

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

FAR 1.1 General Definitions

FAR 21.181 Duration of Airworthiness Certification

FAR Part 43

43.3 Authorized Maintenance

43.8 Approval of Maintenance

43.9 Maintenance Records

FAR Part 61

61.3 Requirements for Certificates, Ratings and Authorizations

61.15 Offenses Involving Alcohol or Drugs

61.23 Medical Certificates: Requirement and Duration

61.56 Flight Review

61.57 Recent Flight Experience: Pilot in Command

61.60 Change of Address

61.113 Private Pilot Privileges and Limitations: Pilot in Command

61.315 Sport Pilot Privileges and Limitations: Pilot in Command

61.325 Required Endorsements for Class B, C, and D Airspace

## FAR Part 91

- 91.3 Responsibility and Authority of the Pilot in Command.
- 91.7 Civil Aircraft Airworthiness
- 91.9 Civil Aircraft Flight Manual, Markings and Placard Requirements
- 91.15 Dropping Objects
- 91.17 Alcohol and Drugs
- 91.103 Preflight Action
- 91.105 Flight Crewmembers at Stations
- 91.107 Use of Safety Belts, Shoulder Harnesses, and Child Restraint Systems
- 91.111 Operating near Other Aircraft
- 91.113 Right-of-Way Rules: Except Water Operations
- 91.115 Right-of-Way Rules: Water Operations
- 91.119 Minimum Safe Altitudes: General
- 91.121 Altimeter Settings
- 91.123 Compliance with ATC Clearances and Instructions
- 91.126 Operating on or in the Vicinity of an Airport in Class G Airspace
- 91.131 Operations in Class B Airspace
- 91.151 Fuel Requirements for Flight in VFR Conditions
- 91.155 Basic VFR Weather Minimums

91.159 VFR Cruising Altitudes or Flight Level

91.203 Civil Aircraft: Certifications Required

91.207 Emergency Locator Transmitters

91.209 Aircraft Lights

91.303 Aerobatic Flight

91.307 Parachutes and Parachuting

91.313 Restricted Category Civil Aircraft: Operating Limitations

91.319 Aircraft Having Experimental Certificates: Operating Limitations

91.403 General

91.405 Maintenance Required

91.407 Operation after Maintenance, Preventive Maintenance, Rebuilding, or Modification

91.409 Inspections

91.417 Maintenance Records

NTSB Part 830

830.5 Immediate Notification

830.10 Preservation of Aircraft Wreckage, Mail, Cargo, and Records

830.15 Reporting and Statements to Be Filed

# **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.

### **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

<http://www.ecfr.gov/cgi-bin/text-idx?SID=080efd536b45a26b544588f8268f4d0c&node=14:2.0.1.1.2&rgn=div5>

Below are hyperlinks to each FAR

**Subpart A—General**

[§61.1 Applicability and definitions.](#)

[§61.2 Exercise of Privilege.](#)

[\\*\\*§61.3 Requirement for certificates, ratings, and authorizations.](#)

[§61.4 Qualification and approval of flight simulators and flight training devices.](#)

[§61.5 Certificates and ratings issued under this part.](#)

[§61.7 Obsolete certificates and ratings.](#)

[§61.9 \[Reserved\]](#)

[§61.11 Expired pilot certificates and re-issuance.](#)

[§61.13 Issuance of airman certificates, ratings, and authorizations.](#)

[§61.14 \[Reserved\]](#)

[\\*\\*§61.15 Offenses involving alcohol or drugs.](#)

[§61.16 Refusal to submit to an alcohol test or to furnish test results.](#)

[§61.17 Temporary certificate.](#)

[§61.18 Security disqualification.](#)

[§61.19 Duration of pilot and instructor certificates.](#)

[§61.21 Duration of a Category II and a Category III pilot authorization \(for other than part 121 and part 135 use\).](#)

[\\*\\*§61.23 Medical certificates: Requirement and duration.](#)

[§61.25 Change of name.](#)

[§61.27 Voluntary surrender or exchange of certificate.](#)

[§61.29 Replacement of a lost or destroyed airman or medical certificate or knowledge test report.](#)

[§61.31 Type rating requirements, additional training, and authorization requirements.](#)

[§61.33 Tests: General procedure.](#)

[§61.35 Knowledge test: Prerequisites and passing grades.](#)

[§61.37 Knowledge tests: Cheating or other unauthorized conduct.](#)

[§61.39 Prerequisites for practical tests.](#)

[§61.41 Flight training received from flight instructors not certificated by the FAA.](#)

[§61.43 Practical tests: General procedures.](#)

[§61.45 Practical tests: Required aircraft and equipment.](#)

[§61.47 Status of an examiner who is authorized by the Administrator to conduct practical tests.](#)

[§61.49 Retesting after failure.](#)

[§61.51 Pilot logbooks.](#)

[§61.52 Use of aeronautical experience obtained in ultralight vehicles.](#)

[§61.53 Prohibition on operations during medical deficiency.](#)

[§61.55 Second-in-command qualifications.](#)

[\\*\\*§61.56 Flight review.](#)

[\\*\\*§61.57 Recent flight experience: Pilot in command.](#)

[§61.58 Pilot-in-command proficiency check: Operation of an aircraft that requires more than one pilot flight crewmember or is turbojet-powered.](#)

[§61.59 Falsification, reproduction, or alteration of applications, certificates, logbooks, reports, or records.](#)

[\\*\\*§61.60 Change of address.](#)

## **Subpart B—Aircraft Ratings and Pilot Authorizations**

[§61.61 Applicability.](#)

[§61.63 Additional aircraft ratings \(other than for ratings at the airline transport pilot certification level\).](#)

[§61.64 Use of a flight simulator and flight training device.](#)

[§61.65 Instrument rating requirements.](#)

[§61.67 Category II pilot authorization requirements.](#)

[§61.68 Category III pilot authorization requirements.](#)

[§61.69 Glider and unpowered ultralight vehicle towing: Experience and training requirements.](#)

[§61.71 Graduates of an approved training program other than under this part: Special rules.](#)

[§61.73 Military pilots or former military pilots: Special rules.](#)

[§61.75 Private pilot certificate issued on the basis of a foreign pilot license.](#)

[§61.77 Special purpose pilot authorization: Operation of a civil aircraft of the United States and leased by a non-U.S. citizen](#)

## **Subpart C—Student Pilots**

[§61.81 Applicability.](#)

[§61.83 Eligibility requirements for student pilots.](#)

[§61.85 Application.](#)

[§61.87 Solo requirements for student pilots.](#)

[§61.89 General limitations.](#)

[§61.91 \[Reserved\]](#)

[§61.93 Solo cross-country flight requirements.](#)

[§61.94 Student pilot seeking a sport pilot certificate or a recreational pilot certificate: Operations at airports within, and in airspace located within, Class B, C, and D airspace, or at airports with an operational control tower in other airspace.](#)

[§61.95 Operations in Class B airspace and at airports located within Class B airspace..](#)

## **Subpart D—Recreational Pilots**

## Subpart E—Private Pilots

[§61.102 Applicability.](#)

[§61.103 Eligibility requirements: General.](#)

[§61.105 Aeronautical knowledge.](#)

[§61.107 Flight proficiency.](#)

[§61.109 Aeronautical experience.](#)

[§61.110 Night flying exceptions.](#)

[§61.111 Cross-country flights: Pilots based on small islands.](#)

[\\*\\*§61.113 Private pilot privileges and limitations: Pilot in command.](#)

[§61.115 Balloon rating: Limitations.](#)

[§61.117 Private pilot privileges and limitations: Second in command of aircraft requiring more than one pilot.](#)

[§§61.118-61.120 \[Reserved\]](#)

## Subpart F—Commercial Pilots

[§61.121 Applicability.](#)

[§61.123 Eligibility requirements: General.](#)

[§61.125 Aeronautical knowledge.](#)

[§61.127 Flight proficiency.](#)

[§61.129 Aeronautical experience.](#)

[§61.131 Exceptions to the night flying requirements.](#)

[§61.133 Commercial pilot privileges and limitations.](#)

[§§61.135-61.141 \[Reserved\]](#)

## Subpart G—Airline Transport Pilots

## Subpart H—Flight Instructors Other than Flight Instructors With a Sport Pilot Rating

## Subpart I—Ground Instructors

## Subpart J—Sport Pilots

[§61.301 What is the purpose of this subpart and to whom does it apply?](#)

[§61.303 If I want to operate a light-sport aircraft, what operating limits and endorsement requirements in this subpart must I comply with?](#)

[§61.305 What are the age and language requirements for a sport pilot certificate?](#)

[§61.307 What tests do I have to take to obtain a sport pilot certificate?](#)

[§61.309 What aeronautical knowledge must I have to apply for a sport pilot certificate?](#)

[§61.311 What flight proficiency requirements must I meet to apply for a sport pilot certificate?](#)

[§61.313 What aeronautical experience must I have to apply for a sport pilot certificate?](#)

[\\*\\*§61.315 What are the privileges and limits of my sport pilot certificate?](#)

[§61.317 Is my sport pilot certificate issued with aircraft category and class ratings?](#)

[§61.319 \[Reserved\]](#)

[§61.321 How do I obtain privileges to operate an additional category or class of light-sport aircraft?](#)

[§61.323 \[Reserved\]](#)

[\\*\\*§61.325 How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower?](#)

[§61.327 Are there specific endorsement requirements to operate a light-sport aircraft based on  \$V\_H\$ ?](#)







## Subpart K—Flight Instructors With a Sport Pilot Rating

**Subpart A—General**

- [§91.1 Applicability.](#)
- \*\*[§91.3 Responsibility and authority of the pilot in command.](#)
- [§91.5 Pilot in command of aircraft requiring more than one required pilot.](#)
- \*\*[§91.7 Civil aircraft airworthiness.](#)
- \*\*[§91.9 Civil aircraft flight manual, marking, and placard requirements.](#)
- [§91.11 Prohibition on interference with crewmembers.](#)
- [§91.13 Careless or reckless operation.](#)
- \*\*[§91.15 Dropping objects.](#)
- \*\*[§91.17 Alcohol or drugs.](#)
- [§91.19 Carriage of narcotic drugs, marihuana, and depressant or stimulant drugs or substances.](#)
- [§91.21 Portable electronic devices.](#)
- [§91.23 Truth-in-leasing clause requirement in leases and conditional sales contracts.](#)
- [§91.25 Aviation Safety Reporting Program: Prohibition against use of reports for enforcement purposes.](#)
- [§§91.27-91.99 \[Reserved\]](#)

**Subpart B—Flight Rules**

- [§91.101 Applicability.](#)
- \*\*[§91.103 Preflight action.](#)
- \*\*[§91.105 Flight crewmembers at stations.](#)
- \*\*[§91.107 Use of safety belts, shoulder harnesses, and child restraint systems.](#)
- [§91.109 Flight instruction: Simulated instrument flight and certain flight tests.](#)
- \*\*[§91.111 Operating near other aircraft.](#)
- \*\*[§91.113 Right-of-way rules: Except water operations.](#)
- [§91.115 Right-of-way rules: Water operations.](#)
- \*\*[§91.117 Aircraft speed.](#)
- \*\*[§91.119 Minimum safe altitudes: General.](#)
- \*\*[§91.123 Compliance with ATC clearances and instructions.](#)
- \*\*[§91.125 ATC light signals.](#)
- \*\*[§91.126 Operating on or in the vicinity of an airport in Class G airspace.](#)
- \*\*[§91.127 Operating on or in the vicinity of an airport in Class E airspace.](#)
- \*\*[§91.129 Operations in Class D airspace.](#)
- \*\*[§91.130 Operations in Class C airspace.](#)
- \*\*[§91.131 Operations in Class B airspace.](#)
- \*\*[§91.133 Restricted and prohibited areas.](#)
- [§91.135 Operations in Class A airspace.](#)
- [§91.137 Temporary flight restrictions in the vicinity of disaster/hazard areas.](#)
- [§91.138 Temporary flight restrictions in national disaster areas in the State of Hawaii.](#)
- [§91.139 Emergency air traffic rules.](#)
- [§91.141 Flight restrictions in the proximity of the Presidential and other parties.](#)
- [§91.143 Flight limitation in the proximity of space flight operations.](#)
- [§91.144 Temporary restriction on flight operations during abnormally high barometric pressure conditions.](#)
- [§91.145 Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events.](#)
- [§91.146 Passenger-carrying flights for the benefit of a charitable, nonprofit, or community event.](#)
- [§91.147 Passenger carrying flights for compensation or hire.](#)
- [§§91.148-91.149 \[Reserved\]](#)

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



## VISUAL FLIGHT RULES

\*\*§91.151 Fuel requirements for flight in VFR conditions.

\*\*§91.153 VFR flight plan: Information required.

\*\*§91.155 Basic VFR weather minimums.

\*\*§91.157 Special VFR weather minimums.

\*\*§91.159 VFR cruising altitude or flight level.

§91.161 Special awareness training required for pilots flying under visual flight rules within a 60-nautical mile radius of the Washington, DC VOR/DME.

§§91.162-91.165 [Reserved]

## INSTRUMENT FLIGHT RULES

§91.167 Fuel requirements for flight in IFR conditions.

§91.169 IFR flight plan: Information required.

§91.171 VOR equipment check for IFR operations.

§91.173 ATC clearance and flight plan required.

§91.175 Takeoff and landing under IFR.

§91.177 Minimum altitudes for IFR operations.

§91.179 IFR cruising altitude or flight level.

§91.180 Operations within airspace designated as Reduced Vertical Separation Minimum airspace.

§91.181 Course to be flown.

§91.183 IFR communications.

§91.185 IFR operations: Two-way radio communications failure.

§91.187 Operation under IFR in controlled airspace: Malfunction reports.

§91.189 Category II and III operations: General operating rules.

§91.191 Category II and Category III manual.

§91.193 Certificate of authorization for certain Category II operations.

§§91.195-91.199 [Reserved]

### **Subpart C—Equipment, Instrument, and Certificate Requirements**

§91.201 [Reserved]

\*\*§91.203 Civil aircraft: Certifications required.

§91.205 Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements.

\*\*§91.207 Emergency locator transmitters.

\*\*§91.209 Aircraft lights.

§91.211 Supplemental oxygen.

\*\*§91.213 Inoperative instruments and equipment.

§91.215 ATC transponder and altitude reporting equipment and use.

§91.217 Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference.

\*\*§91.219 Altitude alerting system or device: Turbojet-powered civil airplanes.

§91.221 Traffic alert and collision avoidance system equipment and use.

§91.223 Terrain awareness and warning system.

§91.225 Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment and use.

§91.227 Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment performance requirements.

§§91.228-91.299 [Reserved]

## **Subpart D—Special Flight Operations**

- [§91.301 \[Reserved\]](#)
- [\\*\\*§91.303 Aerobatic flight.](#)
- [§91.305 Flight test areas.](#)
- [\\*\\*§91.307 Parachutes and parachuting.](#)
- [§91.309 Towing: Gliders and unpowered ultralight vehicles.](#)
- [§91.311 Towing: Other than under §91.309.](#)
- [§91.313 Restricted category civil aircraft: Operating limitations.](#)
- [§91.315 Limited category civil aircraft: Operating limitations.](#)
- [§91.317 Provisionally certificated civil aircraft: Operating limitations.](#)
- [§91.319 Aircraft having experimental certificates: Operating limitations.](#)
- [§91.321 Carriage of candidates in elections.](#)
- [§91.323 Increased maximum certificated weights for certain airplanes operated in Alaska.](#)
- [§91.325 Primary category aircraft: Operating limitations.](#)
- [§91.327 Aircraft having a special airworthiness certificate in the light-sport category: Operating limitations.](#)
- [§§91.328-91.399 \[Reserved\]](#)

## **Subpart E—Maintenance, Preventive Maintenance, and Alterations**

- [§91.401 Applicability.](#)
- [\\*\\*§91.403 General.](#)
- [\\*\\*§91.405 Maintenance required.](#)
- [\\*\\*§91.407 Operation after maintenance, preventive maintenance, rebuilding, or alteration.](#)
- [\\*\\*§91.409 Inspections.](#)
- [§91.410 \[Reserved\]](#)
- [§91.411 Altimeter system and altitude reporting equipment tests and inspections.](#)
- [§91.413 ATC transponder tests and inspections.](#)
- [§91.415 Changes to aircraft inspection programs.](#)
- [\\*\\*§91.417 Maintenance records.](#)
- [§91.419 Transfer of maintenance records.](#)
- [§91.421 Rebuilt engine maintenance records.](#)
- [§§91.423-91.499 \[Reserved\]](#)

## **Subpart F—Large and Turbine-Powered Multiengine Airplanes and Fractional Ownership Program Aircraft**

## **Subpart G—Additional Equipment and Operating Requirements for Large and Transport Category Aircraft**

## **Subpart H—Foreign Aircraft Operations and Operations of U.S.-Registered Civil Aircraft Outside of the United States; and Rules Governing Persons on Board Such Aircraft**

## **Subpart I—Operating Noise Limits**

## **Subpart J—Waivers**

## **Subpart K—Fractional Ownership Operations**

## **PART 103—ULTRALIGHT VEHICLES**

### **Subpart A—General**

§103.1 Applicability.

§103.3 Inspection requirements.

§103.5 Waivers.

§103.7 Certification and registration.

### **Subpart B—Operating Rules**

§103.9 Hazardous operations.

§103.11 Daylight operations.

§103.13 Operation near aircraft; right-of-way rules.

§103.15 Operations over congested areas.

§103.17 Operations in certain airspace.

§103.19 Operations in prohibited or restricted areas.

§103.20 Flight restrictions in the proximity of certain areas designated by notice to airmen.

§103.21 Visual reference with the surface.

§103.23 Flight visibility and cloud clearance requirements.

## 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.

**WHEW !!**

**NEXT: THE LAST TRAINING SESSION COVERING THE “AERONAUTICAL INFORMATION MANUAL”, AIRPORT / FACILITIES DIRECTORY AND OTHER SOURCES OF AERONAUTICAL INFORMATION.**