

Night Flying Rating — Syllabus Guide

FAA · EASA · CAAC | Hong Kong Macau General Aviation — Flight Training | October 2026

Night privileges are handled differently by each authority: the **FAA** and **CAAC** have no standalone night rating — night training is embedded in the PPL/CPL syllabi, and licences can carry a "night flying prohibited" limitation; **EASA** issues a standalone Night Rating (FCL.810) on top of the LAPL(A)/PPL(A).

1. Night privileges — side-by-side

Item	FAA	EASA	CAAC
Standalone rating	No — embedded in PPL/CPL	Yes — Night Rating, FCL.810	No — embedded in PPL/CPL
Where required	61.109 (PPL) / 61.129 (CPL)	Subpart I additional rating	61.129 / 61.159 tables
Training (PPL level)	3 h night dual: 1 XC > 100 NM + 10 T/O & 10 full-stop landings (61.109(a)(2))	5 h night: 3 h dual (incl. 1 h XC, one dual XC ≥ 50 km) + 5 solo takeoffs and 5 solo full-stop landings (FCL.810)	3 h night dual: 10 T/O & landings + 1 night XC ≥ 180 km (61.129 table)
Theory	Night operations covered in the PPL knowledge areas	Night rules, visual illusions, human performance, lighting, emergencies (FCL.810(a)(1)(i))	Covered in PPL theory
Validity	N/A (embedded)	Indefinite — never expires; no revalidation check	N/A (embedded)
Limitation if not completed	Alaska/other cases: "night flying prohibited" limitation (61.110), removable after training	LAPL/PPL limited to day VFR without the rating	■■■ with ■■■■■■■■ limitation; holders cannot fly commercial air transport; removable per ■■61.171■



2. FAA — night requirements embedded in the licences

Level	Requirement
PPL (61.109(a)(2))	3 h night flight training incl. one cross-country flight > 100 NM total distance and 10 takeoffs and 10 landings to a full stop (each in the traffic pattern)
CPL (61.129(a))	One 2-h dual night cross-country > 100 NM straight-line from departure; 5 h solo night VFR with 10 takeoffs and 10 landings at an airport with an operating control tower
Night limitation	61.110: applicants not meeting night training (Alaska residents; certain categories) receive a "night flying prohibited" limitation, removed after completing the training and an examiner check
Recency	To carry passengers at night (61.57(b)): 3 takeoffs and 3 landings to a full stop between sunset and sunrise within the preceding 90 days

3. EASA — Night Rating (FCL.810)

Element	Requirement
Applicants	Holders of a LAPL(A) or PPL(A) (also applicable to TMG and airships)
Course	Completed within 6 months at a DTO or ATO: theoretical knowledge (night rules, visual illusions, human performance, aircraft lighting, emergency procedures) + flight instruction
Flight training	≥ 5 h night flight time incl.: ≥ 3 h dual instruction; ≥ 1 h cross-country navigation incl. at least one dual XC of ≥ 50 km; 5 solo takeoffs and 5 solo full-stop landings
LAPL holders	Must complete the PPL basic instrument flight training before the night flight training (FCL.810(a)(2))
Validity	Indefinite; night passenger recency (FCL.060(b)): 3 night takeoffs and landings within the preceding 90 days unless holding an IR

4. CAAC — night training and the 61.171 limitation

Element	Requirement
PPL night (61.129 table)	3 h dual night flight incl. 10 takeoffs and landings and one night cross-country ≥ 180 km (airplane classes)
CPL night (61.159 table)	Night cross-country within skill training: 2 h, ≥ 180 km (day and night qualifying XCs required)
Night limitation (■61.171■)	Licences issued without night training carry ■■■■■■: holders may not serve on commercial air transport aircraft; the limitation is removed after completing night training with instructor endorsement and passing an examiner check

Figures verified from the official texts (eCFR 14 CFR 61.109/61.110/61.129/61.57; UK-retained Reg. 1178/2011 Part-FCL FCL.810/FCL.060; CAAC CCAR-61 ■61.129/61.159/61.171■) as of October 2026. Applicants should confirm current requirements with the relevant authority before enrolment. Enquiries: info@general-aviation.asia