

## **14 CFR 61.31(g)**

### **(1) THE REQUIREMENT FOR GROUND TRAINING TO BE PILOT IN COMMAND OF A PRESSURIZED AIRCRAFT**

Except as provided in paragraph (g)(3) of this section, no person may act as pilot in command of a pressurized aircraft (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL),

Unless that person has received and logged ground training from an authorized instructor, and obtained an endorsement in the person's logbook or training record from an authorized instructor, who certifies the person has satisfactorily accomplished the required ground training.

#### **The ground training must include at least the following subjects:**

- High-altitude aerodynamics and meteorology;
- Respiration;
- Effects, symptoms, and causes of hypoxia and any other high-altitude sickness;
- Duration of consciousness without supplemental oxygen;
- Effects of prolonged usage of supplemental oxygen;
- Causes and effects of gas expansion and gas bubble formation;
- Preventive measures for eliminating gas expansion, gas bubble formation, and high-altitude sickness;
- Physical phenomena and incidents of decompression; and
- Any other physiological aspects of high-altitude flight.

### **(2) THE REQUIREMENT FOR FLIGHT TRAINING TO BE PILOT IN COMMAND OF A PRESSURIZED AIRCRAFT**

Except as provided in paragraph (g)(3) of this section, no person may act as pilot in command of a pressurized aircraft unless

1. That person has received and logged training from an authorized instructor in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft, and
2. Obtained an endorsement in the person's logbook or training record from an authorized instructor who found the person proficient in the operation of a pressurized aircraft.

#### **The flight training must include at least the following subjects:**

- Normal cruise flight operations while operating above 25,000 feet MSL;
- Proper emergency procedures for simulated rapid decompression without actually depressurizing the aircraft; and
- Emergency descent procedures.