

FAA CERTIFICATION REGULATIONS

PRIVATE PILOT (Single-Engine Airplane)

I. Eligibility

- A. Must be 17 years old (May start lessons earlier and can solo at age 16)
- B. Fluent in English (read, speak, write and understand)
- C. Receive a log book endorsement from an authorized instructor or home study course for aeronautical knowledge
- D. Pass required knowledge tests on aeronautical knowledge areas 61.105
- E. Receive flight training and logbook endorsement from an authorized instructor for practical test
- F. Meet aeronautical experience requirements before applying for practical test
- G. Pass practical test on areas 61.107 (b.1) single-engine
- H. Comply with FAR 61 related sections
- I. The following must apply to the aircraft category and rating sought

II. Aeronautical Knowledge (61.105 b)

A person applying for private pilot certificate must receive and log ground training from an authorized instructor or complete a home-study course on the aeronautical knowledge areas that apply to the aircraft category (ie: single-engine or multiengine aircraft) and class rating sought.

- A. FAA Regulations 61 related to private pilot privileges, limitations and flight operations
- B. Accident reporting requirements of the NTSB
- C. Use of the applicable portions of the “Aeronautical Information Manual” and FAA advisory circulars
- D. Use of aeronautical charts for VFR navigations using pilotage, dead reckoning and navigation systems
- E. Radio communication procedures
- F. Recognition of critical weather situations from the ground and air in flight including:
 - a. windshear avoidances
 - b. the procurement and use of aeronautical weather reports and forecasts
- G. Safe and efficient operation of aircraft including:
 - a. collision avoidance and recognition
 - b. avoidance of wake turbulence
- H. Effects of density altitude on take off and climb performance
- I. Weight and balance computations
- J. Principles or aerodynamics, powerplants and aircraft systems
- K. Stall awareness, spin entry, spins, and spin recovery techniques
- L. Aeronautical decision making and judgment
- M. Preflight actions that includes:
 - a. How to obtain the information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts and fuel requirements
 - b. How to plan for alternatives if the planned flight cannot be completed or delays

are encountered

III. Flight Proficiency (61.107 b.1)

- A. Preflight preparation
- B. Preflight procedures
- C. Airport and seaplane base operations
- D. Takeoffs, landings, and go-a-rounds
- E. Performance maneuvers
- F. Ground reference maneuvers
- G. Navigations
- H. Slow flight and stalls
- I. Basic instrument maneuvers
- J. Emergency operations
- K. Night operations
- L. Post-flight procedures

IV. Aeronautical Experience – 40 hours minimum (must be performed in a single-engine airplane)

- A. at least 20 hours **DUAL** training
 - 1.) 3 hours of cross-country flight training
 - 2.) 3 hours of night flight training including:
 - a. 1 cross-country flight over 100 nautical miles total distance
 - b. 10 take offs and 10 landings to a full stop (each involving a flight in the traffic pattern) at an airport
 - 3.) 3 hours of flight training in a single-engine airplane on the control and maneuvering of airplane solely by reference to instruments including:
 - a. straight and level flight
 - b. constant airspeed climbs and descents
 - c. turns to a heading
 - d. recovery from unusual flight attitudes
 - e. radio communications
 - f. use of navigation systems/facilities and radar services appropriate to instrument flight
 - 4.) 3 hours of flight training in preparation for the practical test performed within 60 days preceding the date of the test
- B. 10 hours of **SOLO** flight in the areas listed under flight proficiency consisting of at least:
 - 1.) 5 hours solo cross-country time
 - 2.) 1 solo cross-country flight of at least 150 nautical miles total distance with:
 - a. full-stop landings at a minimum of 3 points
 - b. 1 segment of the flight consisting of a straight-line distance of at least 50 nautical miles between takeoff and landing locations
 - 3.) 3 takeoffs and 3 landings to a full stop (each involving a flight in traffic pattern) at an airport with an operating control tower.