

COMPLEX END

Price for Complex Rating: From \$1,500.00

You can earn your multi-engine rating in different ways and at different costs. One way is to do it when you are taking the Commercial test since it requires 10 hours of complex plane (the multi we use and most of them are complex = Constant Speed propellers + Retractable Gear + Flaps) It is even possible to start with a multi from the first certificate (Private). but it is more recommended to do multi after you have at least the private certificate.

There are no minimum hours to add on the multi rating to an existing certificate but you should count with about 10 hours to be realistic.

Please read the FAR below for more details:

"Sec. 61.63 - Additional aircraft ratings (other than on an airline transport pilot certificate).

(a) General. To be eligible for an additional aircraft rating to a pilot certificate, for other than an airline transport pilot certificate, an applicant must meet the appropriate requirements of this section for the additional aircraft rating sought.

(b) Additional category rating. An applicant who holds a pilot certificate and applies to add a category rating to that pilot certificate:

(1) Must have received the required training and possess the aeronautical experience prescribed by this part that applies to the pilot certificate for the aircraft category and, if applicable, class rating sought;

(2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought;

(3) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient on the areas of operation that are appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought;

(4) Must pass the required practical test that is appropriate to the pilot certificate for the aircraft category and, if applicable, class rating sought; and

(5) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, or airship rating at that pilot certificate level.

(c) Additional class rating. Any person who applies for an additional class rating to be added on a pilot certificate:

(1) Must have an endorsement in his or her logbook or training record from an authorized instructor and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot certificate for the aircraft class rating sought;

(2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient in the areas of operation appropriate to the pilot certificate for the aircraft class rating sought;

(3) Must pass the required practical test that is appropriate to the pilot certificate for the aircraft class rating sought;

(4) Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating and

(5) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, or airship rating at that pilot certificate level.

(d) Additional type rating. Except as specified in paragraph (d)(7) of this section, a person who applies for an additional aircraft type rating to be added on a pilot certificate, or the addition of an aircraft type rating that is accomplished concurrently with an additional aircraft category or class rating:

(1) Must hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class, or type rating

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sought;

(2) Must have an endorsement in his or her logbook or training record from an authorized instructor, and that endorsement must attest that the applicant has been found competent in the aeronautical knowledge areas appropriate to the pilot certificate for the aircraft category, class, or type rating sought;

(3) Must have an endorsement in his or her logbook, or training record from an authorized instructor, and that endorsement must attest that the applicant has been found proficient in the areas of operation required for the issuance of an airline transport pilot certificate for the aircraft category, class, and type rating sought;

(4) Must pass the required practical test appropriate to the airline transport pilot certificate for the aircraft category, class, and type rating sought;

(5) Must perform the practical test in actual or simulated instrument conditions, unless the aircraft's type certificate makes the aircraft incapable of operating under instrument flight rules. If the practical test cannot be accomplished for this reason, the person may obtain a type rating limited to "VFR only." The "VFR only" limitation may be removed for that aircraft type when the person passes the practical test in actual or simulated instrument conditions. When an instrument rating is issued to a person who holds one or more type ratings, the type ratings on the amended pilot certificate shall bear the "VFR only" limitation for each aircraft type rating for which the person has not demonstrated instrument competency;

(6) Need not take an additional knowledge test, provided the applicant holds an airplane, rotorcraft, powered-lift, or airship rating on their pilot certificate; and

(7) In the case of a pilot employee of a part 121 or a part 135 certificate holder, must have --

(i) Met the appropriate requirements of paragraphs (d)(1), (d)(4), and (d)(5) of this section for the aircraft type rating sought; and

(ii) Received an endorsement in his or her flight training record from the certificate holder attesting that the applicant has completed the certificate holder's approved ground and flight training program appropriate to the aircraft type rating sought.

(e) Use of a flight simulator or flight training device for an additional rating in an airplane. The areas of operation required to be performed by paragraphs (b), (c), and (d) of this section shall be performed as follows:

(1) Except as provided in paragraph (e)(2) of this section, the areas of operation must be performed in an airplane of the same category, class, and type, if applicable, as the airplane for which the additional rating is sought.

(2) Subject to the limitations of paragraph (e)(3) through (e)(12) of this section, the areas of operation may be performed in a flight simulator or flight training device that represents the airplane for which the additional rating is sought.

(3) The use of a flight simulator or flight training device permitted by paragraph (e)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of this chapter.

(4) To complete all training and testing (except preflight inspection) for an additional airplane rating without limitations when using a flight simulator --

(i) The flight simulator must be qualified and approved as Level C or Level D; and

(ii) The applicant must meet at least one of the following:

(A) Hold a type rating for a turbojet airplane of the same class of airplane for which the type rating is sought, or have been appointed by a military service as a pilot in command of an airplane of the same class of airplane for which the type rating is sought, if a type rating in a turbojet airplane is sought.

(B) Hold a type rating for a turbopropeller airplane of the same class of airplane for which the type rating is sought, or have been designated by a military service as a pilot in command of an airplane of the same class of airplane for which the type rating is sought, if a type rating in a turbopropeller airplane is sought.

(C) Have at least 2,000 hours of flight time, of which 500 hours is in turbine-powered airplanes of the same class of airplane for which the type rating is sought.

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- (D) Have at least 500 hours of flight time in the same type airplane as the airplane for which the rating is sought.
- (E) Have at least 1,000 hours of flight time in at least two different airplanes requiring a type rating.
- (5) Subject to the limitation of paragraph (e)(6) of this section, an applicant who does not meet the requirements of paragraph (e)(4) of this section may complete all training and testing (except for preflight inspection) for an additional rating when using a flight simulator if --
- (i) The flight simulator is qualified and approved as a Level C or Level D; and
- (ii) The applicant meets at least one of the following:
- (A) Holds a type rating in a propeller-driven airplane if a type rating in a turbojet airplane is sought, or holds a type rating in a turbojet airplane if a type rating in a propeller-driven airplane is sought; or
- (B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional airplane rating, has logged:
- (1) At least 100 hours of flight time in airplanes of the same class for which the type rating is sought and which requires a type rating; and
- (2) At least 25 hours of flight time in airplanes of the same type for which the rating is sought.
- (6) An applicant meeting only the requirements of paragraph (e)(5) of this section will be issued an additional rating with a limitation.
- (7) The limitation on a certificate issued under the provisions of paragraph (e)(6) of this section shall state, "This certificate is subject to pilot-in-command limitations for the additional rating."
- (8) An applicant who has been issued a pilot certificate with the limitation specified in paragraph (e)(7) of this section --
- (i) May not act as pilot in command of that airplane for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot certificate; and
- (ii) May have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of airplane to which the limitation applies.
- (9) An applicant who does not meet the requirements of paragraph (e)(4) or paragraph (e)(5) of this section may be issued an additional rating after successful completion of one of the following requirements:
- (i) Compliance with paragraphs (e)(2) and (e)(3) of this section and the following tasks, which must be successfully completed on a static airplane or in flight, as appropriate:
- (A) Preflight inspection;
- (B) Normal takeoff;
- (C) Normal ILS approach;
- (D) Missed approach; and
- (E) Normal landing.
- (ii) Compliance with paragraphs (e)(2), (e)(3), and (e)(10) through (e)(12) of this section.
- (10) An applicant meeting only the requirements of paragraph (e)(9)(ii) of this section will be issued an additional rating with a limitation.
- (11) The limitation on a certificate issued under the provisions of paragraph (e)(10) of this section shall state, "This certificate is subject to pilot-in-command limitations for the additional rating."

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(12) An applicant who has been issued a pilot certificate with the limitation specified in paragraph (e)(11) of this section --

(i) May not act as pilot in command of that airplane for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot certificate; and

(ii) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in that airplane of the same type to which the limitation applies.

(f) Use of a flight simulator or flight training device for an additional rating in a helicopter. The areas of operation required to be performed by paragraphs (b), (c), and (d) of this section shall be performed as follows:

(1) Except as provided in paragraph (f)(2) of this section, the areas of operation must be performed in a helicopter of the same type for the additional rating sought.

(2) Subject to the limitations of paragraph (f)(3) through (f)(12) of this section, the areas of operation may be performed in a flight simulator or flight training device that represents that helicopter for the additional rating sought.

(3) The use of a flight simulator or flight training device permitted by paragraph (f)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of this chapter.

(4) To complete all training and testing (except preflight inspection) for an additional helicopter rating without limitations when using a flight simulator --

(i) The flight simulator must be qualified and approved as Level C or Level D; and

(ii) The applicant must meet at least one of the following if a type rating is sought in a turbine-powered helicopter:

(A) Hold a type rating in a turbine-powered helicopter or have been appointed by a military service as a pilot in command of a turbine-powered helicopter.

(B) Have at least 2,000 hours of flight time that includes at least 500 hours in turbine-powered helicopters.

(C) Have at least 500 hours of flight time in turbine-powered helicopters.

(D) Have at least 1,000 hours of flight time in at least two different turbine-powered helicopters.

(5) Subject to the limitation of paragraph (f)(6) of this section, an applicant who does not meet the requirements of paragraph (f)(4) of this section may complete all training and testing (except for preflight inspection) for an additional rating when using a flight simulator if --

(i) The flight simulator is qualified and approved as Level C or Level D; and

(ii) The applicant meets at least one of the following:

(A) Holds a type rating in a turbine-powered helicopter if a type rating in a turbine-powered helicopter is sought; or

(B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional helicopter rating, has logged at least 25 hours of flight time in helicopters of the same type for which the rating is sought.

(6) An applicant meeting only the requirements of paragraph (f)(5) of this section will be issued an additional rating with a limitation.

(7) The limitation on a certificate issued under the provisions of paragraph (f)(6) of this section shall state, "This certificate is subject to pilot-in-command limitations for the additional rating."

(8) An applicant who is issued a pilot certificate with the limitation specified in paragraph (f)(7) of this section --

(i) May not act as pilot in command of that helicopter for which the additional rating was obtained under the provisions of

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this section until the limitation is removed from the pilot certificate; and

(ii) May have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of helicopter to which the limitation applies.

(9) An applicant who does not meet the requirements of paragraph (f)(4) or paragraph (f)(5) of this section may be issued an additional rating after successful completion of one of the following requirements:

(i) Compliance with paragraphs (f)(2) and (f)(3) of this section and the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate:

(A) Preflight inspection;

(B) Normal takeoff;

(C) Normal ILS approach;

(D) Missed approach; and

(E) Normal landing.

(ii) Compliance with paragraphs (f)(2), (f)(3), and (f)(10) through (f)(12) of this section.

(10) A applicant meeting only the requirements of paragraph (f)(9)(ii) of this section will be issued an additional rating with a limitation.

(11) The limitation on a certificate issued under the provisions of paragraph (f)(10) of this section shall state, "This certificate is subject to pilot-in-command limitations for the additional rating."

(12) An applicant who has been issued a pilot certificate with the limitation specified in paragraph (f)(11) of this section --

(i) May not act as pilot in command of that helicopter for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot certificate; and

(ii) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in that helicopter of the same type as to which the limitation applies.

(g) Use of a flight simulator or flight training device for an additional rating in a powered-lift. The areas of operation required to be performed by paragraphs (b), (c), and (d) of this section shall be performed as follows:

(1) Except as provided in paragraph (g)(2) of this section, the areas of operation must be performed in a powered-lift of the same type for the additional rating sought.

(2) Subject to the limitations of paragraphs (g)(3) through (g)(12) of this section, the areas of operation may be performed in a flight simulator or flight training device that represents that powered-lift for the additional rating sought.

(3) The use of a flight simulator or flight training device permitted by paragraph (g)(2) of this section shall be conducted in accordance with an approved course at a training center certificated under part 142 of this chapter.

(4) To complete all training and testing (except preflight inspection) for an additional powered-lift rating without limitations when using a flight simulator --

(i) The flight simulator must be qualified and approved as Level C or Level D; and

(ii) The applicant must meet at least one of the following if a type rating is sought in a turbine powered-lift:

(A) Hold a type rating in a turbine powered-lift or have been appointed by a military service as a pilot in command of a turbine powered-lift.

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- (B) Have at least 2,000 hours of flight time that includes at least 500 hours in turbine powered-lifts.
 - (C) Have at least 500 hours of flight time in turbine powered-lifts.
 - (D) Have at least 1,000 hours of flight time in at least two different turbine powered-lifts.
- (5) Subject to the limitation of paragraph (g)(6) of this section, an applicant who does not meet the requirements of paragraph (g)(4) of this section may complete all training and testing (except for preflight inspection) for an additional rating when using a flight simulator if --
- (i) The flight simulator is qualified and approved as Level C or Level D; and
 - (ii) The applicant meets at least one of the following:
 - (A) Holds a type rating in a turbine powered-lift if a type rating in a turbine powered-lift is sought; or
 - (B) Since the beginning of the 12th calendar month before the month in which the applicant completes the practical test for an additional powered-lift rating, has logged at least 25 hours of flight time in powered-lifts of the same type for which the rating is sought.
- (6) An applicant meeting only the requirements of paragraph (g)(5) of this section will be issued an additional rating with a limitation.
- (7) The limitation on a certificate issued under the provisions of paragraph (g)(6) of this section shall state, "This certificate is subject to pilot-in-command limitations for the additional rating."
- (8) An applicant who is issued a pilot certificate with the limitation specified in paragraph (g)(7) of this section --
- (i) May not act as pilot in command of that powered-lift for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot certificate; and
 - (ii) May have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of powered-lift to which the limitation applies.
- (9) An applicant who does not meet the requirements of paragraph (g)(4) or paragraph (g)(5) of this section may be issued an additional rating after successful completion of one of the following requirements:
- (i) Compliance with paragraphs (g)(2) and (g)(3) of this section and the following tasks, which must be successfully completed on a static powered-lift or in flight, as appropriate:
 - (A) Preflight inspection;
 - (B) Normal takeoff;
 - (C) Normal ILS approach;
 - (D) Missed approach; and
 - (E) Normal landing.
 - (ii) Compliance with paragraphs (g)(2), (g)(3), and (g)(10) through (g)(12) of this section.
- (10) An applicant meeting only the requirements of paragraph (g)(9)(ii) of this section will be issued an additional rating with a limitation.
- (11) The limitation on a certificate issued under the provisions of paragraph (g)(10) of this section shall state, "This certificate is subject to pilot-in-command limitations for the additional rating."
- (12) An applicant who has been issued a pilot certificate with the limitation specified in paragraph (g)(11) of this section --

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(i) May not act as pilot in command of that powered-lift for which the additional rating was obtained under the provisions of this section until the limitation is removed from the pilot certificate; and

(ii) May have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in that powered-lift of the same type as to which the limitation applies.

(h) Aircraft not capable of instrument maneuvers and procedures. 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 ?61.157 of this part 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 contained in ?61.157 or ?61.73 of this part.

(i) Multiengine, single-pilot station airplane. An applicant for a type rating in a multiengine, single-pilot station airplane may meet the requirements of this part in a multiseat version of that multiengine airplane.

(j) Single-engine, single-pilot station airplane. An applicant for a type rating in a single-engine, single-pilot station airplane may meet the requirements of this part in a multiseat version of that single-engine airplane.

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

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