

Regulations 1

1.1 Title 14 of the Code of Federal Regulations

FAR 61.3 is "14CFR Part 61 Section 3"

1.1.1 14 CFR Part 1

Definitions and abbreviations.

Ceiling means the height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken", "overcast", or "obscuration", and not classified as "thin" or "partial".

Controlled airspace means an airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification.

NOTE: Controlled airspace is a generic term that covers Class A, Class B, Class C, Class D, and Class E airspace.

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.

1.1.2 14 CFR Part 21

Certification procedures for products and Parts

1.1.3 14 CFR Part 43

Maintenance, Preventative maintenance, Rebuilding, and Alteration

1.1.4 14 CFR Part 45

Identification and Registration Marking

1.1.5 14 CFR Part 61

Certification: Pilots, Flight Instructors, and Ground Instructors

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1.1.6 14 CFR Part 71

Airspace and airport designations

1.1.7 14 CFR Part 91

General Operating and Flight Rules

1.2 Sport Pilot Eligibility

1.2.1 Be at least 17 years of age

1.2.2 Read speak, write and understand English

1.2.3 Have a valid U.S. driver's license or hold at least a current third class medical certificate

1.2.4 Receive the required ground and flight training endorsements

1.2.5 Meet the aeronautical experience requirements

Aeronautical Experience Requirements

1.2.6 Pass the required knowledge and exam practical tests

1.3 Sport Pilot Privileges

1.3.1 Act as pilot in command of a single or two place LSA with a logbook endorsement from a qualified CFI for a specific make and model of aircraft

1.3.2 You may share the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees. You must pay at least half the operating expenses of the flight.

1.3.3 You may not act as pilot in command of a light-sport aircraft:

That is carrying a passenger or property for compensation or hire

For compensation or hire.

In furtherance of a business.

While carrying more than one passenger.

At night.

In Class A airspace.

In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an

operational control tower unless you have met the requirements specified in §61.325.

Outside the United States, unless you have prior authorization from the country in which you seek to operate. Your sport pilot certificate carries the limit "Holder does not meet ICAO requirements."

To demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson.

In a passenger-carrying airlift sponsored by a charitable organization.

At an altitude of more than 10,000 feet MSL.

When the flight or surface visibility is less than 3 statute miles.

Without visual reference to the surface.

If the aircraft has a VH that exceeds 87 knots CAS, unless you have met the requirements of §61.327.

Contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown.

Contrary to any limit or endorsement on your pilot certificate, airman medical certificate, or any other limit or endorsement from an authorized instructor.

Contrary to any restriction or limitation on your U.S. driver's license or any restriction or limitation imposed by judicial or administrative order when using your driver's license to satisfy a requirement of this part.

While towing any object.

As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted.

1.4 Definitions

1.4.1 Category

A broad classification of aircraft

- airplane
- weight shift control
- powered parachute
- gyroplane
- glider
- lighter than air

1.4.2 Class

A broad classification within a category having similar operating characteristics of aircraft

- airplane land and sea
- weight shift control land and sea
- powered parachute land and sea

1.4.3 Type and Make/model

A specific make and model of aircraft that do not change its handling or flight characteristics.

Six Chuter ssdc

1.4.4 Set

Aircraft that share similar performance characteristics - similar airspeed and altitude operating envelopes and similar handling characteristics.

4 PPC sets:

- Square Wing
 - Land
 - Sea
- Elliptical Wing
 - Land
 - Sea

1.4.5 Certificates vs. Endorsements

Certificates do not list category and class or set. These are listed in your endorsements.

1.4.6 Can I?

Operate any make and model in the same category and class?

Go for it

How do I fly an additional category or class?

Training and proficiency check

Operate same category and class different set

training and endorsement

1.5 Documentation

1.5.1 Required in A/C for flight

A airworthiness certificate

Good for as long as the aircraft is maintained and operated as required by FARs

R registration

O operating limitations

W weight and balance data

1.5.2 Required on PIC during operation

Current driver's license or medical certificate

Valid pilot certificate

Logbook or flight records with endorsements

1.6 Aircraft Maintenance and Inspections

1.6.1 Responsibility

Owner or Operator is primary responsible for maintaining A/C in an airworthy condition, compliance with safety directives, records for maintenance, repairs and alterations

PIC - responsible for determining if the A/C is airworthy prior to flight

1.6.2 Preventative Maintenance

A pilot may perform certain PM on aircraft owned by him/her.

Replace safety wire, service bearings, replacing safety belts others listed in 14 CFR Part 43 appendix A.

1.6.3 Annual Inspection

Required Every 12 months

If done on May 20, 2008, Due May 31, 2009

1.6.4 100 Hour Inspection

Required if carry pax or for hire

Each 100 hours of flight time

May go 10 over to get it to facility but doesn't reset clock.

If due at 156 hours

Can be done as late as 166 hours

Next due at 256 hours

Must be done by a professional

1.6.5 Transponder

Must be inspected and found satisfactory withing preceeding 24 months

1.6.6 Light Sport Repairman Certificates

Maintenance Rating

104 hours for PPC

Allows to do

Maintenance

Preventative Maintenance

Alterations to E-LSA and S-LSA

Inspection Rating

16 Hour Course

Allows Owners to

Annual Inspection on own A/C

1.7 Currency Requirements

1.7.1 Flight Review within preceding 24 months

1.7.2 To carry passengers

3 takeoffs and landings within preceding 90 days

1.8 Medical Eligibility

1.8.1 Valid U.S. driver's license or 3rd class medical

1.8.2 not have most recently issued medical certificate denied, suspended or revoked

1.8.3 not know or have reason to know of any medical condition that would make the pilot unable to operate an LSA in a safe manner

1.9 Change of Address

1.9.1 Must notify FAA certification branch within 30 days of the move.

1.10 PIC Responsibility

1.10.1 Directly responsible and final authority for safety and operation of the aircraft.

May deviate from 14CFR part 91 to the extent necessary for safety

Upon request a written report of deviation from the rules must be sent to the administrator.

1.10.2 Must comply with ATC clearances except in an emergency or unless there is an amended clearance.

Must notify ATC ASAP

May be requested to submit a detailed report within 48 hours to the chief of the ATC facility

1.11 Operating in Class B,C,D airspace:

1.11.1 Training on

Use of radios, communications, navigation systems/facilities and radar services

Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with flight in the traffic pattern with an operating tower.

Applicable flight rules of part 91 for operations in Class B,C,D airspace and air traffic clearances.

1.12 Alcohol and Drugs

1.12.1 No person may act as a crewmember on an aircraft:

Within 8 hours of consuming any alcoholic beverage

While under the influence of alcohol (.04)

While using any drug that affects faculties in any way contrary to safety.

1.12.2 Except in an emergency no pilot may allow a person who appears to be intoxicated or under the influence of drugs (except a medical patient under proper care) to be carried in an aircraft.

1.12.3 A conviction for the violation of any law relating to drugs or alcohol is grounds for:

Denial of an application for any certificate rating, or authorization under Part 61 for up to 1 year after date of final conviction

Suspension or revocation of any certificate, rating, or authorization issued under Part 61

1.12.4 Pilots shall provide a written report of each alcohol or drug related motor vehicle action to the FAA, Civil Aviation Security Division (AMC-700) not later than 60 days after the motor vehicle action.

1.13 Right-Of-Way

ALWAYS SEE AND AVOID OTHER AIRCRAFT

1.13.1 Aircraft in distress has ROW

1.13.2 Same category converging approximately same altitude A/C on others right has ROW

1.13.3 Different Categories

Balloon over any other

Glider over airship PPC, WSC, Plane, Rotor

airship over PPC, WSC, Plane, Rotor

1.13.4 Towing or Refueling over any engine driven

1.13.5 Approaching head on each pilot shall alter course to the right

1.13.6 A/C being overtaken has ROW

Overtaking should pass to the right and well clear.

1.13.7 When approaching for landing lower altitude has ROW.

don't take advantage of this to cut other A/C off.

1.14 Formations

No formation flying unless prior arrangement with the PIC of each aircraft in the formation.

No formation with passengers for hire.

1.15 Dropping Objects

PIC may not allow any object to be dropped while in flight unless reasonable precautions are taken to avoid injury or damage to persons or property on the surface.

1.16 Minimum Safe Altitudes

1.16.1 Anywhere

maintain an altitude which, in the event of engine failure, will allow an emergency landing without undue hazard to persons or property on the surface.

1.16.2 Over congested areas

An altitude of at least 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft must be maintained over any congested area of a city, town, or settlement or over any open air assembly of people.

1.16.3 Over other than Congested

an altitude of 500 feet above the surface must be maintained except over open water or sparsely populated areas. IN that case the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure.

1.17 VFR Cruising Altitudes

Except while holding in a holding pattern of 2 minutes or less, or while turning, each person operating an aircraft under VFR in level cruising flight more than 3,000 feet above the surface shall maintain the appropriate altitude or flight level prescribed below, unless otherwise authorized by ATC:

(a) When operating below 18,000 feet MSL and—

(1) On a magnetic course of zero degrees through 179 degrees, any odd thousand foot MSL altitude +500 feet (such as 3,500, 5,500, or 7,500); or

(2) On a magnetic course of 180 degrees through 359 degrees, any even thousand foot MSL altitude +500 feet (such as 4,500, 6,500, or 8,500).

1.17.1

If your magnetic course (ground track) is:	And you are more than 3,000 feet above the surface but below 18,000 feet MSL, fly:
0° to 179°	Odd thousands MSL, plus 500 feet (3,500; 5,500; 7,500, etc.)
180° to 359°	Even thousands MSL, plus 500 feet (4,500; 6,500; 8,500, etc.)

1.18 VFR Cloud Clearances

1.18.1 Sport Pilot ALWAYS required to maintain 3 statute miles visibility.

1.18.2

BASIC VFR WEATHER MINIMUMS		
Airspace*	Flight Visibility*	Distance from Clouds
Class A	Not Applicable	Not Applicable
Class B	3 statute miles	Clear of Clouds
Class C	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class D	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class E Less than 10,000 feet MSL	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
At or above 10,000 feet MSL*	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal
Class G 1,200 feet or less above the surface (regardless of MSL altitude) Day, except as provided in section §1.155(b)	1 statute mile*	Clear of Clouds
Night, except as provided in section §1.155(b)	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface but less than 10,000 feet MSL Day	1 statute mile*	500 feet below 1,000 feet above 2,000 feet horizontal
Night*	3 statute miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL*	5 statute miles	1,000 feet below 1,000 feet above 1 statute mile horizontal

* Sport pilots must maintain 3 SM or better visibility in all airspace. Sport pilots are not authorized to fly above 10,000 feet MSL. Sport pilots are not authorized to fly at night.

1.19 Seatbelts

1.19.1 Must keep it on and secured during entire flight

1.19.2 PIC must brief each person on board on the use and to keep them secured.

1.20 Accident Reporting

1.20.1 Terms

Accident

An occurrence in which any person suffers death or serious injury, or an aircraft receives substantial damage.

Serious Injury

Requires Hospitalization more than 48 hrs w/in 7 days of injury

Fracture of any bone (except simple fractures of fingers, toes, or nose)

Causes severe hemorrhages, nerve, muscle, or tendon damage

Involves any internal organ

2nd or 3rd degree burns or burns > 5% of body

Substantial Damage

Damage or failure which adversely affects the structural strength, performance, or flight characteristics.

Require major repair or replacement of the affected component.

Not Substantial Damage:

engine failure

bent cowling

dents, puncture hole

ground damage to rotor or prop

damage to landing gear, wheels, flaps, engine accessories, brakes wingtips

Incident

Other than Accident that could affect "Safety of Operations"

1.20.2 Notification OF NTSB required

Accident occurs

Must file within 10 days

These Incidents

Inability of crewmember to perform duties due to illness or injury

In flight fire

Aircraft overdue and believed to be in an accident

Flight control system malfunction or failure

Aircraft collide

Damage more than \$25,000 to property other than the A/C

Must be reported upon request.

Preserve the wreckage, mail or cargo

1.21 FAA Publications

1.21.1 Airman Information Manual AIM

Guide to basic flight information and ATC procedures

1.21.2 Advisory Circulars AC

Inform the aviation community in a systematic way of non-regulatory material of interest.

Numbering system

20 - Aircraft

60 - Airmen

70 - Airspace

90 - Air Traffic and General Operating Rules

1.21.3 Airworthiness Directives AD

identify unsafe aircraft conditions and prescribe regulatory actions or limitations under which the affected aircraft may continue to be operated.

Mandatory

Compliance must be noted in /C records

Owner or Operator is responsible for compliance

1.21.4 Safety Directive SD

Mandatory

Compliance must be noted in /C records

Owner or Operator is responsible for compliance

1.21.5 Notice to Airmen NOTAM

See document: [notices](#)

Provide time critical information on airports and changes that affect the national airspace system and are of concern to IFR operations.

3 Categories

NOTAM D

Distant

Attached to hourly weather reports

NOTAM L

Local Items in nature

Taxi closure

Construction

Kept at local FSS

FDC NOTAM

Issued nationally and contain regulatory information.

- Temporary flight restrictions
- Amendment to instrument approach procedures

1.21.6 Airport/Facility Directory A/FD

See document: [WA88](#)

Comprehensive info on a given airport

7 books by region

revised every 8 weeks