



Advisory Circular

AC61-2

Revision 1 (7)

Pilot Licences and Ratings - Student Pilots

31 March 2020

General

Civil Aviation Authority advisory circulars contain guidance and information about standards, practices, and procedures that the Director has found to be an **acceptable means of compliance** with the associated rules and legislation.

However, the information in the advisory circular does not replace the requirement for participants to comply with their obligations under the Civil Aviation Rules, the Civil Aviation Act and other legislation.

An advisory circular reflects the Director's view on the rules and legislation. It expresses CAA policy on the relevant matter. It is not intended to be definitive. Consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate advisory circular. Should there be any inconsistency between this information and the rules or legislation, the rules and legislation take precedence.

An advisory circular may also include **guidance material** generally, including guidance on best practice as well as guidance to facilitate compliance with the rule requirements. However guidance material must not be regarded as an acceptable means of compliance.

An advisory circular may also include **technical information** that is relevant to the rule standards or requirements.

Purpose

This advisory circular provides guidance on solo flight requirements, to assist student pilots, to meet the requirements of Civil Aviation Rule Part 61 *Pilot Licences and Ratings*.

Related Rules

This advisory circular relates to Civil Aviation Rule Part 61 *Pilot Licences and Ratings* - *specifically* Subpart C.

Change Notice

ICAO 29th Assembly Resolution A29-3 of year 1992 urges States to promote global harmonization of national rules.

In order to implement this Resolution, Mongolian Civil Aviation Safety Regulation has been developed based on “Memorandum for Technical Cooperation” between CAA of Mongolia and New Zealand, signed on 6th of May, 1999.

Amendment 164 of Annex 1 to the Chicago Convention on International Civil Aviation urges flight crew members, ATC personnel and aircraft maintenance engineers to comply with the language proficiency requirements; and

Under Article 14 of the Civil Aviation Act, “Use of foreign language in civil aviation” the AC has been released in English version only, in order to prevent any mistranslation and misuse of the aviation safety related documents.

Version History

History Log

| AC Revision No. | Effective Date | Summary of NZ AC Changes |
|-------------------------|---|--|
| AC61-2 Initial issue | On 11.May.2016, AC61-2 was issued based on NZ AC61-2 Rev.6. | Initial NZ AC61-2 was the issued on 3.Sep.1995. |
| AC61-2 Rev.1 | On 31.Mar.2020, AC61-2 Rev.1 was issued based on NZ AC61-2 Rev.7. | On 1.Mar.2019, NZ AC61-2 Rev.7 makes minor editorial changes to the ICAO English language assessment. Changes to the advisory circular are as follows: <ul style="list-style-type: none"> • Change Notice is updated • History log is inserted • The numbering system is revised • Sub-heading 1.2 is amended • Paragraph 1.2.2 is amended • Explanatory note under Table 1 is amended |

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1. Rule 61.105 Solo Flight Requirements

1.1. Medical Certificate

1.1.1 A person may fly solo as a student pilot if the various requirements prescribed in rule 61.105 are met.

1.1.2 **Rule 61.105(a)(2)** requires a person to hold:

- (1) at least a current Class 2 medical certificate issued by the Director under the Part 67; or
- (2) a Microlight and Recreational Pilot medical statement, issued by Director in accordance with a CAA 24067-200 form.

1.1.3 Pilots holding a Microlight and Recreational Pilot medical statement CAA 24067-200 form should retain the original of their current form and carry at least a copy of that document when flying.

1.1.4 A person who intends to become a pilot should therefore be aware that if they do not meet the medical standards for the issue of a Class 2 medical certificate they will not be able to obtain a private pilot licence (PPL).

1.1.5 A person who intends to become a professional pilot should also be aware that if they are unable to meet the medical standards for the issue of a Class 1 medical certificate they will be unable to meet the eligibility requirement for the issue of a commercial pilot licence or an airline transport pilot licence.

1.1.6 A person who holds a lifetime pilot licence issued in accordance with Part 61 but who does not meet the currency requirements applicable to their licence may undertake dual flight instruction. If the person holds a current medical certificate they may fly solo provided the requirements of rule 61.105 are met.

1.2. Pre Solo English Language Communication Requirements

1.2.1 **Rule 61.105(a)(4)** requires a person to have sufficient ability in reading, speaking, understanding and communicating in the English language to enable them to adequately carry out the responsibilities of a pilot-in-command (PIC) of an aircraft before a flight instructor can authorise the person to fly solo as a student pilot.

1.2.2 In order to meet this English language communication requirement, the student needs to provide suitable evidence that one of the following English language assessment requirements has been met:

- (a) the student has completed at least 5 years English language education in Mongolian secondary school, or the equivalent secondary education in a country where the instructional language was English; or
- (b) the student has been employed in English speaking countries for at least 3 years; or
- (c) the student has demonstrated proficiency to at least Level 2 (Elementary) of the ICAO Language Proficiency Rating Scale (refer to advisory circular AC61-1, Appendix I); or

- (d) the student has attained at least the minimum score in any of the English language proficiency tests in accordance with the following Table of English Language Proficiency Tests:

Table 1: English Language Proficiency Tests

| Test | Minimum score |
|--|--|
| International English Language Testing System (IELTS) general training module (GTM) http://www.ielts.org/ | Overall grade of 5.5 and no paper lower than 5 |
| Test of English for International Communication (TOEIC) TOEIC | 650 |
| Test of English as a Foreign Language (TOEFL) internet based test http://www.ets.org/toefl/ | 71 |
| Test of English as a Foreign Language (TOEFL) computer based exam | 197 |
| Test of English as a Foreign Language (TOEFL) paper based | 530 |

NOTE: The [TOEIC](#) web site provides information and guidance on the TOEIC, including details on the test, public test centres and centres offering preparatory courses.

ICAO English Language Assessment requires a demonstration of the ability to communicate in an AVIATION context. Therefore, students who choose to undertake this assessment are expected to have a basic aviation awareness of the subject matter in the PPL syllabus published in AC61-3, Appendix II.

1.2.3 When the holder of a Category A or B flight instructor rating is satisfied that the student pilot has met one of the English language assessment requirements specified above, the flight instructor should endorse the student pilot's logbook in the following format

<Student pilot's name> has been assessed proficient in communicating in English through:

1. *English educated*
2. *English based employment*
3. *English language proficiency test (Detail type of test and pass mark)*

(Delete those not applicable)

<Instructor's name> <Category A or B> <Client number> <Date>

1.3. Solo Cross Country

1.3.1. Rule 61.105(a)(9)(ii) requires a student pilot to hold a valid written examination credit for a private pilot licence in accordance with rule 61.153(a)(6) before undertaking a solo cross country flight. It is recommended that a student pilot should study for their private pilot licence written examinations early in their flight training to ensure that when they are ready for their solo cross country, they have attained the required PPL written examination credit.

1.4. Monitoring of Solo Flights by Flight Instructor

1.4.1. Rule 61.105(b) requires the flight instructor who authorises the solo flight under rule 61.105(a)(5) to monitor the actions of the pilot during the flight. The general purpose of monitoring the solo flight is to ensure that the flight instructor has an adequate overview of the actions of the student pilot during that flight. Circumstances may differ depending on whether the flight is cross country or not. Therefore the degree to which the flight instructor can practically monitor the flight may vary.

1.4.2. With this in mind, the actions that are considered acceptable include the following-

- (1) the flight instructor is present at the aerodrome and conducts a pre-flight briefing
- (2) the flight instructor provides guidance on the areas through which the flight is to be conducted
- (3) the flight instructor is present at the time of the flight as applicable (i.e. whether on the ground or in another aircraft, and whether in the same airspace or not)
- (4) a flight instructor will monitor the radio frequency in use where possible.

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