

Regulations

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Overview - Regulations

Part 61 - How you can get your license Part 91 - The ways the FAA can take it away.

Part 61

General

- **61.1** - Applicability and definitions.
 - **Authorized Instructor** - An instructor who is qualified to do the training.
 - **Complex aircraft** - Is a boeing 747 a complex aircraft? No. It doesn't have a variable pitch prop.
 - **Cross country time** - Logged from takeoff to landing at another airport, no matter the distance. Three definitions of cross country are:
 - < 50nm can't be logged towards the requirement of private, commercial or ATP.
 - > 50nm can be logged towards the requirement of private, commercial or ATP.
 - ATP Cross Country time doesn't require landing at the destination airport > 50nm, but make sure you note it in the remarks of your logbook.
- **61.3** - Requirements for certificates, ratings and authorizations.
 - Required documents needed for PIC.
 - Pilot Certificate
 - Valid with flight review and currency.
 - Medical Certificate

- Appropriate to the pilot privileges exercising.
- Valid Times - see 61.23
 - Private: <40 60 months, >40 24 months
 - Commercial: 12 months
 - ATP: <40 12 months, >40 6 months - first class turns to 3rd class, not 2nd
- Government issued ID
- **61.15** - Offenses involving drugs or alcohol.
 - "Convictions" is the key word here, unlike the medical application asks, have you ever been arrested.
 - 1 year period to apply or re-apply for another cert or rating.
- **61.23** - Medical certificates
 - You need a medical certificate when you are operating as a PIC or SIC or as required crew-member like a safety pilot.
 - Don't confuse medical class with the pilot privileges.
 - First Class - ATP operations.
 - Under 40 12 months - over 40, 6 months
 - Second Class - commercial operations.
 - 12 months
 - Third Class - ATP operations.
 - Under 40 60 months - over 40, 24 months
 - Flight instructors who are not acting as PIC while instructing do not need a valid medical certificate.
- **61.31** - Type rating requirements, additional training and authorization requirements.
 - You do not need to talk about type rating on the CFI ride unless you have one.
 - When is a type rating required?
 - Jet
 - Over 12.5k MGTOW
 - As stated by the FAA
 - **61.31(d)** - Endorsement to solo an aircraft.
 - If you have a client (not student pilot!) who are not rated to fly a particular aircraft, you may as the instructor train them to solo proficiency and allow them to solo said aircraft.
 - Has no Expiration.
 - Only deals with solo flights.
 - Clients have to be pilots already, no student pilots.
 - **61.31(e)** - Complex Endorsement allows you to act as PIC
 - You may however log PIC if you are with an instructor (For example, if a newly

certificated private single-engine pilot wants to train in a single engine complex aircraft, he or she may log that time training as PIC in concurrence with far 61.51)

- Additional regulation can be found:
 - High performance, 61.31(f)
 - High altitude, 61.31(g)
 - Tail-wheel 61.31(i)
 - Certain glider operations, 61.31(j)
 - Night vision goggles 61.31(k)
- **61.35** - Knowledge Test: Prerequisite and passing grades.
 - You need an endorsement from an authorized instructor to take certain knowledge tests.
 - The number of questions and minimum passing grades can be found in the appropriate ACS.
- **61.39** - Prerequisite for practical tests.
 - Must have taken the required knowledge test within the 24 calendar months preceding the month of the practical test.
 - Have completed the required training and have the required flight time.
 - Hold at least a current third-class medical.
 - Be the appropriate age for the test.
 - Have an endorsement from an authorized instructor who certifies that applicant.
 - Has received and logged training time within 2 calendar months preceding the month of application in preparation for the practical test.
 - Hold at least a 3rd class medical.
 - Be the appropriate age for the test.
 - Have an endorsement from an authorized instructor who certifies that the applicant:
 - Has received and logged training time within 2 calendar months, preceding the month of application in preparation for the practical test.
 - Is prepared for the practical test.
 - If applicable, has demonstrated knowledge of the deficient areas of the knowledge test.
 - Have a completed and signed application (IACRA)
- **61.49** - Retesting after a failure.
 - Applies to the knowledge or practical tests.
 - Not necessary to be the students instructor.
 - Have to make an endorsement in the student logbook.
 - For CFI applicants, if you fail in the stall or spin recovery, you have to bring a spinnable aircraft back to the recheck.
- **61.51** - Pilot logbooks.

- "How to create your own logbook" shows what to put in each column at the top of the page in a logbook.
- **(e)** Explain how to log PIC time
- **(h)** Explains how to log training time.
- Certain documents must be presented to the FAA upon reasonable request, such as proof that a pre-written solo test or all pre-solo maneuvers have been completed (These are not detailed in 61.87, so can be confusing)
- **61.56** - Flight Reviews.
 - See: [FAA Effective Flight Reviews \(PDF\)](#)
 - 1 hour Ground, 1 hour flight Minimum
 - Review of Part 91
 - Maneuvers and procedures at the discretion of the CFI, are necessary for the pilot to demonstrate safe operation.
 - Requires logbook endorsement.
 - There are three main ways to accomplish the requirements of a flight review:
 - Flight Review
 - Passing a checkride
 - Wings program
 - If you have just renewed your CFI by completing a flight instructor refresher course (FIRC), you don't need to do the ground portion of your flight review - within 24 months.
- **61.57** - Recent flight experience.
 - States that you must have three takeoff and three landings to carry passengers, as well as other recency of experience, such as "66 HIT" (6 Approaches within 6 months including Holding, Intercepting and Tracking)
 - Can't act as PIC carrying passengers if fewer than three takeoffs and three landings in preceding 90 days.
 - Must be made to a full stop at night
 - Must be in same category, class and type if applicable.
- **61.63** - Additional Aircraft Ratings.
 - Additional aircraft category rating
 - Going from one category to another (like rotor-craft to airplane)
 - Must have the training and the flight time.
 - CFI must log all the training and place an endorsement in the pilots logbook.
 - No need to take an additional knowledge test, as long as the pilot is going from powered to powered aircraft (So glider to airplane would require a separate knowledge test)
 - Additional aircraft class rating
 - CFI must log all the training and place an endorsement in the pilots logbook.

- No need to have specific number of hours of training, just need to be found competent.
- No need to take additional knowledge test, as long as the pilot is going from powered to powered aircraft.
- **61.69** - Glider and Ultralight vehicle towing: experience and training requirements.
 - Must be private, commercial or ATP pilot.
 - Must have at least 100 hours PIC in the cat/class/type.
 - Have a logbook endorsement showing training to tow gliders.

Student Pilots

- **61.83** - Eligibility for student pilot.
 - Be 16 years old.
 - Be able to read, speak, write and understand english.
- **61.87** - Solo requirements for student pilots.
 - **61.87(b)** - Aeronautical Knowledge.
 - This is the pre-solo written exam.
 - CFIs can design it themselves or buy it commercially.
 - Must contain three main items:
 - Applicable sections of part 61 and 91
 - Airspace rules and procedures for the airport where the solo flight will be performed.
 - Flight characteristics and operational limitations for the make and model of the aircraft to be flown.
 - After the test, the instructor has to review all of the missed questions.
 - Once this is done, the instructor must give student the endorsement that states the questions were reviewed (A.3 in the AC 61-65)
 - **61.87(c)** - Pre solo flight training.
 - States you provide the training required
 - Find corresponding section applicable to the category class you are training client for.
 - **61.87(d)** - Single-engine
 - **61.87(e)** - Multi-engine
 - **61.87(d - m)** - Outlines all the different categories of aircraft, simply pick the one relevant.
 - **61.87(n)** - Limitations on students operating solo.
 - States that you have made students aware of all the limitations on their soloing and aircraft.
 - Once you do this, provide the endorsement that states you have done this. (A.6 in AC 61-65)

- **61.87(o)** - Limitations on students operating solo at night.
 - If you are feeling bold enough to send a solo-student pilot into the darkness of night alone, this is where you'd get rules.
 - You must provide night training to a student prior to endorsing them to solo at night
 - Pattern work
 - Go around
 - Navigation in the vicinity of the airport where they will solo.
 - Not for solo cross country flights!
 - Endorsement is (A.5 AC 61-65)
- **61.87(p)** - Limitations on flight instruction authorizing solo flights.
 - Must of flown with student, concur with **61.87(c)**
 - Must find them proficient in the make/model for all the maneuvers and procedures.
 - Provide endorsement, stating the above is done (A.7 in AC 61-65)
- **61.89** - General limitations of student pilots
 - May not act as a pic of an aircraft:
 - Carrying a PAX
 - compensation or hire.
 - That is carrying property for compensation or hire.
 - In furtherance of a business.
 - On an international flight.
 - With flight/surface visibility less than 3sm day/5sm night.
 - In a manner contrary to any limitations placed in the pilot logbook by an authorized instructor.
- **61.93** - Solo cross country flight requirements.
 - **(a)** Until meeting the requirements of this section, a student is limited to:
 - Conducting flights greater than 25nm from the home airport.
 - Making landings at any other airports than the home airport.
 - **(b)(1)** - to make solo flights to another airport within 25nm.
 - You must fly with them to the airport for familiarization.
 - Both directions over the route, entering and exiting the traffic pattern, takeoffs and landings.
 - You may give as many of these as you like as CFI.
 - Students must already have a current 61.87(n) or (p)
 - The sole purpose of the flight is to practice takeoffs and landings, nothing else.
 - Once you do this, then give them the endorsement that states you authorize this. (A.8 in AC 61-65)

- **(b)(2)** - to make repeated solo cross country flights to the same airport, 50nm or less
 - Must fly with them for familiarization.
 - Must provide cross-country training of this part and endorse them in accordance with 61.93(c)(1)&(2) (A.9 AC 61-65)
- **61.93(c)(1)&(2)** - Endorsements for solo cross country flights.
 - Required training you must give to anyone wanting to perform the flight.
 - **(c)(1)** - Category
 - **(c)(2)** - Make and model.
- **61.93(c)(3)** - For each cross country flight.
 - Regulation will allow for the endorsement that you will give for each solo cross country flight.
 - Endorsement is only valid for that one flight. (It's a single-use endorsement)
 - Any CFI can endorse for solo cross-country flights, you just need to follow the checklist in 61.93(d)
 - Once you do this, endorse with (A.10 AC 61-65)
- **61.93(d)** - limitations on authorized instructor to permit solo cross-country flights.
 - If you want to sign off a student for solo X/C flights, you must:
 - Check the XC planning is correct.
 - Review the weather for the entire flight and ensure it can be accomplished under safe vfr conditions.
 - Determine that the student is proficient.
 - Check to see if the student has a 61.93(c)(1) and (c)(2)
 - Check to see if the student has current 61.87(n) or (p)
 - Once you do this, provide the endorsement that states you authorize this (A.10 in the AC 61-65)
- **61.93(e - m)** - Maneuvers and procedures for cross country flight training for each category of aircraft. You just need to pick the one appropriate for the student.
 - **61.93(e)** Single Engine
 - **61.93(f)** multi-engine
- **61.95** - Operations in Class B Airspace
 - **61.95(a)** - may not operate in class B unless
 - Have both ground and flight training for operation, must be documented in the students logbook.
 - They have been endorsed for the flight through that airspace (A.12 AC 61-65) - Valid 90 days
 - **61.95(b)** - Student pilot may not operate aircraft on solo flights to, from or at airports located within the class B airspace, unless:

- See 91.131(b)
- Received both ground and flight training and must be documented in student logbook.
- Have been endorsed for flights through airspace (A.13 in the AC 61-65)

Recreational Pilots

- **61.96** - Applicability and eligibility requirements.
 - Only applies to Single Engine, Helicopter and gyrocopter.
 - Be at least 17yo.
 - Read, speak, write and understand English.
 - Have an endorsement to take the knowledge test and passed the knowledge test
 - Received and logged the required flight training and been given a logbook endorsement stating that the instructor has done that and the person is prepared for the practical test. (check-ride)
 - Have the required aeronautical experience and flight time.
 - Pass the practical test.
 - Hold at least a student, sport or recreational pilot certificate.
- **61.97** - Aeronautical knowledge.
 - Received and logged knowledge training.
- **61.98** - Flight proficiency.
 - Must log ground, flight training on the maneuvers and procedures listed.
 - Only applies to Single Engine, Helicopter and gyrocopter.
- **61.99** - Aeronautical experience.
 - 30 hours total time.
 - 15 hours dual
 - 2 hours training > 25nm from the airport where the pilot normally trains and must have three takeoffs and landings in an airport > 25nm.
 - 3 Hours check-ride prep.
 - 3 hours of Solo
 - May credit some of the time from sport pilot training if applicable.
- **61.100** - Pilots based on small islands.
 - Flights > 10nm for shoreline not permitted.
 - May fly to another airport and have three landings at that airport.
 - Will have a limitation placed on the back of their pilot certificate "Passenger Carrying prohibited on flights more than 10 nautical miles from the appropriate island".
 - May hve it removed if they eventually meet the requirements.
- **61.101** - Recreational pilot privileges and limitations.

- May not act as PIC if:
 - Carrying more than one passenger.
 - Playing less than the pro rata share.
 - In an aircraft that is certified for/with
 - More than four occupants
 - More than one power-plant
 - More than 180hp (excluding helicopters)
 - Retractable landing gear
 - In anything other than a single engine airplane, rotor-craft or gyroplane.
 - For compensation or hire.
 - Carrying a passenger or property for compensation or hire.
 - in furtherance of a business.
 - between sunset and sunrise.
 - In classes A, B, C and D airspace, at an airport located in Class B, C or D airspace, or to-from-through or at an airport having an operational control tower.
 - At altitudes more than 10,000' MSL or 2,000 AGL, whichever is higher.
 - The flight surface visibility less than 3 statute miles.
 - Without visual reference to the surface.
 - On a flight outside the United States, unless authorized by the country in which the flight is conducted.
 - Demonstrating that aircraft in flight as an aircraft salesperson to a prospective buyer.
 - In an aircraft being used in a passenger-carrying airlift and sponsored by a charitable organization.
 - Towing any object.
 - Recreational pilot may not act as a pilot flight crew-member on any aircraft for which more than one pilot is required by the type of certificate of the aircraft or the regulations under which the flight is conducted except when:
 - Receiving flight training from a person authorized to provide flight training aboard an airship; and
 - No person other than a required flight crew-member is carried on the aircraft.
 - A person who holds a recreational pilot certificate, has logged fewer than 400 flight hours, and has not logged pilot-in-command time in an aircraft within the 180 days preceding the flight shall not act as pilot in command of an aircraft until the pilot receives flight training and a logbook endorsement from an authorized instructor, and the instructor certifies that the person is proficient to act as pilot in command of the aircraft. This requirement can be met in combination with the requirements of §§ 61.56 and 61.57 of this part, at the discretion of the authorized instructor.
 - A recreational pilot certificate issued under this subpart carries the notation, "Holder

does not meet ICAO requirements.”

- For the purpose of obtaining additional certificates or ratings while under the supervision of an authorized instructor, a recreational pilot may fly as the sole occupant of an aircraft:
 - For which the pilot does not hold an appropriate category or class rating;
 - Within airspace that requires communication with air traffic control; or
 - Between sunset and sunrise, provided the flight or surface visibility is at least 5 statute miles.
- In order to fly solo as provided in paragraph (i) of this section, the recreational pilot must meet the appropriate aeronautical knowledge and flight training requirements of § 61.87 for that aircraft. When operating an aircraft under the conditions specified in paragraph (i) of this section, the recreational pilot shall carry the logbook that has been endorsed for each flight by an authorized instructor who:
 - Has given the recreational pilot training in the make and model of aircraft in which the solo flight is to be made;
 - Has found that the recreational pilot has met the applicable requirements of § 61.87; and
 - Has found that the recreational pilot is competent to make solo flights in accordance with the logbook endorsement.
- A recreational pilot may act as pilot in command of an aircraft without holding a medical certificate issued under part 67 of this chapter provided the pilot holds a valid U.S. driver’s license, meets the requirements of § 61.23(c)(3), and the operation is conducted consistent with this section and the conditions of § 61.113(i). Where the requirements of this section conflict with § 61.113(i), a recreational pilot must comply with this section

Private Pilots

- **61.103** - Eligibility requirements general
 - Be at least 17yo.
 - Read, speak, write and understand English.
 - Have an endorsement to take the knowledge test.
 - Passed the knowledge test
 - Received and logged the required flight training of **61.107(b)** and been given a logbook endorsement stating that the instructor has done that and the person is prepared for the practical test. (check-ride)
 - Have the required hours.
 - Pass the practical test.
 - Hold at least a student, sport or recreational pilot certificate.
- **61.105** - Aeronautical Knowledge - has endorsement

- See Testing Matrix (AC Binder - with AC-61)
- **61.107** - Flight proficiency
 - For airplane, single engine: **61.107(b)(1)**
 - For airplane, single engine: **61.107(b)(2)**
- **61.109** - Aeronautical Experience
 - For airplane, single engine: **61.109(a)**
 - For airplane, single engine: **61.109(b)**
 - **61.109(k)** - you can put up to 2.5 hours of sim towards the above time.
- **61.113** - Private Pilot privileges and limitations - pilot in command.
 - Limitations
 - May not act as PIC for compensation or hire.
 - May not act as PIC of an aircraft that is carrying passengers or property for compensation or hire.

Commercial Pilots

- **61.123** - Eligibility requirements: General
 - 18 Years old
 - Read, speak, write and understand English.
 - Have an endorsement to take the knowledge test (written exam), which states an instructor has given the training of 61.125(b) and feels confident that the student will pass.
 - Have passed the knowledge test.
 - Have received and logged the required flight training of 61.127(b) and been given a logbook endorsement stating that the instructor has done that and that the student is prepared for the practical test (checked)
 - Have required hours of 61.129
 - Pass the practical test
 - Hold at least a private pilot certificate.
- **61.125** - Aeronautical knowledge.
 - Pilots must have all these items documented in their logbooks or training records.
 - Example: "I have given the require training per 61.125(b)(1-3)" - signed with CFI# and date, along with the total time spent training.
- **61.127** - Flight proficiency.
 - Only a small portion of this regulation applies to you, depending on what you're training the pilot in.
 - Single engine airplane - 61.127(b)(1)
 - multi-engine - 61.127(b)(2)

- Most of this training could and may have already been covered in previous training, it all would depend on how it was logged in the logbook. If you know someone is going to be going through the commercial pilot training one day, you could satisfy some of the requirements in private and instrument stages of training.
- **61.129** - Aeronautical experience.
 - Only a small portion of this regulation applies to you, depending on the class and category.
 - single engine - 61.129(a)
 - multi engine - 61.129(b)
 - In accordance with 61.129(i), you can put up to 50 hours of sim time towards the above time.
- **61.131** - Exceptions to the night flying requirements
 - Only apply to Alaska.
 - Need not meet the nighttime requirements of 61.109
 - Pilots will be issued pilot certificates with "Night Flying prohibited" limitation.
 - Pilots can have this removed if they get the training and take their logbooks to a DPE or FAA aviation safety inspector; no check-ride required.
 - Pilots will have 12 months to remove the limitation or the pilot certificate becomes invalid.
- **61.133** - commercial privileges and limitations: pilot in command.
 - Two privileges
 - May act as PIC for compensation or hire.
 - May act as PIC of an aircraft that is carrying passengers or property for compensation or hire.
 - One Limitation
 - If pilots do not have an instrument rating, then a limitation will be placed on their pilot certificates that read "the carriage of passengers for hire in airplanes on cross-country flights in excess of 50 nautical miles or at night is prohibited."
 - Limitations can be removed if an instrument rating is obtained.

Flight Instructors (Non sport pilot)

- **61.183** - Eligibility Requirements
 - Be at least 18 yo
 - Read, speak, write and understand the English language.
 - Hold either a commercial or ATP license of the same category/class of the CFI rating sought.
 - Have a logbook endorsement on the FOIs.
 - Have passed the FIA knowledge test.
 - Have passed the FOI knowledge test (Unless you're a teacher, you'll need proof you are)
 - Have received a logbook endorsement stating that you have been trained in all the maneuvers and procedures of 61.187.

- Have received spin training, and have an endorsement.
- Have minimum of 15 hours PIC in multi-engine airplanes. (If MEI)
- Passed the practical test.
- **61.185 - Aeronautical Knowledge**
 - Must receive training on:
 - Fundamentals of Instructing (FOI)
 - The Aeronautical knowledge areas for a private, and commercial pilot.
- **61.187 - Flight Proficiency**
 - Must receive and log flight and ground training from an authorized instructor
 - [XXX: LIST ALL AREAS OF OPERATION OF CFI PTS 1 - 15]
- **61.189 - Flight instructor records.**
 - You must sign the logbook of each person to whom you've give flight training or ground training.
 - You must maintain a record of these three things:
 - Every solo endorsement.
 - Every knowledge test endorsement you give.
 - Every practical test endorsement you give.
- **61.193 - Flight instructor privileges**
 - TODO
- **61.195 - Flight instructor limitations and qualifications.**
 - This information comes out of part 61 and 91 as well. (Too much information to list here, just go out of the book). [FAR Link](#)
- **61.197 - Renewal Requirements for flight instructor certification.**
 - When does your cfi expire? (24 months)
 - When should you start thinking about renewal process? (2-4 months before expiration)
 - You do not want to wait until the last minute, you could lose things like IACRA access and would have to sign paper applications for your students, annoying any DPE.
 - Several ways to renew your CFI:
 - With a FAA DPE - never a CFI
 - Taking another CFI check-ride for any other CFI rating. (Glider as an example)
 - Completing a flight instructor refresher course, (FIRC)
 - Can be done online, or in person. Economical and self-paced.
 - You can also renew based on instruction activity.
 - Submitted 5 recommendation applications within renewal period
 - 80% first time pass rate with submitted applicants.

- Note: If you sign someone off for a retest and he passes, that would not count towards this.
- **61.199** - Reinstatement requirements of an expired flight instructor certificate.
 - Only two ways you can reinstate your CFI after it has expired.
 - Take another CFI Check-ride.
 - Take a reinstatement check-ride.
 - Refer to CFI PTS to see what will be on the renewal check-ride with DPE.

Endorsements

- **61.187** - Solo requirements for student pilots

Part 91

- **91.1** Applicability
 - **91.1(c)** This part applies to each person on board an aircraft being operated under this part, unless otherwise specified.
- **91.3** Responsibility & Authority of the Pilot In Command
 - AIM Para. 6-1-1
- **91.7** Civil Aircraft Airworthiness
 - Airworthy Condition?
 - Can not over rule a mechanic
 - Flyability should not be equated with Airworthiness
- **91.9** Civil Aircraft Flight Manual, Marking, & Placard Requirements
 - Requirement of the updated POH
 - Exceeding Weight & Balance
 - Flying into known icing conditions
- **91.11** Prohibition on Interference of Crewmembers
 - Self explanatory
- **91.13** Careless & Reckless
 - Includes on the ground
 - Careless – inadvertent
 - Reckless – generally deliberate
- **91.15** Dropping Objects
 - Reasonable Precautions?
- **91.17** Alcohol or Drugs
 - 8 hours bottle to throttle

- Under the influence
- On drugs
- .04%
- **91.19** Carriage of Narcotic Drugs, Marijuana, & Depressant or Stimulant Drugs or Substances
- **91.21** Portable Electronic Devices
 - Any other portable electronic device that the operator of the aircraft has determined will not cause interference with the navigation or communication system of the aircraft on which it is to be used
- **91.25** The Violation was inadvertent and not deliberate.
- **91.103** Preflight Action
 - All Available Information?
- **91.105** Flight Crewmembers at Stations
 - Reinforces the seat belt and shoulder harness
- **91.107** Use of Safety Belts, Shoulder Harnesses, & child Restraint Systems
 - Passengers?
 - Crew?
 - Car seats?
 - 2 year old baby?
 - Sit on the floor?
- **91.111** Operating Near Other Aircraft
 - So close to create a collision hazard
 - Restrictions to visibility.
- **91.113** ROW Rules
 - Converging
 - Approaching head on
 - Overtaking
 - Landing
- **91.117** Aircraft Speed
 - Below 10K = 250 KIAS
 - Above 10K – Mach 1
- **91.119** Minimum Safe Altitudes
 - Anywhere
 - Over congested areas
 - Over other than congested areas
- **91.121** Altimeter Settings

- What if no station reporting at your departure?
- Lowest useable flight level?
- **91.123** Compliance with ATC Clearances & Instructions
 - Always read back clearances.
 - Always ask for clarification
 - Never assume
 - Crossing runways?
- **91.125** ATC Light Signals
 - Steady green
 - Flashing Green
 - Steady red
 - Flashing red
 - Flashing white
 - Alternating flashing green & red
- **91.126**
 - Make all turns to the left
- **91.127**
 - Refer to **91.126**
- **91.129** Class D
 - Dialogue
- **91.130** Class C
 - Establish 2 way radio communication
 - **91.215**, 4096 x-ponder with altitude encoding altimeter
- **91.131** Class B
 - Must have ATC Clearance
 - IFR – VOR Receiver
 - VFR – 2 way radio and 91.215
- **91.133** Restricted and Prohibited Areas
 - Controlling Agency?
- **91.135** Class A
 - Clearance
 - 2 way radio
 - **91.215**
- **91.137, 91.138**
 - TFR stuff

- Get a wx briefing and use flight following.
- **91.139** Emerg. Air Traffic Rules
 - Allows for immediate notification by the FAA
- **91.141** TFR's w/ the President
- **91.413** Space Shuttle
- **91.144** High Baro Pressure
- **91.145** Fly overs
- **91.151** Fuel Req for flight in VFR Conditions
 - Normal Cruising Speed?
 - Day – 30 min
 - Night – 45 min
- **91.153** – VFR Flight Plan
 - Helps in rescue attempts
 - How much does it cost to send the Helicopter out?
 - Who picks up that cost?
- **91.155** Basic VFR Wx Minimums
 - Everything is 3sm and 1,5,2 – Class B – Class A – Class G during the Day – Special VFR – Above 10K in Class E
- **91.157** Special VFR
 - 1 statute mile
 - Clear of clouds
 - How do you ask for it?
 - When should you ask for it?
- **91.159** VFR Cruising Altitudes
 - 0-179 = Odd + 500
 - 180-359 = Even + 500
 - More than 3000 AGL
- **91.167** Fuel Requirements for flight in IFR Conditions
 - In what type of conditions?
 - The 1,2,3 rule
- **91.169** IFR Flight Plan: info req
 - Just add the alternate
 - Refers to the 1,2,3 rule
- **91.171** VOR Equipment check for IFR Operations
 - Within the Preceding 30 days

- Ground based \pm 4 degrees
- Air Based \pm 6 degrees
- **91.173** ATC Clearance & Flight Plan Required
 - Don't go into the clouds unless you have permission
- **91.203** Civil Aircraft: Certifications Required
 - Airworthiness Certificate
 - US Registration
- **91.205** Instrument and Equipment Requirements
 - ATOMATOF LAMES
 - FLAPS
 - GRABCARD
- **91.207** ELT
 - Inspected within the preceding 12 months
 - Half the useful battery life
 - 1 cumulative hour
- **91.209** Aircraft Lights
 - Sunrise to Sunset
 - Position or Nav lights – same thing
- **91.211** Supplemental Oxygen
 - Cabin Pressure Altitude?
 - 12500 – 14000, more than 30 min
 - 14000 – 15000, put it on
 - Above 15000 – passengers must have it available to use
- **91.213** Inoperative Equipment
 - MEL?
 - How to placard?
- **91.215** ATC Transponder and Altitude Reporting
 - At or above 10k excluding the airspace at or below 2500 AGL