

PRIVATE PILOT STUDY GUIDE

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SUGGESTED STUDY MATERIAL

FAR/AIM

Airplane Flying Handbook

Pilot's Handbook of Aeronautical Knowledge
Aviation Weather Services (AC 00-45F)

Private Pilot Oral Exam Guide
The Backseat Pilot Reference Card

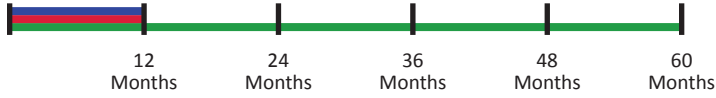
COMMON QUESTION AREAS

- ✘ Flight crew required documents FAR 61.3
 - Pilot Certificate, Current Medical, Gov ID
- ✘ Privileges and Limitations FAR 61.13
- ✘ Medical requirements and duration (See Pg. 2) FAR 61.23
- ✘ Required logbook entries FAR 61.51
- ✘ Flight review requirements FAR 61.56
- ✘ Recent flight experience FAR 61.57
- ✘ Maximum Speeds FAR 91.117
- ✘ Minimum safe altitudes FAR 91.119; The Backseat Pilot Reference Card
- ✘ ATC light signals FAR 91.125; The Backseat Pilot Reference Card
- ✘ VFR fuel requirements FAR 91.151; The Backseat Pilot Reference Card
- ✘ VFR weather minimums FAR 91.155; AIM 3-1-4; The Backseat Pilot Reference Card
- ✘ Special VFR FAR 91.157; The Backseat Pilot Reference Card
- ✘ VFR cruising altitudes FAR 91.159; AIM 3-1-5; The Backseat Pilot Reference Card
- ✘ Aircraft required documents FAR 91.203; FAR 91.9
 - ARROW: Airworthiness, Registration, Radio License
 - (outside U.S.), Operating Limitations, Weight & Balance
- ✘ Required equipment (See Pg. 3) FAR 91.205
- ✘ Special Flight Permit FAR 21.197, 199; FAR 39.3
- ✘ What is an MEL and how does it work FAR 91.213
- ✘ Transponder Requirements FAR 91.215; The Backseat Pilot Reference Card
- ✘ Required maintenance inspections (See Pg. 2) FAR 91.409; 91.411; 91.413; 91.207
- ✘ Airspace FAR 91.126-135; AIM 3-2/3-3; Airspace PDF in Resources
- ✘ Airport Signs and Lighting AIM 2; AOPA Flash Cards in Resources section
- ✘ Special Use Airspace AIM 3-4
- ✘ NOTAMs AIM 5-1-3
- ✘ Aeromedical Factors AIM 8
- ✘ Airworthiness Directives FAR 39.3
- ✘ Aircraft performance and limitations AFM
- ✘ Flight Planning
- ✘ Navigation
- ✘ Aircraft Systems
- ✘ Weather (As listed in the PTS)

First Class Medical

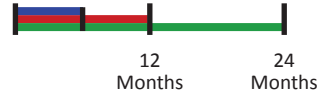
Under 40 on the date of the examination:

12 months for operations requiring a 1st class medical
 12 months for operations requiring a 2nd class medical
 60 months for operations requiring a 3rd class medical



40 or over on the date of the examination:

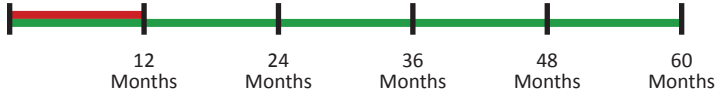
6 months for operations requiring a 1st class medical
 12 months for operations requiring a 2nd class medical
 24 months for operations requiring a 3rd class medical



Second Class Medical

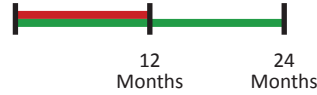
Under 40 on the date of the examination:

12 months for operations requiring a 2nd class medical
 60 months for operations requiring a 3rd class medical



40 or over on the date of the examination:

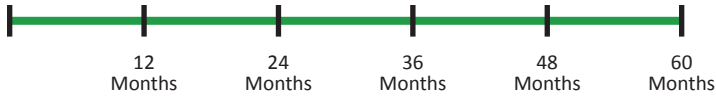
12 months for operations requiring a 2nd class medical
 24 months for operations requiring a 3rd class medical



Third Class Medical

Under 40 on the date of the examination:

60 months for operations requiring a 3rd class medical



40 or over on the date of the examination:

24 months for operations requiring a 3rd class medical



FAR Required Aircraft Inspections

“AVIATE”

Annual Inspection 12 Calendar Months

This is carried out by a mechanic who holds a slightly higher level of authority than an airframe & powerplant mechanic.

VOR 30 Days

Required for IFR flight only.

100 hour Inspection 100 hrs Tach Time

This is necessary when the aircraft is used for commercial operations (including flight instruction). The annual can be used in place of a 100 hr inspection.

This inspection may be exceeded by 10 hrs to bring the aircraft to where the inspection can be accomplished. However, the additional time must be compensated for in the next 100 hr inspection.

Altimeter (Pitot/Static) 24 Calendar Months

This is required if the aircraft is to be flown in controlled airspace under IFR.

Transponder 24 Calendar Months

A transponder cannot be operated unless this inspection has been completed.

ELT 12 Calendar Months

This inspection is normally done along with the annual inspection. ELT batteries must be replaced when 50% of their battery life has been spent, or after 1 hour cumulative use, whichever occurs first.

FAR Day VFR Required Equipment

“TOMATO FFLAMES”

Tachometer
Oil Pressure Gauge
Manifold Pressure Gauge (altitude engine)
Altimeter
Temperature Gauge (Liquid cooled engine)
Oil Temperature Gauge (Air cooled engine)

Fuel Quantity Indicator
Flotation Device (If for hire > 50nm off coast)
Landing Gear Indicator (If retractable gear)
Airspeed Indicator
Magnetic Compass
ELT
Seat Belt

FAR Night VFR Required Equipment

“FLAPS”

Fuses (If required)
Landing Light (If operated for hire)
Anti Collision Lights
Position Lights (Nav lights)
Source of electrical power for all equipment

Inoperative Equipment Decision Sequence

During the preflight inspection, the pilot recognizes inoperative instruments or equipment.

1. Is the equipment required by the Equipment List or Kinds of Equipment list in the AFM?

→ YES →

The aircraft is unairworthy and maintenance is required

NO



2. Is the equipment required by the aircraft's type certificate?

→ YES →

The aircraft is unairworthy and maintenance is required

NO



3. Is the equipment required by an Airworthiness Directive (AD)?

→ YES →

The aircraft is unairworthy and maintenance is required

NO



4. Is the equipment required by the FAR required Day/Night equipment (above)?

→ YES →

The aircraft is unairworthy and maintenance is required

NO



The aircraft is airworthy. The inoperative equipment must be removed or deactivated and placarded as inoperative.

The pilot must make the decision that the aircraft is still safe for flight.