1: 4.3.1.1
   14 CFR: 65.33

2.4.2.4 KNOWLEDGE REQUIREMENTS

(a) Each applicant for an air traffic controller license shall pass a knowledge test on—
   (1) The flight rules in Part 8;
   (2) Airport traffic control procedures;
   (3) En route traffic control procedures;
   (4) Communications operating procedures;
   (5) Flight assistance service;
   (6) Air navigation, and aids to air navigation; and
   (7) Aviation weather.

   ICAO Annex 1: 4.3.1.1
   14 CFR: 65.35

2.4.2.5 SKILL REQUIREMENTS: OPERATING POSITIONS

(a) No person may act as an air traffic controller at any operating position unless he or she
    has passed a practical test on—
    (1) Air traffic facility equipment and its use;
    (2) Weather reporting procedures and use of reports; and
    (3) Each of the following procedures that is applicable to that operating position:
        (i) The airport, including rules, equipment, runways, taxiways, and obstructions.
        (ii) The terrain features, visual checkpoints, and obstructions within the lateral
boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for the airport.

(iii) Traffic patterns and associated procedures for use of preferential runways and noise abatement.

(iv) Operational agreements.

(v) The centre, alternate airports, and those airways, routes, reporting points, and air navigation aids used for terminal air traffic control.

(vi) Search and rescue procedures.

(vii) Terminal air traffic control procedures and phraseology.

(viii) Holding procedures, prescribed instrument approach, and departure procedures

(ix) Radar alignment and technical operation.

(x) The application of the prescribed radar and non-radar separation standard, as appropriate.

ICAO Annex 1:4.4.2.1
14 CFR: 65.37

2.4.2.6   PRACTICAL EXPERIENCE REQUIREMENTS: FACILITY RATING

(a) Each applicant for a facility rating at any air traffic control facility shall have satisfactorily served:

(1) As an air traffic controller at that control facility without a facility rating for at least 6 months; or

(2) As an air traffic controller with a facility rating at a different control facility for at least 6 months before the date he or she applies for the rating.

(b) An applicant who is a member of an armed force of Federated States of Micronesia meets the requirements of this paragraph if he or she has satisfactorily served as air traffic controller for at least 6 months.

ICAO Annex 1:4.4.2.2
2.4.2.7 SKILL REQUIREMENTS: FACILITY RATINGS
Each applicant for a facility rating at an air traffic control facility shall have passed a practical test on each item listed in 2.4.2.5 that is applicable to each operating position at the control facility at which the rating is sought.

ICAO Annex 1: 4.4.2.2
14 CFR: 65.41

2.4.2.8 PRIVILEGES AND LIMITATIONS
(a) An air traffic controller:
   (1) May control traffic at any operating position at the control facility at which he or she holds a facility rating.
   (2) May not issue an air traffic clearance for IFR flight without authorization from the appropriate facility exercising IFR control at that location.
   (3) May act at each operating position for which he or she has qualified but does not hold a facility rating only under the supervision of a controller holding a facility rating for that central facility.
   (4) May not act at any operating position at a control facility for which he or she does not hold a facility rating, unless there is readily available at that control facility a current record of the operating positions at which the controller has qualified.

ICAO Annex 1: 4.4.3.1
14 CFR: 65.45

2.4.2.9 MAXIMUM HOURS
(a) Except in an emergency, a licensed air traffic controller shall refrain from performing any duties for at least 24 consecutive hours at least once during each 7 consecutive days.

(b) A controller may not serve or be required to serve-
   (i) For more than 10 consecutive hours; or
   (ii) For more than 10 hours during a period of 24 consecutive hours, unless he or she has had a rest period of at least 8 hours at or before the end of the 10 hours of duty.

14 CFR: 65.47

2.4.2.10 CURRENCY REQUIREMENTS
(a) The holder of an air traffic controller license may not perform any duties under that license unless he or she—
   (1) Has served for at least three of the preceding 6 months as an air traffic controller at the control facility to which his or her facility rating applies, or at the operating positions for which he or she has qualified; or
   (2) Has shown that he or she meets the requirements for the license and facility rating at the control facility concerned, or for operating at positions for which he or she has previously qualified.

14 CFR: 65.50

2.4.3 Flight Operations Officers
2.4.3.1 APPLICABILITY
This Subpart prescribes the requirements for issuance of a flight operations officer license.

2.4.3.2 ELIGIBILITY REQUIREMENTS: GENERAL
(a) An applicant for an aircraft flight operations officer license shall—
   (1) Be at least 21 years of age;
   (2) Except as provided in 2.1.2.7, be able to read, speak, write, and understand the English language; and
   (3) Comply with 2.4.3.3, 2.4.3.4, and 2.4.3.5.

ICAO Annex 1: 4.5.1.1
2.4.3.3 KNOWLEDGE REQUIREMENTS

(a) An applicant for an aircraft flight operations officer license shall pass a knowledge test.
(b) The Authority will accept evidence of satisfactory completion of a knowledge test for 24 months after the date the test for eligibility to take the practical test.

2.4.3.4 EXPERIENCE OR TRAINING REQUIREMENTS

(a) An applicant for an aircraft flight operations officer license shall present documentary evidence satisfactory to the Authority that the applicant has the experience or training as follows:

(1) A total of at least 2 out of the last 3 years before the date of application, in any one or in any combination of the following areas:
   (i) In military operations as a—
      (A) Pilot;
      (B) Flight navigator; or
      (C) Meteorologist.
   (ii) In air commerce operations as—
      (A) An assistant in dispatching air carrier aircraft, under the direct supervision of a flight operations officer licensed under this subsection;
      (B) A pilot;
      (C) A flight engineer; or
      (D) A meteorologist.
   (iii) In other aircraft operations as—
      (A) An Air Traffic Controller;
      (B) A Flight Service Specialist; or
      (iv) Another duty that the Authority's flight operations officer licensing representative finds to provide equivalent experience.

(2) Within 90 days before the date of application, the applicant shall have successfully completed a course of instruction approved by the Authority.

2.4.3.5 SKILL REQUIREMENTS

An applicant for an aircraft flight operations officer license shall pass a practical test given by the Authority.

2.4.4 Aviation Maintenance Technicians

Note: The term ‘Aviation Maintenance Technician’ is used in this section, but under ICAO Annex 1.4.2, the terms "Aviation Maintenance Engineer and 'Aviation Maintenance Mechanic" are accepted with equal validity. In addition, these Model Regulations use the term "Licensed Mechanic" where the maintenance function is performed by individuals not working for an Approved Maintenance Organization (AMO).

2.4.4.1 APPLICABILITY

This Subpart prescribes the requirements for issuance of an AMT license and associated ratings.

2.4.4.2 ELIGIBILITY REQUIREMENTS: GENERAL

(a) An applicant for an AMT license and any associated rating shall—
   (1) Be at least 18 years of age;
(2) Except as provided in 2.1.2.7, demonstrate the ability to read, write, speak, and understand the [English] language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
(3) Comply with the knowledge, experience, and competency requirements prescribed for the rating sought; and
(4) Pass all of the prescribed tests for the rating sought, within a period of 24 months.

(b) A licensed AMT who applies for an additional rating must meet the requirements of 2.4.4.5 and, within a period of 24 months, pass the tests prescribed by 2.4.4.4 and 2.4.4.6 for the additional rating sought.

ICAO Annex 1: 4.2.1.1
14 CFR: 65.71

2.4.4.3 RATINGS
(a) The following ratings are issued under this subpart:
(1) Airframe.
(2) Powerplant.

2.4.4.4 AIRCRAFT RATING: KNOWLEDGE REQUIREMENTS
(a) Each applicant for an AMT license or rating shall, after meeting the applicable experience requirements of 2.4.4.5, pass the applicable knowledge tests covering the construction and maintenance of aircraft appropriate to the rating sought, the regulations in this Subpart, and the applicable provisions in Part 5. The basic principles covering the installation and maintenance of propellers are included in the powerplant test.
(b) The applicant shall pass each section of the test before applying for the oral and practical tests prescribed by 2.4.4.6

ICAO Annex 1: 4.2.1.2
14 CFR: 65.73

2.4.4.5 EXPERIENCE REQUIREMENTS
(a) Each applicant for an AMT license or rating shall present—
(1) An appropriate graduation certificate or a certificate of completion from an ATO; or
(2) Documentary evidence, acceptable to the Authority, of
   (i) At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or power plants appropriate to the rating sought; or,
   (ii) At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

ICAO Annex 1: 4.2.1.3
14 CFR: 65.77

2.4.4.6 SKILL REQUIREMENTS
Each applicant for an AMT license or rating must pass an oral and a practical test on the rating he seeks. The tests cover the applicant’s basic skill in performing practical projects on the subjects covered by the written test for that rating. An applicant for a powerplant rating must show his ability to make satisfactory minor repairs to, and minor alterations of, propeller.

ICAO Annex 1: 4.2.1.5
14 CFR: 65.79

2.4.4.7 PRIVILEGES AND LIMITATIONS
(a) Except as specified in paragraph (d) of this subsection, a licensed AMT may perform or supervise the maintenance, preventive maintenance, or modification of, or after inspection, approve for return to service, any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, for which he or she is rated, provided the licensed AMT has—
(1) Satisfactorily performed the work at an earlier date;
(2) Demonstrated the ability to perform the work to the satisfaction of the Authority;
(3) Received training acceptable to the Authority on the tasks to be performed; or
(4) Performed the work while working under the direct supervision of a licensed AMT or a
licensed aviation repair specialist (ARS) who is appropriately rated and has –

(i) Had previous experience in the specific operation concerned; or
(ii) Received training acceptable to the Authority on the task to be performed.

(b) Except as specified in paragraph (d) of this subsection, a licensed AMT with an airframe rating may after he/she has performed the 100-hour inspection required by Part 8 of this chapter on an airframe, or any related part or appliance, and approve and return it to service.

(c) Except as specified in paragraph (d) of this subsection, a licensed AMT with a powerplant rating may perform the 100-hour inspection required by Part 8 of this chapter on a powerplant or propeller or any related part or appliance, and approve and return it to service.

(d) A AMT with an airframe and/or powerplant rating may not—

1. Supervise the maintenance, preventive maintenance, or modification of, or approve and return to service, any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, for which he/she is rated unless he/she has satisfactorily performed the work concerned at an earlier date.

2. Perform or supervise (unless under the direct supervision and control of an AOC holder that is authorized to perform maintenance, preventative maintenance, or modifications under an equivalent system in accordance with 9.4.1.3(a)—

(i) A major repair or major modification of a propeller; or
(ii) Any repair or alteration of instruments;

3. Approve for return to service—

(i) Any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof after completion of a major alteration or major repair; or
(ii) Any instrument after completion of any repair or alteration;

4. Exercise the privileges of the license unless the licensed AMT understands the current instructions for continued airworthiness and the maintenance instructions for the specific operation concerned.

AMT LICENSE

2.4.4.8 RECENT EXPERIENCE REQUIREMENTS

14 CFR: 65.81, 65.85, 65.87
(a) A licensed AMT may not exercise the privileges of his/her license or rating unless, within the preceding 24 months—

(1) The Authority has found that he/she is able to do that work; or

(2) For at least 6 months within the preceding 24 months—
   (i) Served as an AMT under his/her license and rating;
   (ii) Technically supervised other AMTs;
   (iii) Provided aviation maintenance instruction or served as the direct supervisor of persons providing aviation maintenance instruction for an AMT course or program acceptable to the Authority;
   (iv) Supervised the maintenance, preventive maintenance, or alteration of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof; or
   (v) Been engaged in any combination of paragraphs (a)(1)(i) through (a)(1)(iv) of this subsection.

14 CFR: 65.83

2.4.4.9 ATO STUDENTS [RESERVED]

2.4.5 Inspection Authorizations

2.4.5.1 APPLICABILITY

This Subpart prescribes the requirements for issuance of inspection authorizations, and the conditions under which these authorizations are necessary.

2.4.5.2 ELIGIBILITY REQUIREMENTS: GENERAL

(a) An applicant for an Inspection Authorization shall comply with all eligibility requirements.

(b) To be eligible for an Inspection Authorization, an applicant shall—

(1) Hold a currently effective and valid AMT license with both an airframe rating and a powerplant rating, each of which, is currently effective and has been in effect for a total of at least 3 years;

(2) Have been actively engaged, for at least the 2-year period before the date of application, in the maintenance of certificated aircraft and maintained in accordance with these regulations;

(3) Have a fixed base of operations at which the applicant may be located in person or by telephone during a normal working week but which need not be the place where the applicant will exercise inspection authority;

(4) Have available the equipment, facilities, and inspection data necessary to properly inspect airframes, aircraft engines, propellers, or any related component, part, or appliance;

(5) Pass a knowledge test that demonstrates the applicant's ability to inspect according to safety standards for approving aircraft for return to service after major and minor repairs, major and minor modifications, annual inspections, and progressive inspections, which are performed under Part 5; and

(c) An applicant who fails the knowledge test prescribed in paragraph (a)(5) of this section may not apply for retesting until at least 90 days after the date he/she failed the test.

14 CFR: 65.91

2.4.5.3 INSPECTION AUTHORIZATION: DURATION

(a) Each inspection authorization expires on June 31 of each year. However, the holder may exercise the privileges of that authorization only while he/she holds a currently effective AMT license with both a currently effective airframe rating and a currently effective powerplant rating.

(b) An inspection authorization ceases to be effective whenever any of the following occurs:

(1) The authorization is surrendered, suspended, or revoked.

(2) The holder no longer has a fixed base of operation.

(3) The holder no longer has the equipment, facilities, and inspection data required by 2.4.5.2(a)(3) and for issuance of his/her authorization.
(c) The holder of an inspection authorization that is suspended or revoked shall, upon the Authority's request, return it to the Authority.

2.4.5.4 RENEWAL OF AUTHORIZATION

(a) To be eligible for renewal of an Inspection Authorization for a 1-year period, an applicant shall, within 90 days prior to the expiration of the authorization, present evidence to an office designated by the Authority that the applicant still meets the requirements of 2.4.5.2 and show that, during the current period of authorization, the applicant has—

(1) Performed at least one annual inspection during each 3 month period the applicant held the authorization;

(2) Performed inspections of at least two major repairs or major modifications for each 3 month period the applicant held the authorization;

(3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Authority for each 12 month period the applicant held the authorization;

(4) Performed any combination of paragraphs (a)(1) through (a)(3);

(5) Successfully completed an Inspection Authorization refresher course or series of courses acceptable to the Authority, of not less than 16 hours of instruction during the 12-month period preceding the application for renewal; or

(6) Passed a knowledge test administered by the Authority to determine that the applicant's knowledge of applicable regulations and standards is current.

(b) The holder of an inspection authorization that has been in effect for less than 3 months before the expiration date need not comply with paragraph (a)(1) through (5) of this section.

2.4.5.5 PRIVILEGES AND LIMITATIONS

(a) Except as specified in paragraphs (b) and (c) of this subsection, the holder of an Inspection Authorization (IA) may:

(1) Inspect and approve for return to service any aircraft, airframe, aircraft engine, propeller appliance, component, or part thereof after completion of a major repair or major alteration performed in accordance with Part 5 and done in accordance with technical data approved by the Authority.

(2) Perform an annual inspection, or perform or supervise a progressive inspection, according to Part 5, on any aircraft, except those aircraft on a continuous maintenance program, and approve the aircraft for return to service.

(b) The holder of an IA with a current and valid AMT license may not inspect and approve for return to service any aircraft over 5,700 kg maximum take-off weight or any airframe, aircraft engine, propeller, appliance, component, or part thereof which is subject to a maintenance program under Part 8 or Part 9.

(c) The holder of an IA with a current and valid AMT license may not inspect and approve for return to service any aircraft maintained in accordance with a continuous maintenance program approved under Part 9.

(d) When exercising the privileges of an IA, the holder shall keep it available for inspection by the aircraft owner and the AMT submitting the aircraft, repair, or alteration for approval (if any), and shall present it at any Federal, State, or local law enforcement officer.

(e) If the holder of an Inspection Authorization changes his or her fixed base of operation, the holder may not exercise the privileges of the authorization until he or she has notified the Authority in writing of the change.

(f) No person may exercise any privilege of an Inspection Authorization whenever that person no longer—

(1) Has a fixed base of operation;

(2) Has the equipment, facilities, or inspection data required by 2.4.5.2(a); or

(3) Holds a current and valid AMT license.
2.4.6 **Aviation Repair Specialists**

2.4.6.1 **APPLICABILITY**

This Subpart prescribes the requirements for issuance of Aviation Repair Specialists (ARS) licenses and ratings, and the conditions under which those licenses and ratings are necessary.

2.4.6.2 **AVIATION REPAIR SPECIALIST LICENSES: ELIGIBILITY**

(a) An applicant for an aviation repair specialist license shall—

(1) Be at least 18 years of age;

(2) Demonstrate the ability to read, write, speak, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;

(3) Be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he/she was employed;

(4) Be employed for a specific job requiring those special qualifications by an approved maintenance organization certificated under Part 6 or an air operator certificated under Part 9 that is required by its operating certificate or approved specific operating provisions authorized to
provide maintenance, preventive maintenance, or modifications to aircraft approved with a continuous maintenance program according to its maintenance control manual;

(5) Be recommended for certification by his employer, to the satisfaction of the Authority, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he is employed;

(6) Have either;
   (i) At least 18 months of practical experience in the procedures, practices, inspection methods; materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certified; or
   (ii) Completed formal training that is acceptable to the Authority and is specifically designed to qualify the applicant for the job on which the applicant is to be employed.

(7) This section does not apply to the issuance of an aviation repair specialist license (experimental aircraft builder) under 2.4.6.4.

2.4.6.3 RATINGS

   (a) Except as specified in 2.4.6.6, the following ratings are issued under this subpart:

   (1) Propeller
   (2) Avionics
   (3) Computer
   (4) Instrument
   (5) Accessory

   Note: At no instance shall an aviation repair specialist license be issued with an airframe and/or power plant rating to the process of obtaining an AMT license.

(b) Ratings for an applicant employed by an approved maintenance organization shall coincide with the rating(s) issued at the approved maintenance organization limited to the specific job for which the person is employed to perform, supervise, or approve for return to service.

   Note: At no instance shall an aviation repair specialist license be issued a rating in which the AMO has not been issued.

(c) Ratings for an applicant employed by an air operator shall coincide with the approved specific operating provisions and the approved maintenance control manual that identifies the air operator's authorizations limited to the specific job for which the person is employed to perform, supervise, or approve for return to service.

   Note: When employed by an air operator with the authorization to perform and approve for return to service maintenance under an equivalent system in Part 9, an aviation repair specialist license should correspond to the specialty shop or group in which they perform, supervise, or approve for return to service an aeronautical product or aircraft. For example, hydraulic component overhaul, landing gear overhaul, special inspections, non-destructive testing, turbine disc overhaul, etc.

2.4.6.4 AVIATION REPAIR SPECIALIST LICENSES: PRIVILEGES AND LIMITATIONS

   (a) An aviation repair specialist may perform or supervise the maintenance, preventive maintenance, or alteration of aircraft, airframes, aircraft engines, propellers, appliances, components, and parts appropriate to the designated specialty area for which the aviation repair specialist is licensed and rated, but only in connection with employment by an AMO approved by the Authority or an AOC holder that is authorized to perform maintenance, preventive maintenance, or modifications under an equivalent system in accordance with 9.4.1.3(a).

(b) An aviation repair specialist may not perform or supervise duties unless the aviation repair specialist understands the current instructions of the employing certificate holder and the instructions for continued airworthiness, which relate to the specific operations concerned.

2.4.6.5 AVIATION REPAIR SPECIALIST LICENSES: EXPERIMENTAL AIRCRAFT BUILDER—ELIGIBILITY, PRIVILEGES AND LIMITATIONS
To be eligible for a aviation repair specialist license (experimental aircraft builder), an individual shall:

1. Be at least 18 years of age;
2. Be the primary builder of the aircraft to which the privileges of the license are applicable;
3. Show to the satisfaction of the Authority that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and
4. Be a citizen of the Federated States of Micronesia or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the Federated States of Micronesia.

The holder of an aviation repair specialist license (experimental aircraft builder) may perform condition inspections on the aircraft constructed by the holder in accordance with the operating limitations of that aircraft.

Section 2.4.6.3 does not apply to the holder of an aviation repair specialist license (experimental aircraft builder) while performing under that license.

AVIATION REPAIR SPECIALIST LICENSES: EXPERIMENTAL AIRCRAFT BUILDER — RATINGS

DISPLAY OF LICENSE

Each person who holds an aviation repair specialist license shall keep it within the immediate area where he/she normally exercises the privileges of the license and shall present it for inspection upon the request of the Authority or an authorized representative of the Authority, or any National, State, or local law enforcement officer.

Parachute Riggers [RESERVED]

MEDICAL STANDARDS AND CERTIFICATION

This Subpart prescribes the medical standards and certification procedures for issuing and reissuing Class 1, Class 2, and Class 3 medical certificates.

GENERAL

MEDICAL RECORDS

Each applicant for a medical certificate shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial, and hereditary history that is as complete and accurate as the applicant’s knowledge permits.

Whenever the Authority finds that additional medical information or history is needed, the Authority will request that the applicant—

1. Furnish that information; or
2. Authorize any clinic, hospital, physician, or other person to release to the Authority all available information or records concerning that history.

If an applicant or holder of a medical certificate fails to provide the requested medical information or history, or fails to authorize the release so requested, the Authority may—

1. Suspend, modify, or revoke all medical certificates the airman holds; or
2. In the case of an applicant, deny the application for an airman medical certificate.

If an airman medical certificate is suspended or modified under paragraph (c) of this subsection, that suspension or modification remains in effect until—

1. The holder or applicant provides the requested information, history, or authorization to the Authority; and
2. The Authority determines whether the holder or applicant meets the medical standards.

AVIATION MEDICAL EXAMINER: DEFINITION AND AUTHORITY

The Authority will designate and authorize each AME within Federated States of Micronesia to—

1. Accept applications for physical examinations necessary for issuing medical certificates’ under Part 2.
2. Conduct physical examinations for medical certificates, under the general supervision of
Federated States of Micronesia Air Surgeon.

(3) Issue or deny medical certificates in accordance with Part 2, subject to reconsideration by the Federated States of Micronesia Air Surgeon or his authorized representative.

(4) Issue student pilot certificates under Part 2.

(b) Each AME shall be qualified and licensed in the practice of medicine and shall have received training, in aviation medicine and be knowledgeable of the conditions in which the holders of licenses and ratings carry out their duties.

(c) Each AME shall report to the Authority any individual case where, in the examiner’s judgment, an applicant’s failure to meet any requirement could jeopardize flight safety.

14 CFR: 67.405, 183.21
JAR-FCL: 3.090 (a) (d)
ICAO Annex 1: 1.2.4.4, 1.2.4.6, 61.3

2.5.1.4 DELEGATION OF AUTHORITY

(a) The Authority will delegate to each AME the authority to issue or deny medical certificates to the extent necessary to—

(1) Examine applicants for and holders of medical certificates to determine whether they meet applicable medical standards; and

(2) Issue, renew, and deny medical certificates, and issue, renew, deny, and withdraw Authorizations for Special Issuance of a Medical Certificate to an applicant based on meeting or failing to meet applicable medical standards.

(b) The Authority may delegate to authorize representatives of the Authority, the authority to examine applicants for and holders of medical certificates for compliance with applicable medical standards and to issue, renew, and deny medical certificates.

(c) The Authority may designate flight surgeons of the Armed Forces on specified military posts, stations, and facilities, as AMEs. Such AMEs may—

(1) Conduct physical examinations for the Authority to applicants who are on active duty or who are otherwise eligible for medical certification as civil airmen; and

(2) Issue or deny an appropriate medical certificate in accordance with the regulations of Part 2 and the policies of the Authority.

14 CFR: 67.411

(d) The Authority retains the right to reconsider any action of an AME.

(e) A holder of a medical certificate issued by an AME may consider it to be affirmed as issued unless the Authority reverses that issuance within 60 days after the date of issuance.

14 CFR: 67.407

2.5.2 Medical Certification Procedures

2.5.2.1 APPLICABILITY

This Section prescribes the medical certification procedures required for the issuance of all medical certificates.

JAR-CFL 3.005

2.5.2.2 ISSUANCE OF MEDICAL CERTIFICATE

(a) The Authority will issue the applicable medical certificate to any person who meets the medical standards prescribed in this Subpart, based on medical examination and evaluation of the applicant’s history and condition.

(b) Each person to be issued a medical certificate shall undergo a medical examination based on the physical and mental standards contained in this Subpart.

(c) Any person who does not meet the medical standards of this Subpart may apply for the discretionary issuance of a certificate under 2.5.2.5.

14 CFR: 67.3
ICAO Annex 1.2.4.1, 1.6.24.
JAR-FCL 3.010, 3.005

2.5.2.3 MEDICAL CERTIFICATE REQUIREMENTS

2001
(a) To conduct the following operations, a person shall—

(1) Hold a Class 1 medical certificate when exercising the privileges of an airline transport pilot license;

(2) Hold at least a Class 2 medical certificate when exercising the privileges of a commercial pilot license; or

(3) Hold at least a Class 3 medical certificate
   (i) When exercising the privileges of a student pilot license;
   (ii) When exercising the privileges of a private pilot license;
   (iii) When exercising the privileges of a flight instructor license, except as a glider flight instructor, if acting as the PIC or serving as a required crewmember; or
   (iv) Except for a glider category rating or a balloon class rating, prior to taking a practical test in an aircraft.

(b) [RESERVED].

(c) To act as an air traffic controller, except for a person employed by the Authority or on active duty with an armed force, a person shall hold at least a Class 2 medical certificate.

Implementing Standard: See IS: 2.5.2.3 for persons exempt from holding a medical certificate.

ICAO Annex 1: 1.2.4.1, 6.3.1.1, 6.5.1.1
14 CFR: 61.23, 63.31, 65.33
JAR-FC 3.010

2.5.2.4 DURATION OF A MEDICAL CERTIFICATE

(a) A Class 1 medical certificate expires at the end of the last day of—

   (1) The sixth month after the month of the date of examination shown on the license for operations requiring an airline transport pilot license;
   (2) The 12th month after the month of the date of examination shown on the license for operations requiring a commercial pilot license or an air traffic controller license; or
   (3) As specified in paragraph (c) of this subsection for other licenses.

(b) A Class 2 medical certificate expires at the end of the last day of—

   (1) The 12th month after the month of the date of examination shown on the certificate for operations requiring a commercial pilot license or an air traffic controller license; or
   (2) The period specified in paragraph (c) of this subsection for other licenses.

(c) A Class 3 medical certificate for operations requiring a private pilot license, a flight instructor license (when acting as PIC or a required crewmember in operations other than glider or balloon), or a student pilot license expires at the end of—

   (1) The 36th month after the month of the date of the examination shown on the certificate if the person has not reached his or her 40th birthday on or before the date of the examination; or
   (2) The 24th month after the month of the date of the examination shown on the certificate if the person has reached his or her 40th birthday on or before the date of the examination.

ICAO Annex 1: 1.2.52, 6.3.1.1, 6.5.1.7
14 CFR: 61.23
JAR-FC 3.105

2.5.2.5 SPECIAL ISSUANCE OF MEDICAL CERTIFICATE

(a) The Authority may issue a Special Issuance of a Medical Certificate (Authorization) to an applicant who does not meet the applicable standards for the medical certificate sought if the applicant shows to the satisfaction of the Authority that—

   (1) The duties authorized by the medical certificate can be performed without jeopardizing flight safety; and
   (2) Relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration.

(b) The Authority will issue a medical limitation on a license when the Authority or an AME determines the safe performance of the license holder’s duties is dependent on compliance with such a limitation.
2.5.2.6 RENEWAL OF MEDICAL CERTIFICATE

The requirements for the renewal of a Medical Assessment are the same as those for the initial assessment except where otherwise specifically stated.

ICAO Annex 1: 6.1.4
JAR-FCL: 3.095

2.5.2.7 DENIAL OF MEDICAL CERTIFICATE

(a) Any applicant who is denied a medical certificate by an AME may, within 30 days after the date of the denial, apply in writing and in duplicate to the Authority for reconsideration of that denial. If the applicant does not ask for reconsideration during the 30-day period after the date of the denial, the Authority will consider that he or she has withdrawn the application for a medical certificate.

(b) The denial of a medical certificate—
   (1) By an aviation medical examiner is not a denial by the Authority; and
   (2) By the Authority is considered to be a denial by the Authority.

14 CFR: 67.409
JAR-FCL 3.100

2.5.3 Physical and Mental Standards - All Medical Certificates

2.5.3.1 APPLICABILITY

This Section prescribes the physical medical standards required for all medical certificates.

2.5.3.2 GENERAL MEDICAL REQUIREMENTS

(a) No person may hold nor be issued a medical certificate who—
   (1) Has any organic, functional or structural disease, defect or limitation (active, latent, acute or chronic);
   (2) Has any wound, injury or sequelae from operation; or
   (3) Uses any medication or other treatment that, based on the case history and appropriate, qualified medical judgment relating to the condition(s) involved, the Authority finds—
      (i) Makes the applicant unable to safely perform the duties or exercise the privileges of the license(s) or rating(s) applied for or held; or
      (ii) May reasonably be expected, for the maximum duration of the airman medical certificate applied for or held, to make the applicant unable to perform those duties or exercise those privileges.
   (2) A psychosis;
   Note: A history of acute toxic psychosis need not be regarded as disqualifying, provided that the applicant has suffered no permanent impairment.
   (3) A bipolar (manic-depressive) disorder;
   (4) Substance dependence, except where there is established clinical evidence, satisfactory to the Authority, of recovery, including sustained total abstinence from the substance(s) for not less than the preceding 2 years; or
   (5) Other personality disorders, neurosis, or other mental condition that would likely jeopardize flight safety.

ICAO Annex 1: 6.22, 6.3.2.2, 6.4.2.2, 6.5.2.2, 6.3.2.3, 6.4.2.3, 6.5.4.3, 6.3.2.4, 6.4.2.4, 6.5.2.4
14 CFR: 67.107, 67.207, 67.308

2.5.3.4 VISUAL REQUIREMENTS

(a) Each person holding or being issued a medical certificate shall have normally functioning eyes and adnexae, and shall have no active pathological condition, acute or chronic, which is likely to jeopardize flight safety.

(b) Each person issued a medical certificate shall meet the following minimum visual standards—
   (1) Distant visual acuity of not less than 6/12 (20/40, 0.5) in each eye separately, with or without corrective lenses and provided that that person—
      (i) Uses not more than one pair of correcting lenses to demonstrate compliance with visual acuity requirements;
      (ii) May not use single-vision near correction lenses (full lenses of one power only, appropriate to reading);
      (iii) May use "lookover", bifocal or trifocal lenses in order to read the instruments and a chart or manual held in the hand, and to make use of distant vision through the windscreen without
removing the lenses;

Note: When required to obtain or renew correcting lenses: an airman should advise the AME of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

(2) Uncorrected distance visual acuity of not less than 6/60 (20/200, 0.1) in either eye or the refractive error falls within the range of 5 dioptres (equivalent spherical error);

(3) Near visual acuity to read an N5 chart (N5 refers to "limes Roman" type-face) at a distance selected by the applicant of between 30 and 50 cm, with or without corrective lenses;

(4) Color perception necessary for the safe performance of airman duties;

(5) Normal fields of vision; and

(6) Bifoveal fixation and vergence-phoria relationship sufficient to prevent a break in fusion under conditions that may reasonably be expected to occur in performing airman duties.

ICAO Annex 1: 6.2.3, 6.2.2, 6.4.3, 6.5.3.1, 6.3.3.2, 6.5.3.2, 6.2.4.2, 6.3.3.3, 6.4.3.3, 6.3.3.4, 6.4.3.4, 6.5.3.4
14 CFR 67.201, 67.203, 67.301

2.5.3.5 AUDITORY REQUIREMENTS

(a) No person may hold nor be issued a medical certificate having any hearing defect which is likely to jeopardize flight safety.

(b) Each person holding or being issued a medical certificate shall—

1. Be tested on a pure-tone audiometer not less than once every five years up to the age of 40, and thereafter not less than once every three years; or

2. Demonstrate acceptable hearing by at least one of the following tests—

   (i) Hear an average conversational voice in a quiet room, using both ears, at a distance of 2 meters from the examiner, with the back turned to the examiner,

   (ii) Understand speech as determined by audiometric speech discrimination testing to a score of at least 70 percent obtained in one ear or in a sound field environment; or

   (iii) Provide acceptable results of pure tone audiometric testing of unaided hearing acuity according to the following table of minimum acceptable thresholds:

<table>
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<th>Frequency (Hz)</th>
<th>500 Hz</th>
<th>1000 Hz</th>
<th>2000 Hz</th>
<th>3000 Hz</th>
<th>4000 Hz</th>
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<tbody>
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<td>30</td>
<td>30</td>
<td>40</td>
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<tr>
<td>Poorer ear (dB)</td>
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<td>50</td>
<td>60</td>
<td></td>
</tr>
</tbody>
</table>

ICAO Annex 1: 6.2.5, 6.3.4, 6.5.4, 6.3.2.26, 6.4.22, 6.2.5.1
14 CFR 67.105, 67.205
JAR-FCL: 3.230, 3.235, 3.250, and 3.355

2.5.3.6 CARDIOVASCULAR

(a) No person may hold nor be issued a medical certificate having any abnormality of the heart, congenital or acquired, which is likely to jeopardize flight safety.

(b) No person may hold nor be issued a medical certificate having an established medical history or clinical diagnosis of any of the following cardiovascular conditions:

1. Myocardial infarction.
2. Angina pectoris.
3. Coronary heart disease that has required treatment or, if untreated, that has been symptomatic or clinically significant.
4. Cardiac valve replacement.
5. Permanent cardiac pacemaker implantation.
6. Heart replacement.

(c) No person may hold or be issued a medical certificate if that person has:

1. Systolic and diastolic blood pressures outside normal limits; or
2. A significant functional or structural abnormality of the circulatory tree.

ICAO Annex 1: 6.3.2.5, 6.3.2.7, 6.4.1.7, 6.5.2.7, 6.3.2.6, 6.4.2.6, 6.5.2.6, 6.3.2.5, 6.4.2.5, 6.5.25
14 CFR 67.111, 67.211, 67.311
JAR-FCL: 3.130, 3.135, 3.140, 3.145, 3.150, and 3.250

2.5.3.7 NEUROLOGICAL REQUIREMENTS
(a) No person may hold nor be issued a medical certificate having any neurological disorder, disturbance of consciousness, or neurological condition which is likely to jeopardize flight safety.

(b) No person may hold nor be issued a medical certificate having an established medical history or clinical diagnosis of any of the following neurological conditions:

1. Epilepsy.
2. A disturbance of consciousness without satisfactory medical explanation of the cause.
3. A transient loss of control of nervous system function(s) without satisfactory medical explanation of the cause.

ICAO Annex 1: 6.3.2.3, 6.3.2.4

JAR FCL: 3.210

2.5.3.8 OTHER DISQUALIFYING PHYSICAL CONDITIONS

(a) No person may hold nor be issued a medical certificate having an established medical history or clinical diagnosis of any of the following medical conditions:

1. A disease or condition of the middle or internal ear, nose, oral cavity, pharynx, or larynx that:
   (i) Interferes with, or is aggravated by, flying or may reasonably be expected to do so; or
   (ii) Interferes with, or may reasonably be expected to interfere with, clear and effective speech communication.
2. A disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium.
3. Permanent disturbances of the vestibular apparatus.
4. Acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura.

ICAO Annex 1: 6.3.2.8, 6.4.2.8, 6.5.2.8

JAR FCL: 3.275, 3.280

5. Disabling disease with important impairment of function of the gastrointestinal tract or its adnexae.
6. Sequelae of disease or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacity in flight, in particular obstructions due to stricture or compression.

ICAO Annex 1: 6.3.2.12, 6.4.2.12, 6.5.2.11, 6.3.2.14, 6.4.2.14, 6.5.2.13

JAR FCL: 3.285, 3.290

7. Hernias that might cause incapacitating symptoms.

ICAO Annex 1: 6.3.2.13, 6.4.2.13, 6.5.2.12

JAR FCL: 3.320

8. Metabolic, nutritional or endocrine disorders likely to interfere with safe conduct of flight.

ICAO Annex 1: 6.3.2.15, 6.4.2.15, 6.5.4.14

JAR FCL: 3.395

9. Diabetes mellitus that requires insulin or any other hypoglycemic drug for control.

ICAO Annex 1: 6.3.2.16, 6.4.2.16

JAR FCL: 3.300

10. Significant localized or generalized enlargement of the lymphatic glands and of diseases of the blood.

ICAO Annex 1: 6.3.2.18, 6.4.2.17, 6.5.2.16

JAR FCL: 3.300

11. Any signs of organic disease of the kidney.
12. Urine containing abnormal element considered to be of pathological significance.
13. Abnormality of the urinary passages or the genital organs.

ICAO Annex 1: 6.3.2.19, 6.4.1.11, 6.5.2.17

JAR FCL: 3.305

14. Any sequelae of disease or surgical procedures on the kidneys and the urinary tract likely to cause incapacity, in particular any obstructions due to stricture or compression.

15. Compensated nephrectomy without hypertension or uraemia.

ICAO Annex 1: 6.3.2.19, 6.4.2.19, 6.5.2.18

JAR FCL: 3.305

16. Severe menstrual disturbances that have proved unresponsive to treatment.

ICAO Annex 1: 6.3.2.20, 6.4.2.20, 6.5.4.2.20

JAR FCL: 3.315

17. Any active disease of the bones, joints, muscles or tendons.
18. Head injury, the effects of which are likely to interfere with or jeopardize flight safety.

ICAO Annex 1: 6.3.2.22, 6.4.2.22, 6.5.2.22, 6.3.2.23, 6.4.2.23, 6.5.4.2.3, 6.3.2.4, 6.4.2.4, 6.5.2.4

JAR FCL: 67.309
In addition to the requirements in paragraph (a), no person may hold nor be issued a Class 2 medical certificate who has an established medical history or clinical diagnosis of any of the following medical conditions, except in cases where accredited medical conclusion indicates that the condition is not likely to affect the safe exercise of the applicant’s license and rating privileges:

1. Active pulmonary tuberculosis.
2. Quiescent or healed lesions which are known to be tuberculosis, or are presumably tuberculosis in origin.
3. Serious malformation or serious, acute or chronic affection of the buccal cavity or upper respiratory tract.
4. Acute or chronic impairment nasal air entry.
5. Pregnancy—
   (i) During third trimester;
   (ii) Presenting any complications; or
   (iii) Following confinement or termination of pregnancy, until re-examination and assessment as fit.

Each person seeking first issuance of a Class 2 medical certificate who has a personal history of syphilis shall furnish evidence, satisfactory to the medical examiner, that the person has undergone adequate treatment.

This Section prescribes the physical medical standards required for the issuance of a Class 1 medical certificate.

Each applicant shall meet the requirements of this subsection, in addition to the general requirements of Section 2.5.3, to be eligible for and to remain eligible for a Class 1 medical certificate.

(a) Each person holding or being issued a Class 1 medical certificate shall—

   1. Possess a distant visual acuity of not less than 6/9 (20/30, 0.5) in each eye separately with or without the use of correcting lenses;
   2. Uncorrected distance visual acuity of not less than 6/60 (20/200, 0.1) in either eye or the refractive error falls within the range of 3 dioptres (equivalent spherical error); and
   3. Have the ability to read the N14 chart (N14 refers to "Times Roman" type face) or its equivalent at a distance of 39.3 inches (100 cm).

(a) Each person holding or being issued a Class 1 medical certificate shall—

   1. Demonstrate a hearing performance in each ear separately equivalent to that of a normal person against a background noise that will simulate the masking properties of flight deck noise upon speech and audio tones;
   2. Have no permanent obstruction of the Eustachian tubes; and
   3. Have no unhealed (unclosed) perforation of the tympanic membranes.

(a) Each person holding or being issued a Class 1 Medical Certificate shall demonstrate an
 absence of myocardial infarction and other clinically significant abnormality on an 
electrocardiographic examination—
(1) At the first application;
(2) On a two-year basis after reaching the 30th birthday; and
(3) On an annual basis after reaching the 40th birthday.

2.5.5 Class 2 Medical Certificate

2.5.5.1 APPLICABILITY

This Section prescribes the physical medical standards required for the issuance of a Class 2 
medical certificate.

2.5.5.2 ELIGIBILITY

Each applicant shall meet the requirements of this subsection, in addition to the general 
requirements of Section 2.5.3, to be eligible for and to remain eligible for a Class 2 medical 
certificate.

2.5.5.3 ADDITIONAL VISUAL REQUIREMENTS

Each person holding or being issued a Class 2 Medical Certificate shall possess a distant 
visual acuity of not less than 6/12 (20/40, 0.5) in each eye separately with or without the 
use of correcting lenses.

2.5.5.4 ADDITIONAL AUDITORY REQUIREMENTS

(a) Each person holding or being issued a Class 2 medical certificate shall—
(1) For a commercial pilot, demonstrate a hearing performance in each ear separately 
equivalent to that of a normal person, against a background noise that will simulate 
the masking properties of flight deck noise upon speech and audio tones;
(2) For an air traffic controller, demonstrate a hearing performance in each ear 
separately equivalent to that of a normal person, against a background noise that 
will simulate that experienced in a typical air traffic control environment; and
(3) Have no unhealed (unclosed) perforation of the tympanic membranes.

ICAO Annex 1: 6.3.2.5.1
14 CFR: 67.111

ICAO Annex 1: 6.5.4.1