

Jason Schappert

The FAR/AIM In Plain English

What you really need to know for your
Sport/Private Pilot Certificate

JASON SCHAPPERT

Copyright © 2011 MzeroA.com

All rights reserved.

ISBN: 0615572154

ISBN-13: 978-0615572154

No part of this book may be reproduced in any form or by any electronic or mechanical means, including information storage and retrieval systems, without permission in writing from the publisher. The only exception is by a reviewer, who may quote short excerpts in a published review.

Published by: Outer Marker Publishing

Cover Photo: Brian Harris of Van Harris Photography

Printed in the USA

The information presented herein represents the view of the author as of the date of publication. This book is presented for informational purposes only. Due to the rate at which conditions change, the author reserves the right to alter and update his opinions based on new conditions. While every attempt has been made to verify the information in this book, neither the author nor his affiliates/partners assume any responsibility for errors, inaccuracies, or omissions.

DEDICATION

Thank you to my loving family and my beautiful bride. Your encouragement is the reason we're here. Thank you to my Lord and Savior who through him all things are possible.

About The Author

Jason Schappert is a full-time flight instructor with more than 8,000 hours of instruction time. He shares his love for aviation and his passion for teaching at his website MzeroA.com

Jason is the author of multiple books and the creator of the highly acclaimed “MzeroA.com Online Ground School”



Other Books By Jason

Pass Your Private Pilot Checkride 2.0

Pass Your Instrument Pilot Checkride

The Private Pilot Blueprint

Aviation Acronyms

FAR 61.1.....	8
Applicability and Definitions.....	8
FAR 61.3.....	9
Requirements for Certificates.....	9
FAR 61.15.....	10
Offenses Involving Alcohol or Drugs.....	10
FAR 61.17.....	11
Temporary Certificate.....	11
FAR 61.19.....	12
Expiration of Pilot Certificate.....	12
FAR 61.23.....	13
Medical Certificate Requirements and Duration.....	13
FAR 61.35.....	15
Knowledge Test Passing Grades.....	15
FAR 61.39.....	16
Prerequisites For The Practical Test.....	16
FAR 61.43.....	17
Practical Test General Procedures.....	17
FAR 61.51.....	18
Pilot Logbooks.....	18
FAR 61.56.....	19
Flight Review.....	19

THE FAR/AIM IN PLAIN ENGLISH

FAR 61.57.....	20
Recent Flight Experience: Pilot In Command.....	20
FAR 61.60.....	21
Change of Address.....	21
FAR 61.83.....	22
Student Pilot Eligibility Requirements.....	22
FAR 61.87.....	23
Solo Requirements For Student Pilots.....	23
FAR 61.89.....	24
Student Pilot Limitations.....	24
FAR 61.93.....	25
Solo Cross Country Requirements.....	25
FAR 61.95.....	26
Solo Operations In Class B Airspace.....	26
FAR 61.103.....	27
Eligibility Requirements For A Private Pilot.....	27
FAR 61.105.....	28
Aeronautical Knowledge.....	28
FAR 61.107.....	29
Flight Proficiency.....	29
FAR 61.109.....	30
Aeronautical Experience.....	30

FAR 61.113.....	31
Private Pilot Limitations.....	31
FAR 61.305.....	32
Age and Language Requirements.....	32
FAR 61.307.....	33
Sport Pilot Testing.....	33
FAR 61.309.....	34
Required Aeronautical Knowledge For Sport Pilot.....	34
FAR 61.311.....	35
Sport Pilot Proficiency	35
FAR 61.313.....	36
Sport Pilot Aeronautical Experience	36
FAR 61.315.....	37
Sport Pilot Limitations.....	37
FAR 61.325.....	38
Operating In Class B, C, and D Airspace As A Sport Pilot..	38
FAR 91.3.....	40
Responsibility and Authority of The Pilot In Command.....	40
FAR 91.7.....	41
Aircraft Airworthiness.....	41
FAR 91.15.....	42
Dropping Objects.....	42

THE FAR/AIM IN PLAIN ENGLISH

FAR 91.17.....	43
Alcohol and Drugs.....	43
FAR 91.103.....	44
Preflight Action.....	44
FAR 91.107.....	45
Use of Safety Belts/Shoulder Harnesses.....	45
FAR 91.111.....	46
Operation Near Other Aircraft.....	46
FAR 91.113.....	47
Right-of-Way Rules.....	47
FAR 91.119.....	48
Minimum Safe Altitudes.....	48
FAR 91.125.....	49
ATC Light Gun Signals.....	49
FAR 91.126.....	50
Operating At An Airport Inside Class G Airspace.....	50
FAR 91.127.....	51
Operating At An Airport Inside Class E Airspace.....	51
FAR 91.129.....	52
Operating At An Airport Inside Class D Airspace.....	52
FAR 91.130.....	53
Operating At An Airport Inside Class C Airspace.....	53

FAR 91.131	54
Operating At An Airport Inside Class B Airspace	54
FAR 91.133	55
Restricted and Prohibited Areas	55
FAR 91.141	56
Presidential NOTAMS	56
FAR 91.151	57
VFR Fuel Requirements	57
FAR 91.155	58
Basic VFR Weather Minimums	58
Special VFR Weather Minimums	59
FAR 91.159	60
VFR Cruising Altitudes	60
FAR 91.203	61
Certificates Required	61
FAR 91.205	62
Required VFR Instruments	62
FAR 91.207	63
Emergency Locator Transmitter	63
FAR 91.209	64
Aircraft Lights	64
FAR 91.211	65

THE FAR/AIM IN PLAIN ENGLISH

Supplemental Oxygen.....	65
FAR 91.213.....	66
Inoperative Instruments and Equipment	66
FAR 91.215.....	67
Mode C Transponders.....	67
FAR 830.5.....	68
Immediate Notification To The NTSB.....	68
AIM 2-1-2.....	70
VASI/PAPI Lights.....	70
AIM 2-1-8.....	72
Airport Beacons.....	72
AIM 2-3-3.....	73
Runway Markings.....	73
AIM 2-3-4.....	74
Taxiway Markings.....	74
AIM 2-3-5.....	75
Hold Short Line	75
AIM 2-3-6.....	76
Other Markings.....	76
AIM 2-3-8.....	77
Mandatory Instruction Signs.....	77
AIM 2-3-9.....	78

Location Signs.....	78
AIM 2-3-10.....	79
Direction Signs.....	79
AIM 3-2-3.....	80
Class B Airspace.....	80
AIM 3-2-4.....	81
Class C Airspace.....	81
AIM 3-2-5.....	82
Class D Airspace.....	82
AIM 3-2-6.....	83
Class E Airspace.....	83
AIM 3-4-5.....	84
Military Operations Area.....	84
AIM 4-1-9.....	85
Traffic Advisory Practices At Airports Without A Control Tower.....	85
AIM 4-3-3.....	86
Airport Traffic Patterns.....	86
AIM 4-3-11.....	87
Pilots Responsibility When Asked To LAHSO	87
AIM 6-1-2.....	88
Emergency Requests.....	88

THE FAR/AIM IN PLAIN ENGLISH

AIM 6-2-2.....	89
Emergency Transponder Squawk Code.....	89
AIM 6-3-1.....	90
Emergency Communications.....	90
AIM 7-3-6.....	91
Wake Turbulence Avoidance	91
AIM 8-1-1.....	92
FITNESS FOR FLIGHT.....	92
AIM 8-1-2.....	93
Hypoxia.....	93
AIM 8-1-3.....	94
Hyperventilation In Flight.....	94
AIM 8-1-4.....	95
Carbon Monoxide Poisoning Inflight.....	95
AIM 8-1-5.....	96
Illusions In Flight.....	96

FORWARD

I found Jason Schappert's blog (MzeroA.com) some time ago and was immediately impressed by his professional accomplishments and level of dedication to aviation education. Student pilots in particular benefit from Jason's personable approach and easy-to-understand explanations of complex subjects in his books, videos, and blog posts as they work toward a private or sport pilot's certificate. *The FAR/AIM in Plain English* is another excellent example of Jason's ability to translate what seems difficult into easily-accessible concepts in everyday language.

You've got a lot to learn as a student pilot – flight maneuvers, radio communications, checklists, weather – it's not an easy task! On top of that, there is a long list of government regulations and rules: the FAR/AIM. While these are vital to the safety and legality of your flights, the language can be complicated and the details challenging to remember. Besides, the list is so long that it can be difficult to sort out what really applies to you and your private or sport pilot certificate. Let's face it, government language isn't always the most clear or concise! Thankfully, Jason has taken away the confusion with this book. You'll find easy-to-understand explanations of the rules you need to know for earning and using your pilot's license, whether you're working toward a private or sport license.

Depending on the complexity of each rule, Jason introduces the main points in a Summary, listing the important details that apply to the private pilot, sport pilot, or both in a concise, no-nonsense manner. If further explanation is needed, he includes illustrations or follows the Summary with "What This Really Means," where you will feel as if an instructor is sitting next to you explaining each rule in plain, conversational English. You'll even find practical advice for the application of the rules based on Jason's experience as a pilot and flight instructor. For example, in AIM 4-1-9 Jason explains that it may be a good idea to go beyond what the rules require for traffic advisory radio calls at airports with no control tower, depending on the situation. Placing the regulations in a real-world context with tips such as this makes the read even more worthwhile.

The FAR/AIM in Plain English is an excellent supplemental tool to the FAR/ AIM on your path to the private or sport pilot certificate as you learn the

AUTHOR NAME

rules and regulations we all must abide by in the air and on the ground. But its value goes beyond that, because a license is only the beginning of a pilot's ongoing quest to learn and improve. You'll undoubtedly refer to this book again and again throughout your flying years when you seek an easy-to-understand refresher on a regulation. Knowing the rules is essential to being a safe and long-lived pilot and they're much easier to understand and remember with this book!

Reya Kempley

Private Pilot

Author, *Flight Emergency: Take the Left Seat in Eight Role-Playing Emergency Scenarios*

DISCLAIMER

This is not to be used as a substitute for the actual FAR/AIM. This is simply a supplement to the FAR/AIM and a summary to the actual book. To get the full regulations, please read the current FAR/AIM.

How Is This Different From The FAR/AIM?

Over the past few months, I've incorporated what you need for your Private Pilot and Sports Pilot Certificate from the FAR/AIM. The FAR/AIM can be a daunting book. It's not the kind of book you just sit down and read, so what I've done is go through and pick out all the regulations that apply to the Private and Sport Pilot Certificates.

Basically, we removed everything else that is unnecessary to your certificate so you can focus on what you need. We then went through all the AIM, and did the same.

The AIM is an awesome read, and contains a lot of good and even crucial recommendations. However, we just took out the key elements that are really required for your Private and Sport Pilot Certificates.

HOW THIS BOOK WORKS

This book works in two ways. With the FARs, we will list each regulation by their numeric value and title. We'll then give you a summary and list out what it means for you as a Sports or Private Pilot. We'll also indicate if the regulation is applicable to only the Sports Pilot Certificate or only the Private Pilot Certificate, or when it is applicable to both certificates.

WHY THEY ARE NOW CALLED CFRs

We commonly refer to it as the FAR/AIM, or Federal Aviation Regulations. We simply call them the FARs. However, when you read about them, you'll commonly hear them being called CFRs, or Code of Federal Regulations. This is because the FARs are part of Title 14 of the Code of Federal Regulations.

So although they are called FARs in the aviation community, they are formally called CFRs. However, for the sake of simplicity and consistency in this book, we shall refer to them as FARs throughout the content.

PART 61

FAR 61.1

Applicability and Definitions

Summary

- **Aeronautical experience** – pilot time obtained in an aircraft, a flight simulator or any flight training device.
- **Cross country time** – a flight to another airport that is at least 50 nautical miles away measured in a straight line distance from your point of departure.

For sports pilots, this is dropped to 25 nautical miles.

What This Really Means

61.1 covers the definitions of aeronautical experience and cross country time. Keep in mind that the distance is changed for sports pilots.

FAR 61.3

Requirements for Certificates

Summary

- Holders of a Pilot Certificate must carry it when acting as pilot-in-command (PIC).

- A photo ID is also required EX: driver's license or other government-issued identification card.

Private pilots must also have their medical when acting as pilot-in-command.

- The medical certificate also doubles as a pilot certificate during the student pilot stage. Student pilots should also keep their logbooks with them during flight in order to present important endorsements.

What This Really Means

These documents listed above **MUST** be in your possession while acting as PIC!

Each person who holds a certificate or license in aviation should always be able to present these documents immediately upon being ramp checked.

FAR 61.15

Offenses Involving Alcohol or Drugs

Summary

- Any conviction can result in denial of certificate application or suspension/revocation of current certificate.

What This Really Means

Does this really need an explanation?

FAR 61.17

Temporary Certificate

Summary

- Your temporary airman certificate is only good for 180 days.

What This Really Means

Immediately after passing your private pilot or sports pilot exam, you will be issued a temporary airman certificate in lieu of your actual pilot certificate. This certificate is only valid for 180 days. If you don't receive your hard-copy pilot certificate by registered mail within 180 days, follow up with your checkride examiner to renew your temporary airman certificate or find out what is delaying your hard-copy certificate.

FAR 61.19

Expiration of Pilot Certificate

Summary

- A student pilot's certificate is only valid for 24 calendar months after your date of solo.

What This Really Means

As a student pilot, your student pilot certificate is only valid for 24 calendar months following your first solo. Ideally, you should be able to pass your checkride and be issued a pilot certificate within that time. If you're unable to pass, contact a certified flight instructor to update your student pilot certificate

PRIVATE PILOT ONLY!

FAR 61.23 Medical Certificate Requirements and Duration

Summary

- You must hold a First Class medical when acting as an ATP (Airline Transport Pilot).
- You must hold a Second Class medical when acting as a commercial pilot.
- You must hold a Third Class medical when exercising the privilege of a private pilot, recreational pilot or flight instructor.

DURATION:

If you're under 40, your medical is only good for:

- 60 calendar months for a Third Class certificate.
- 24 calendar months for a Second Class certificate.
- 12 calendar months for a First Class certificate.

If you're over 40, your medical is only good for:

- 24 calendar months for a Third Class certificate.
- 12 calendar months for a Second Class certificate.
- 6 calendar months for a First Class certificate.

What This Really Means

It's important to know about certificate's durations. Yes, a First Class medical for people under 40 is good for 12 calendar months. But that period is for exercising the privileges of a First Class

medical only. Your medical certificate wouldn't really expire until after 60 calendar months.

For example, if you're under 40 and an ATP needing to use ATP privileges, you get a First Class medical. This allows you to act as an ATP for 12 calendar months, after which you need to get a new first class medical or the certificate will lapse into Second Class medical privileges. Once that happens, you have 24 calendar months to exercise your privileges as a commercial pilot. After that, it will expire or lapse into a Third Class medical unless you renew your Second Class medical privileges.

FAR 61.35

Knowledge Test Passing Grades

Summary

- To take your knowledge test, you need an endorsement in your logbook from a certified flight instructor and a photo ID.
- A passing grade is considered to be a 70%.

What This Really Means

Obviously, before you can take your knowledge test, your instructor will sign and endorse you for this. You **MUST** bring your photo ID to the exam.

It also says that the administrator will tell you the minimum passing grade, which is technically 70%. However, this can vary from organization to organization.

FAR 61.39

Prerequisites For The Practical Test

Summary

- You must pass a written knowledge test within the preceding 24 calendar months.
- You must hold at least a Third Class medical.
- You must have accomplished required training and aeronautical experience for the rating sought.
- You must meet the prescribed age requirement and received proper endorsements from your flight instructor.

What This Really Means

In order to take your practical test, you must have your written done within the preceding 24 calendar months. If you feel that you're going to take more time, you need to extend when you take your written test.

Obviously, you must have the necessary aeronautical experience, hold the medical certificate, be of the right age – at least 16 years old to solo and at least 17 years old to take the practical exam in the United States – and you must receive the proper endorsements.

FAR 61.43

Practical Test General Procedures

Summary

You must be able to:

- Perform tasks within the approved standards.
- Demonstrate sound judgment.

The examiner may discontinue at any time if:

- Applicant fails in one or more areas of operation.
- A concern regarding the safety of the flight comes up

If you do discontinue, you will be credited for the areas that you passed. However, you must retake the exam within 60 days.

FAR 61.51

Pilot Logbooks

Summary

Each person must log the following:

- Training used to meet the requirements for a certificate or flight review.

When logging time, each pilot should log the following:

- Pilot-in-Command Time when you are the sole manipulator of the flight controls for most of the flight.
- IFR Time, whether in simulated or actual conditions.

What This Really Means

It means you must keep a logbook to show that you are still current for the carriage of passengers and also to show that you are still current for the sake of your flight review.

FAR 61.56

Flight Review

Summary

- A flight review is a minimum of 1 hour ground and 1 hour flight.
- A flight review is valid for 24 calendar months.

What This Really Means

Every 24 calendar months, holders of pilot certificates will be required to take a flight review. The review is intended to keep you current and safe.

FAR 61.57

Recent Flight Experience: Pilot In Command

Summary

- To act as pilot-in-command of an aircraft carrying passengers, you must have at least 3 takeoffs and landings in the preceding 90 days using the same category or class of aircraft.
- All landings must come to a full stop, whether at night or with a tail wheel.

What This Really Means

This is related to the discussion in FAR 61.51 about logging in order to meet certain requirements. This pertains to logging recent flight experience to qualify as PIC or pilot-in-command in order to carry passengers.

The regulation requires that you have to fly aircraft in the same category and class to log time as PIC, i.e. you, must have flown and landed 3 times in a single-engine land airplane in order to qualify as current for being PIC in an aircraft carrying passengers.

FAR 61.60

Change of Address

Summary

The holder of a pilot certificate must notify the FAA in writing within 30 days of changing address.

What This Really Means

This section is self-explanatory.

END OF SAMPLE

Everything a student needs to know from the FAR/ AIM and nothing they don't. All explained in plain english.

This book is a huge seller and has proven to save many students come checkride day on the topics of regulations.