



# Advisory Circular

## AC61-20

---

### Pilot Licences and Ratings— Recreational Pilot Licence

Revision 7  
11 May 2016

#### 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 1990 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 material on pilot licences and ratings for recreational pilot licence, to assist applicant(s), 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 – specifically Subpart H.

**Change Notice**

Subject to “Memorandum for Technical Cooperation” between the CAA of Mongolia and New Zealand on mutual cooperation in implementation of Assembly Resolution A29-3: Global Rule Harmonization, 29<sup>th</sup> ICAO Assembly, 1992, which urges States to promote global harmonization of national rules, dated 6<sup>th</sup> of May, 1999, Mongolian Civil Aviation Safety Regulation has been reconciled to the Civil Aviation Regulation of New Zealand.

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 Law of Mongolia 1999, “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.

This AC 61-20 was developed based on NZAC 61-20 revision 7, dated on 20 April 2016.

## Table of Contents

Introduction.....	4
Medical Requirements.....	4
Eligibility Requirements .....	5
Rule 61.355(a)(3) Flight experience.....	5
Rule 61.355(a)(4) Written examination credit.....	5
Approved equivalent .....	6
MAF pilots .....	7
Rule 61.355(a)(5) Terrain awareness training .....	7
Rule 61.355(a)(6) Flight test for initial issue .....	7
Issue.....	8
Rule 61.355(b) Application for issue.....	8
Rule 61.355(b)(2) Requirement for biennial flight review (BFR).....	8
Rule 61.357 Privileges and limitations.....	8

## Introduction

The recreational pilot licence (RPL) was introduced in response to the aviation community's request to allow experienced pilots, who are no longer able to meet the standard or cost associated with a class 2 medical certificate, to continue flying standard category or special category certificated aeroplanes for sport or recreation. The RPL (Helicopter) has been introduced to allow pilots to fly standard category or special category single-engine helicopters for sport or recreation.

Instead of being required to hold a class 2 medical certificate issued under the Civil Aviation Act, an RPL applicant or holder is required to meet the Mongolian Transport Agency (MTA) medical fitness standards that are applicable for a Class 2, 3, 4 or 5 driver licence with a passenger endorsement. The risks associated with the lower medical standard are mitigated by more restrictive privileges and limitations imposed on the RPL holder. Student pilots who meet the MTA medical standard may fly solo during training and this allows ab-initio pilots to train for the RPL.

The knowledge, flight experience and competency standards for the RPL are the same as those specified for the issue of a private pilot licence aeroplane or helicopter (PPL (A) or (H)).

The RPL is issued in accordance with Part 61 and as defined by rules 61.357(a)(1) and (2) it is only valid for single-engine non-pressurised light aeroplanes or single-engine helicopters flown within Mongolia.

The Mongolian RPL is not recognised internationally and therefore cannot form the basis of recognition for the issue of a foreign licence.

## Medical Requirements

The medical standards for training towards, for the issue of, and for the continuing use of, an RPL are the MTA medical fitness standards that are applicable for a Class 2, 3, 4 or 5 drivers licence with a passenger endorsement.

An applicant for the issue of an RPL (regardless of holding a class 1 or 2 medical) must be examined by a medical practitioner authorised to use and complete the MTA form in accordance with the MTA document *Medical Aspects of Fitness to Drive: A Guide for Medical Practitioners* issued by the Director of Land Transport.

The medical form is completed by the medical practitioner who will provide the signed medical form to the person undergoing the medical examination at the conclusion of the examination.

A person applying for the issue of an RPL needs to complete form CAA 24061/01-RPL

- *Application for Issue of Recreational Pilot Licence – (RPL)* and include a photocopy or scanned copy (ONLY) of all pages of the completed medical form, with their licence application paperwork. DO NOT send the original medical with the application; this must be retained as it meets the medical certificate requirements for solo flight.

In accordance with the periods specified in rule 61.355(a)(2)(i) or (ii), as applicable, the licence holder must undergo a new medical examination with a medical practitioner and obtain a completed and signed medical form from the medical practitioner. Send a COPY of the new medical to CAA.

The required driver licence standard of medical fitness for an RPL is considered acceptable, given the limitations imposed on the licence holder as prescribed in rule 61.357(b).

Pilots must carry at least a copy of his or her current medical form while flying.

Under rule 61.35(b)(2), a person who holds an RPL must not exercise the privileges of the licence unless they comply with every condition, restriction and endorsement on their current MTA medical certificate.

In addition, under rule 61.359 the holder of an RPL must not exercise the privileges of the licence if the holder is aware of, or suspects, any change or deterioration in his or her medical condition or the emergence of any previously undetected medical condition.

## Eligibility Requirements

### **Rule 61.355(a)(3) Flight experience**

The flight time experience required for an RPL (A) and RPL(H) is the same as for a PPL(A) and PPL(H) specified as acceptable to the Director in Appendix I, III, IV, V and VI of AC61-3 *Private Pilot Licence*. This flight time experience must include solo flight time. Cross crediting of flight time is as allowed by Appendix I to AC61-3

In accordance with rule 61.105(a)(2) a person who does not hold a current pilot licence must hold a current class 2 or MTA medical certificate before flying an aircraft solo as a student pilot. Therefore, initial entrants to the aviation system who intend to apply for an RPL should obtain a MTA medical certificate in order to meet the solo requirements for issue of an RPL.

### **Rule 61.355(a)(4) Written examination credit**

Under rule 61.355(a)(4), an applicant for an RPL is required to have a written examination credit, or approved equivalent, that covers the following private pilot licence subject areas:

Subject No. 2: Flight Radiotelephony

Subject No. 4: Air Law

Subject No. 6: Air Navigation and Flight Planning

Subject No. 8: Meteorology

Subject No. 10: Human Factors

Subject No. 12: Aircraft Technical Knowledge Aeroplane or Helicopter (as applicable)

The written examination credit comes into effect when all the written examinations have been passed in the qualifying period of three years and the written examination credit is valid for three years from the date of issue as detailed in rules 61.17(c) and (d) for a PPL.

An examination Knowledge Deficiency Report (KDR) is a report, issued on completion of a written examination that details areas where questions were answered incorrectly. The applicant for an RPL flight test must provide the flight examiner with written examination KDRs in accordance with rule 61.21(a)(5). These KDRs, with content acknowledged against the relevant rule reference(s), must have been certified by a Category A or B flight instructor that the applicant has been examined in these areas and their knowledge has improved. The flight examiner conducting the flight test will test the applicant's knowledge of the written examination subject areas including but not limited to items included in the KDRs.

RPL written examinations are based on the PPL syllabuses specified in Appendix II of AC61-3 *Private Pilot Licence*.

### **Approved equivalent**

A person holding a current RPL(A) issued under Part 61 who wishes to gain an RPL(H) is required to gain a pass in the written examination subject PPL Aircraft Technical Knowledge (Helicopter). The holder's RPL(A) together with the PPL Aircraft Technical Knowledge (Helicopter) pass are an approved equivalent to the written examinations required for an RPL(H).

A person holding a current RPL(H) issued under Part 61 who wishes to gain an RPL(A) is required to gain a pass in the written examination subject PPL Aircraft Technical Knowledge (Aeroplane). The holder's RPL(H) together with the PPL Aircraft Technical Knowledge (Aeroplane) pass are an approved equivalent to the written examinations required for an RPL(A).

A person holding a current PPL(A), CPL(A), or an ATPL(A) issued under Part 61 who wishes to gain an RPL(H), is required to gain a pass in the written examination subject PPL Aircraft Technical Knowledge (Helicopter). The holder's PPL(A), CPL(A) or ATPL(A) together with the PPL Aircraft Technical Knowledge (Helicopter) pass are an

approved equivalent to the written examinations required for an RPL(H).

A person holding a current PPL(H), CPL(H), or an ATPL(H) issued under Part 61 who wishes to gain an RPL(A), is required to gain a pass in the written examination subject PPL Aircraft Technical Knowledge (Aeroplane). The holder's PPL(H), CPL(H) or ATPL(H) together with the PPL Aircraft Technical Knowledge (Aeroplane) pass are an approved equivalent to the written examinations required for an RPL(A).

In addition, if the original licence held by a person wishing to use the provisions above was gained prior to 5 November 1992 the person is required to gain a pass in the appropriate Human Factors written examination.

### **MAF pilots**

Examination pass results gained by a MAF pilot, who has successfully completed at least the basic phase of the MDF ground, and flight training for aeroplanes will be accepted as approved equivalents to the written examinations required by rule 61.153(a)(6), for the issue of an RPL(A), except for the required Air Law written examination. All MAF applicants are required to pass a Mongolian PPL Air Law written examination.

Examination pass results gained by a MAF pilot who has successfully completed at least the basic phase of the MDF ground and flight training for helicopters will be accepted by the CAA as approved equivalents to the written examinations required by rule 61.153(a)(6) for the issue of an RPL(H) except for the required Air Law written examination. All MAF applicants are required to pass a Mongolian PPL Air Law written examination.

### **Rule 61.355(a)(5) Terrain awareness training**

PPL(A) or (H) terrain awareness training is acceptable to the Director for the issue of an RPL(A) or RPL(H) as appropriate.

### **Rule 61.355(a)(6) Flight test for initial issue**

An applicant for an RPL is required to demonstrate competence and knowledge to a flight examiner in a flight test in the appropriate category of aircraft. This demonstration is to be in accordance with the standards specified in the *Flight Test Standard Guide: Recreational and Private Pilot Licence Issue and Biennial Flight Review (Aeroplane) or (Helicopter)*, and includes a demonstration of the knowledge of the privileges and limitations of an RPL as detailed in rule 61.357.

An applicant for an RPL initial issue flight test does not need to hold an aircraft type rating on the aircraft that is used for the flight test as the examiner will issue the type rating on completion of a successful demonstration.

## Issue

### **Rule 61.355(b) Application for issue**

A person who holds a valid pilot licence may apply for the issue of an RPL using form CAA 24061/01-RPL – *Application for Issue of Recreational Pilot Licence – (RPL)*, which can be downloaded from <http://www.mcaa.gov.mn/Forms>

### **Rule 61.355(b)(2) Requirement for biennial flight review (BFR)**

A person who holds a valid private pilot licence (aeroplane), commercial pilot licence (aeroplane), senior commercial pilot licence (aeroplane) or an airline transport pilot licence (aeroplane) is eligible for the issue of a recreational pilot licence if the person holds a medical certificate prescribed by rule 61.355(a)(2) and has met the BFR requirements of rule 61.39 within the previous 24 months.

A person who has met the BFR requirements of rule 61.39 within the previous five years but not within the previous 24 months is eligible for the issue of a recreational pilot licence, but must complete a biennial flight review before exercising the privileges of that licence.

A person whose BFR has not been current within the previous five years must pass the written examination for PPL Air Law to be eligible for the issue of a recreational pilot licence and then must also complete a biennial flight review before exercising the privileges of the RPL.

### **Rule 61.357 Privileges and limitations**

#### **Rule 61.357(a)(1) Type ratings**

The only aircraft type ratings that may be endorsed on an RPL(A) are for single-engine non-pressurised aeroplanes with a MCTOW of 2000kg or less.

The only helicopter type ratings that may be endorsed on an RPL(H) are for single-engine helicopters with a MCTOW of 1500kg or less.

#### **Rule 61.357(b)(4)(iv) Colour vision**

A pass in the Ishihara colour vision screening test is acceptable to the Director for the holder of an RPL to operate into or out of a controlled aerodrome. Pilots who have previously held a class 1 or 2 medical certificate are deemed to meet this colour vision requirement.

**Notes:** Under rule 61.303, an RPL does not qualify the holder for the issue of a flight instructor rating. Therefore, a flight instructor rating cannot be endorsed on an RPL.



*A person holding a flight instructor rating endorsed on a CPL or ATPL may not exercise the privileges of that instructor rating with an RPL.*

**Rule 61.41** regarding the use of lower licence privileges. This only provides for the holder of a commercial pilot licence, senior commercial pilot licence, or an airline transport pilot licence who wishes to exercise the privileges of a private pilot licence where the holder only has a current class 2 medical certificate.

**Rule 61.41** does not apply to the exercise of RPL privileges if the holder of a PPL or higher licence holds a medical driver licence medical certificate. The person must hold an RPL.

The RPL is a completely separate licence with its own medical standard and its own specific licence privileges and limitations.