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## Part 61 Overview

61.3 To fly you must carry with you your pilot certificate, a government issued photo identification and medical certificate

61.15 Offenses involving alcohol and drugs can be grounds for denial of airmen applications, or revocation of existing certificates.

61.23 To exercise student pilot or private pilot privileges a pilot must have in his/her possession a third class medical.

61.31 To act as PIC a pilot must have appropriate category, class, and type rating (if required) for the aircraft, or have received appropriate authorized training and been endorsed for solo flight.

To act as PIC of complex airplanes, pilots must receive and log ground and flight training from an instructor in an airplane or training device representative of a complex airplane and receive a one-time endorsement certifying they are proficient to operate the complex airplane.

To act as PIC of high-performance airplanes (more than 200 horsepower) a pilot must receive and log ground and flight training in an airplane or training device representative of a high performance airplane and receive a one-time endorsement certifying they are proficient to operate the high performance airplane.

To act as PIC of pressurized aircraft with a service ceiling or maximum operating altitude (whichever is lower) above 25,000 pilots must receive and log ground training and receive an endorsement. Ground training subjects are listed under 61.31(g)

To operate tailwheel airplanes, pilots must receive flight training from an instructor and receive an endorsement. Tasks required are listed in 61.31(i)

61.51 Flight time used to meet requirements for a certificate, rating, or flight review, or for currency must be logged in accordance with this section. In theory this doesn't have to be in a "logbook" but the various logbooks out there have sections that meet the logging requirements in this section.

61.56 A flight review is required every 24 calendar months and requires a minimum of 1hr of ground and 1hr of flight instruction and must include a general review of part 91, maneuvers at the discretion of the instructor. Flight reviews are not required if you have completed an airman practical test within the time period (essentially it resets the clock).

51.57 To act as PIC with passengers a pilot must, within 90 days, complete 3 takeoffs and landings in the category, class and type (if applicable) of the aircraft to be flown. To operate a tailwheel aircraft or at night, these landings must be completed to a full stop, and in the applicable conditions (tailwheel, night).

This section also stipulates the regulations for accomplishing this currency using a flight training device or simulator.

61.60 The holder of a pilot, flight instructor or ground instructor certificate who has made a change in permanent mailing address must notify the FAA of the address change within 30 days. After 30 days they may not exercise privileges

This can now be performed online on the FAA website.

61.69 Outlines the requirements to act as PIC while towing gliders or ultra-lights. In short, the pilot must have at least a private pilot certificate with powered aircraft category rating and 100 hours in the category, class and type (if required) and be endorsed by an instructor after receiving ground and flight training.

61.95 A student pilot may not enter class B as PIC unless they have received ground and flight training in that specific class B airspace, and have received the appropriate endorsement from an instructor. Furthermore, they may not operate to an airport within class B without receiving ground and flight training at that specific airport and received and endorsement.

Regardless, there are still several class B airports that do not permit any student pilot operations. These are listed in FAR 91 Appendix D Section 4 and include: Atlanta, Boston, Camp Springs, Chicago, Dallas, Los Angeles, Miami, Newark, New York, San Francisco and Washington DC

61.101 - Outlines recreational pilot privileges. This includes:

Pilots may not carry more than one passenger

Pilots may not pay less than the pro rata share of fuel, oil, airport expenses and aircraft rental fees.

Pilots may operate on flights within 50nm of a departure airport if they have received ground and flight training, been found proficient and been endorsed.

Similar endorsements are required for cross country flights (greater than 50nm), and entry into Class B, C and D airspace

Furthermore, a recreational pilot may not:

Be PIC in an aircraft certified for more than 4 occupants

Be PIC in a multi-engine aircraft

Be PIC in an aircraft with more than 180 horsepower (unless rotorcraft)

Be PIC in a retractable gear aircraft

Be PIC in an aircraft classified as powered-lift, glider, airship, balloon, powered parachute or weight-shift-control

Be PIC for compensation of hire

Fly in furtherance of business

Be PIC between sunset and sunrise

At an airport, or through the airspace of an airport, having an operational control tower

Fly more than 10,000MSL or 2,000AGL, whichever is higher

Be PIC when flight or surface visibility is less than 3sm

...There are even a few more restrictions on recreational pilots. If you're thinking "what's the point?" you're pretty much right. We have never recommended someone get their recreational pilot's license. Get your private. There is a reason there are few recreational pilots in the U.S.

61.103 - To be eligible for a private pilot license you must:

Be 17 years of age (other than for glider or balloon which are 16)

Be proficient in reading, writing, speaking and understanding english

Receive a practical test endorsement

Pass the required knowledge test

Pass the required practical test (checkride)

Meet the flight requirements of part 61.109

Hold a U.S. student pilot, recreational pilot or sport pilot license.

61.109 - This section details the flight time requirements for various private pilot category and class ratings. We'll outline only the private pilot single engine land, since that's where most people start:

40 hours of flight time, at least 20 of which is from an instructor and 10 of which is solo

3 hours of cross country flight training

One cross country flight over 100nm total distance at night

10 takeoffs and 10 landings to a full stop at night

3 hours of simulated instrument time

3 hours of flight training in preparation for the practical test in the preceding 2 calendar months

5 hours of solo cross country time

One solo cross country of 150nm total distance with full stop landings at 3 points and one segment having a straight line distance of greater than 50nm

3 takeoffs and 3 landings to a full stop at an airport with an operating control tower

61.113 - This is a big one! Be able to explain what your privileges and limitations are as a private pilot.

Private pilots cannot act as PIC while carrying passengers or property for compensation or hire.

A private pilot can act as PIC in connection with a business if the flight is only incidental to that business and the aircraft does not carry passengers or property for compensation or hire.

A private pilot cannot pay less than the pro-rata share of expenses for fuel, oil, airport expenditures and rental fees.

A private pilot can act as PIC for a charitable, non-profit or community event if they meet requirements of 91.146, which includes restrictions such as 500 hours minimum time.

A private pilot CAN be reimbursed for aircraft operating expenses directly related to search and location operations as long as those expenses are only fuel, oil, airport expenditures and rental fees and is under the jurisdiction of an approved agency.

Private pilots may demonstrate aircraft as salesman to prospective buyers if they have more than 200 hours of flight time

A private pilot may act as PIC for flight tests in light-sport aircraft for certification in some circumstances

Private pilots may act as PIC without holding a medical if they meet the requirements of 61.23(c)(3)

While this sounds like a lot of restrictions, this is a list of stuff you *can't do* and there's really not a lot on it. You have a TON of freedom as private pilot... that's why training is thorough and knowledge of regs is important. You are not explicitly prohibited from much but you must keep track of what is safe and what is legal.



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