

You need to be aware of ALL Federal Aviation Regulations including:

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WHAT FARs ARE IMPORTANT FOR YOUR AERONAUTICAL KNOWLEDGE TEST

FAR PAR 1.1 General Definitions

1. Light-Sport Aircraft (LSA) means an aircraft, other than a helicopter or powered-lift that, since its original certification, has continued to meet the following:

- a. A maximum takeoff weight of not more than 1320 pounds (600 kg) for aircraft not intended for operation on water; 1,430 pounds (650 kg) for aircraft intended for operation on water.
- b. A maximum airspeed in level flight with maximum continuous power (V_H) of not more than 120 knots CAS.
- c. A single reciprocal engine, if powered.
- d. Is classified as either an Airplane, Gyroplane, Glider, Lighter-than-air, Powered Parachutes, or Weight-shift-control aircraft.

2. Night means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac converted to local time.

- a. A sport pilot may not operate an aircraft at night.

3. Aircraft categories (for certification of airmen); broad classification of aircraft

- a. Airplane, b. Rotorcraft, c. Glider, and d. Lighter-than-air.

4. Airplane classes (for certification of airmen)

- a. Single-engine land, b. Multiengine land, c. Single-engine sea, and d. Multiengine sea.

5. Rotorcraft classes (for certification of airmen)

- a. Helicopter, and b. Gyrocopter.

6. Lighter-than-air classes (for certification of airmen)

- a. Airship, b. Free Balloon, c. Hot air balloon, and d. Gas balloon.

FAR PART 1.1 General Definitions continued...

7. Note the above (6) category and class definitions are for certification of airmen purposes. For certification of aircraft, there are different definitions:

a. **Category** (for certification of aircraft purposes) is based on intended use or operating limitations.

1) Transportation, 2) Normal, 3) Utility, 4) Limited, 5) Restricted, 6) Acrobatic, and 7) Provisional.

b. **Classes** as used for certification of aircraft are the same as, or very similar to, categories for certification of airmen, e.g., airplane, rotocraft, glider and lighter-than-air

8. Air Traffic Control (ATC) clearance means an authorization to proceed under specific traffic conditions in controlled airspace.

FAR Part 21

21.171 Duration of Airworthiness Certificate

Airworthiness certificates remain in force as long as maintenance and alteration of the aircraft are performed per FARs. The owner of aircraft must comply with Airworthiness Directives (ADs)

FAR Part 23

23.3 Airplane Categories

1. The utility operational category of an airplane permits limited aerobatics, including spins (if approved for that particular type or airplane).

FAR Part 39

39.1 Applicability

Airworthiness Directives (Ads) are issued under FAR Part 39 by the FAA to require correction of unsafe conditions found in an airplane, an airplane engine, a propeller, or an appliance when such conditions exist and are likely to exist or develop in other products of the same design.

a. Since Ads are issued under FAR Part 39, they are regulatory and must be complied with, unless a specific exemption is granted.

Commercial Operations(4.1)

4.1 FAR Part 1

1.1 General Definitions

[COMMERCIAL -----

1. Commercial Operations engage in carriage by aircraft in air commerce of persons or compensation or hire “other than” as an air carrier.
2. An operator is a person who causes the aircraft to be used or authorizes its use.
3. Operational control of a flight means exercising authority over initiating, conducting or terminating a flight.

All Operations

1.2 Abbreviations and Symbols

AFM means airplane flight manual.

AGL means above ground level.

ALS means approach light system.

APU means auxiliary power unit.

ASR means airport surveillance radar.

ATC means air traffic control.

ATS means Air Traffic Service.

CAMP means continuous airworthiness maintenance program.

CAS means calibrated airspeed.

CAT II means Category II.

CHDO means an FAA Flight Standards certificate holding district office.

CMP means configuration, maintenance, and procedures.

CONSOL or CONSOLAN means a kind of low or medium frequency long range navigational aid.

DH means decision height.

DME means distance measuring equipment compatible with TACAN.

EAS means equivalent airspeed.

Equi-Time Point means a point on the route of flight where the flight time, considering wind, to each of two selected airports is equal.

ETOPS means extended operations.

EWIS , as defined by §25.1701 of this chapter, means electrical wiring interconnection system.

FAA means Federal Aviation Administration.

FFS means full flight simulator.

FM means fan marker.

FSTD means flight simulation training device.

FTD means flight training device.

GS means glide slope.

HIRL means high-intensity runway light system.

IAS means indicated airspeed.

ICAO means International Civil Aviation Organization.

IFR means instrument flight rules.

IFSD means in-flight shutdown.

ILS means instrument landing system.

IM means ILS inner marker.

INT means intersection.

LDA means localizer-type directional aid.

LFR means low-frequency radio range.

LMM means compass locator at middle marker.

LOC means ILS localizer.

LOM means compass locator at outer marker.

M means mach number.

MAA means maximum authorized IFR altitude.

MALS means medium intensity approach light system.

MALSR means medium intensity approach light system with runway alignment indicator lights.

MCA means minimum crossing altitude.

MDA means minimum descent altitude.

MEA means minimum en route IFR altitude.

MEL means minimum equipment

MM means ILS middle marker.

MOCA means minimum obstruction clearance altitude.

MRA means minimum reception altitude.

MSL means mean sea level.

NDB (ADF) means nondirectional beacon (automatic direction finder).

NM means nautical mile.

NOPAC means North Pacific area of operation.

NOPT means no procedure turn required.

OEI means one engine inoperative.

OM means ILS outer marker.

OPSPECS means operations specifications.

PACOTS means Pacific Organized Track System.

PAR means precision approach radar.

PMA means parts manufacturer approval.

PTRS means Performance Tracking and Reporting System.

RAIL means runway alignment indicator light system.

RBN means radio beacon.

RCLM means runway centerline marking.

RCLS means runway centerline light system.

REIL means runway end identification lights.

RFFS means rescue and firefighting services.

RNAV means area navigation.

RR means low or medium frequency radio range station.

RVR means runway visual range as measured in the touchdown zone area.

SALS means short approach light system.

SATCOM means satellite communications.

SSALS means simplified short approach light system.

SSALSR means simplified short approach light system with runway alignment indicator lights.

TACAN means ultra-high frequency tactical air navigational aid.

TAS means true airspeed.

TCAS means a traffic alert and collision avoidance system.

TDZL means touchdown zone lights.

TSO means technical standard order.

TVOR means very high frequency terminal omnirange station.

SPEEDS (V-Velocity)

V A means design maneuvering speed.

V B means design speed for maximum gust intensity.

V C means design cruising speed.

V D means design diving speed.

V DF/ M DF means demonstrated flight diving speed.

V EF means the speed at which the critical engine is assumed to fail during takeoff.

V F means design flap speed.

V FC/ M FC means maximum speed for stability characteristics.

V FE means maximum flap extended speed.

V FTO means final takeoff speed.

V H means maximum speed in level flight with maximum continuous power.

V LE means maximum landing gear extended speed.

V LO means maximum landing gear operating speed.

V LOF means lift-off speed.

V MC means minimum control speed with the critical engine inoperative.

V MO/ M MO means maximum operating limit speed.

V MU means minimum unstick speed.

V NE means never-exceed speed.

V NO means maximum structural cruising speed.

V R means rotation speed.

V REF means reference landing speed.

V S means the stalling speed or the minimum steady flight speed at which the airplane is controllable.

V S0 means the stalling speed or the minimum steady flight speed in the landing configuration.

V S1 means the stalling speed or the minimum steady flight speed obtained in a specific configuration.

V SR means reference stall speed.

V SRO means reference stall speed in the landing configuration.

V SR1 means reference stall speed in a specific configuration.

V SW means speed at which onset of natural or artificial stall warning occurs.

V TOSS means takeoff safety speed for Category A rotorcraft.

V X means speed for best angle of climb.

V Y means speed for best rate of climb.

V 1 means the maximum speed in the takeoff at which the pilot must take the first action (e.g., apply brakes, reduce thrust, deploy speed brakes) to stop the airplane within the accelerate-stop distance. **V1** also means the minimum speed in the takeoff, following a failure of the critical engine at **VEF**, at which the pilot can continue the takeoff and achieve the required height above the takeoff surface within the takeoff distance.

V 2 means takeoff safety speed.

V 2min means minimum takeoff safety speed.

VFR means visual flight rules.

VHF means very high frequency.

VOR means very high frequency omnirange station.

VORTAC means collocated **VOR** and **TACAN**.

WHAT FARs ARE IMPORTANT FOR YOUR AERONAUTICAL KNOWLEDGE TEST

FAR Part 39 continued...

39.3 General

•No person may operate a product to which an AD applies except in accordance with the requirements of that AD.

a. Thus, you may operate an airplane that is not in compliance with an AD, if such operation is allowed by the AD.

FAR PART 43

43.3 Persons Authorized to Perform Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

1. A person who holds a sport pilot certificate may perform preventive maintenance on any airplane owned or operated by that pilot and is issued a special air-worthiness certificate in the light-sport category.

43.7 Persons Authorized to Approve Aircraft Airframes, Aircraft Engines, Propellers, Appliances, or Component Parts for Return to Service after Maintenance, Preventive Maintenance, Rebuilding or Alteration.

1. To approve a light-sport category airplane for return to service after preventive maintenance was done by a pilot, the pilot must hold at least a sport pilot certificate.

43.9 Maintenance Records

1. After preventative maintenance has been performed, the signature, certificate number, kind of certificate held by the person approving the work, and a description of the work must be entered in the aircraft maintenance records.

WHAT FARs ARE IMPORTANT FOR YOUR AERONAUTICAL KNOWLEDGE TEST **FAR Part 43 continued...**

43 Appendix A. Major Alterations and Repairs and Preventive Maintenance

- Preventive maintenance means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations. Examples include (a) Replenishing hydraulic fluid, and (b) Servicing landing gear wheel bearings.

FAR PART 61.

61.3 Requirements for Certificates, Ratings, and Authorizations

- When acting as pilot in command or as required pilot flight crewmember, you must have a valid pilot certificate and a current and appropriate medical certificate (or driver's license, if appropriate) in your personal possession or readily accessible in the airplane
- You must present your pilot certificate or medical certificate (or driver's license, if appropriate) upon the request of the Administrator of the FAA or his/her representative, or the NTSB, or any federal, state, or local law enforcement officer.

61.15 Offenses Involving Alcohol or Drugs

1. A pilot convicted of operating a motor vehicle while either intoxicated by, impaired by, or under the influence of alcohol or a drug is required to provide a written report to the FAA Civil Aviation Security Division (AMC-700) no later than 60 days after the conviction.
2. A pilot convicted for the violation of any Federal or State statute related to the process, manufacture, transportation, distribution, or sale of narcotic drugs is grounds for suspension or revocation of any certificate, rating, or authorization issued under Part 61.
3. A pilot convicted of operating an aircraft as a crewmember under the influence of alcohol, or using drugs that affect the person's faculties (act which are prohibited by Sec. 91.17), is grounds for denial of an application for a certificate, rating, or authorization issued under Part 61 for a period of one year after the date of the act.

Current FAR Part 61 Regulations found at

https://www.ecfr.gov/cgi-bin/text-idx?SID=7977e695e2cfd215d0ad26972607c51f&mc=true&node=pt14.2.61&rgn=div5#se14.2.61_1121

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Current FAR Part 91 Regulations found at

https://www.ecfr.gov/cgi-bin/text-idx?SID=a1e7269078271b27df1cac4b22d36f19&mc=true&tpl=/ecfrbrowse/Title14/14cfr91_main_02.tpl

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GROUND	Light Gun Signals	AIR
Cleared for Takeoff		Cleared to Land
STOP		Give Way Continue Circling
Cleared to Taxi		Return for Landing
Taxi Clear of Runway		Airport Unsafe DO NOT LAND
Return to Starting Point on Airport		Not Applicable
Exercise EXTREME CAUTION		Exercise EXTREME CAUTION

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Current FAR Part 61 Regulations found at

[https://www.ecfr.gov/cgi-bin/text-](https://www.ecfr.gov/cgi-bin/text-idx?SID=7977e695e2cfd215d0ad26972607c51f&mc=true&node=pt14.2.61&rgn=div5#se14.2.61_1121)

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NTSB PART 830: NOTIFICATION AND REPORTING OF ACCIDENTS OR INCIDENTS AND OVERDUE AIRCRAFT

4.8 NTSB PART 830

830.5 Immediate Notification (Questions 185-188)

1. Even when no injuries occur to occupants, an airplane accident resulting in substantial damage must be reported to the nearest National Transportation Safety Board (NTSB) field office immediately.
2. The following incidents must also be reported immediately to the NTSB:
 - a. Inability of any required crewmember to perform normal flight duties because of in-flight injury or illness
 - b. In-flight fire
 - c. Flight control system malfunction or failure
 - d. An overdue airplane that is believed to be involved in an accident
 - e. An airplane collision in flight
 - f. Turbine (jet) engine failures

830.10 Preservation of Aircraft Wreckage, Mail, Cargo, and Records (Question 189)

1. Prior to the time the Board or its authorized representative takes custody of aircraft wreckage, mail, or cargo, such wreckage, mail, or cargo may not be disturbed or moved except
 - a. To remove persons injured or trapped,
 - b. To protect the wreckage from further damage, or
 - c. To protect the public from injury.

830.15 Reports and Statements to Be Filed (Questions 190-191)

1. The operator of an aircraft shall file a report on Board Form 8120.1/2 within 10 days after an accident.
 - a. A report must be filed within 7 days if an overdue aircraft is still missing.
2. A report on an incident for which immediate notification is required (830.5) shall be filed only when requested by an authorized representative of the Board.

FAA NOTIFICATION AND REPORTING

Typical types of notification

Mandatory

Runway incursion (end up on wrong runway or taxiway), and Airspace violation.

Radio From ATC

If at a controlled airport, ATC will give you a phone number to call the tower at the termination of your flight. If you are unaware of the incursion, they will so advise you and inquire as to why it happened. Depending on the risk you posed it may be followed by a letter and summons.

Letter from the Administrator or your local

ATC has advised the FAA of your error. You may need to respond by letter and/or report by Administrator Summons which means it is time to get an aviation attorney, and it may get expensive.

In person from your Flight Safety District office (FSDO)

Officer may pay you a visit at the airport when reported unsafe flight by other pilots. May ask you to demonstrate a skill (like landing).

Voluntary [<http://asrs.arc.nasa.gov/>]

NASA's Aviation Safety Reporting System. Tell them what you did before the FAA demands you respond to an Administrative Summons. Give just the facts not how you were at fault. Will likely lessen if not abate any penalty.

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WHEW !!

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