

Area of Operation II - Task J

14 CFR and Publications

Content

1. Introduction
2. Federal Aviation Regulations (FAR)
3. Aeronautical Information Manual (AIM)
4. Advisory Circular (AC)
5. NTSB Part 830
6. Letter of Interpretation
7. Certification Standards (ACS/PTS)
8. FAA Handbooks
9. POH / AFM
10. Other FAA Publications



Key References:

- 14 CFR Parts 1, 61, 91 and AIM
- NTSB Part 830
- Pilot's Handbook of Aeronautical Knowledge

1. Introduction

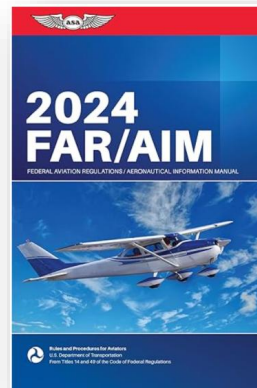
- **What:** Understand the framework of aviation regulations and FAA publications that all pilots must know
- **Why:** Learn what is applicable to you, where to find information and ensure compliance with regulations
- **Regulatory Publications**
 - Federal Aviation Regulations (FAR)
 - NTSB Part 830
 - Airman Certification Standards (ACS)
 - Practical Test Standards (PTS)
- **Non-Regulatory Publications**
 - Aeronautical Information Manual (AIM)
 - Advisory Circulars (AC)
 - FAA Letters of Interpretation
 - FAA Handbooks
- **FAA-Approved Manufacturer Publication**
 - Airplane Flight Manual (AFM)
 - Pilot Operating Handbook (POH)




It is a privilege,
Not a right

2. Federal Aviation Regulations (FAR)

- **CFR – Code of Federal Regulations (CFR)**
 - Contain rules for different aspects of the US law
 - Title 14 of the CFR is related to Aeronautics and Space → **FAR = 14 CFR**
- **FAR – Federal Aviation Regulations (FAR)**
 - **Part 1**: Definitions and abbreviations (e.g. AGL, Vy, etc)
 - **Part 61**: Certification of Pilots and Flight Instructors
 - **Part 91**: General Flight Rules (applicable to all pilots/aircraft)
 - Other relevant parts
 - *Part 21: Certification Procedures*
 - *Part 39: Airworthiness Directives*
 - *Part 43: Maintenance*
 - *Part 67: Medical Standards*
 - *Part 141: Pilot Schools*




www.ecfr.gov



Code of Federal Regulations

A point in time eCFR system



Title 14

Displaying title 14, up to date as of 1/23/2024. Title 14 was last amended 12/28/2023. [view historical versions](#)

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ECFR CONTENT

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 - Subchapter D** Airmen 60 – 68
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2. Federal Aviation Regulations (FAR)

Part 61

Certification of Pilots and Flight Instructors

- Subpart A – **General**
- Subpart B – **Aircraft Ratings and Pilot Authorizations**
- Subpart C – **Student Pilots** (61.81 – 95)
- Subpart D – **Recreational Pilots** (61.96 – 101)
- Subpart E – **Private Pilots** (61.102 – 120)
 - ✓ (61.102) *Applicability*
 - ✓ (61.103) *Eligibility Requirements*
 - ✓ (61.105) *Aeronautical Knowledge*
 - ✓ (61.107) *Flight Proficiency*
 - ✓ (61.109) *Aeronautical Experience*
 - ✓ (61.113) *Privileges and Limitations: PIC*
- Subpart F – **Commercial Pilots** (61.121 – 141)
- Subpart G – **Airline Transport Pilots** (61.151 – 171)
- Subpart H – **Flight Instructors (not Sport)** (61.181 – 201)
- Subpart I – **Ground Instructors** (61.211 – 217)
- Subpart J – **Sport Pilots** (61.301 – 327)
- Subpart K – **Flight Instructors (Sport)** (61.401 – 429)



Part 91

General Operating and Flight Rules

- Subpart A – **General**
- Subpart B – **Flight Rules (VFR/IFR)** (91.101 – 199)
- Subpart C – **Equip, Instrument and Certification** (91.201 – 299)
- Subpart D – **Special Flight Operations** (91.301 – 399)
- Subpart E – **Maintenance and Alterations** (91.401 – 499)
- Subpart F – **Large and Turbine-Powered** (91.501 – 599)
- ...



2. Federal Aviation Regulations (FAR)

- **Updates:** You can subscribe to get notified of changes that are important to you on eCFR
 - eCFR is updated daily and changes are reflected within 2 days of a change

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Show changes as: ☒ red/green ☐ purple/orange

Show strike-through for removed content ☒ yes ☐ no

ENHANCED CONTENT :: CROSS REFERENCE

Citation details for 87 FR 71237

Medical Certification Standards for Commercial Balloon Operations

A Rule by the Transportation Department, and the Federal Aviation Administration

Publication date: November 22, 2022
Effective date: December 22, 2022

[View Document](#)

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production flight testing, to include operations conducted under a special flight permit and any associated operating limitations.

(i) A private pilot may act as pilot in command or serve as a required flightcrew member 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 complies with this section and all of the following conditions and limitations:

(1) The aircraft is authorized to carry not more than 6 occupants, has a maximum takeoff weight of not more than 6,000 pounds, and is operated with no more than five passengers on board; and

(2) The flight, including each portion of the flight, is not carried out -

(i) At an altitude that is more than 18,000 feet above mean sea level;

(ii) Outside the United States unless authorized by the country in which the flight is conducted; or

(iii) At an indicated airspeed exceeding 250 knots; and

(3) The pilot has available in his or her logbook -

(i) The completed medical examination checklist required under § 68.7 of this chapter; and

(ii) The certificate of course completion required under § 61.23(c)(3).

[Doc. No. 25910, 62 FR 16298, Apr. 4, 1997, as amended by Amdt. 61-110, 69 FR 44869, July 27, 2004; Amdt. 61-115, 72 FR 6910, Feb. 13, 2007; Amdt. 61-125, 75 FR 5220, Feb. 1, 2010; Docket FAA-2016-9157, Amdt. 61-140, 82 FR 3165, Jan. 11, 2017; Docket No. FAA-2021-1040, Amdt. Nos. 61-152, 87 FR 71237, Nov. 22, 2022]

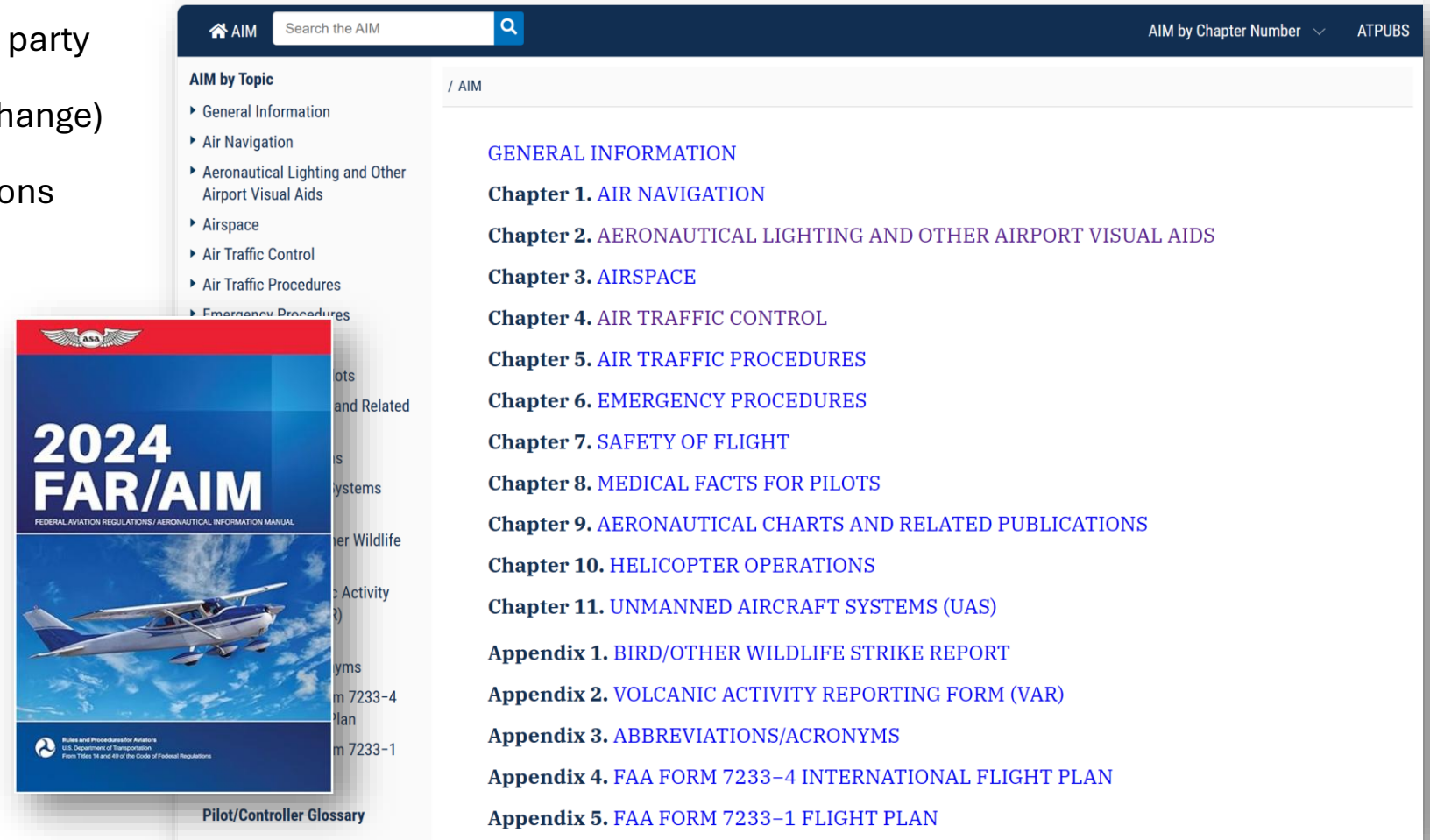
ECFR CONTENT

Example: change in Nov 2022 to allow Private Pilots to serve as a required crew member (e.g. safety pilot) w/ Basicmed

3. Aeronautical Information Manual (AIM)

- Official guide by the FAA to basic flight information and ATC procedures
- Available online or purchased from 3rd party
- Issued annually (black bar indicates change)
- Often overlapping with other publications
- Often reinforce regulations

https://www.faa.gov/air_traffic/publications/atpubs/aim_html/



The image displays the FAA's Aeronautical Information Manual (AIM) website interface and the cover of the 2024 FAR/AIM book. The website features a search bar, a sidebar with 'AIM by Topic' (General Information, Air Navigation, Aeronautical Lighting and Other Airport Visual Aids, Airspace, Air Traffic Control, Air Traffic Procedures, Emergency Procedures), and a main content area listing chapters 1 through 11 and appendices 1 through 5. The book cover shows the title '2024 FAR/AIM' and 'FEDERAL AVIATION REGULATIONS / AERONAUTICAL INFORMATION MANUAL' with an image of a small aircraft in flight.

AIM by Topic

- ▶ General Information
- ▶ Air Navigation
- ▶ Aeronautical Lighting and Other Airport Visual Aids
- ▶ Airspace
- ▶ Air Traffic Control
- ▶ Air Traffic Procedures
- ▶ Emergency Procedures

GENERAL INFORMATION

Chapter 1. AIR NAVIGATION

Chapter 2. AERONAUTICAL LIGHTING AND OTHER AIRPORT VISUAL AIDS

Chapter 3. AIRSPACE

Chapter 4. AIR TRAFFIC CONTROL

Chapter 5. AIR TRAFFIC PROCEDURES

Chapter 6. EMERGENCY PROCEDURES

Chapter 7. SAFETY OF FLIGHT

Chapter 8. MEDICAL FACTS FOR PILOTS

Chapter 9. AERONAUTICAL CHARTS AND RELATED PUBLICATIONS

Chapter 10. HELICOPTER OPERATIONS

Chapter 11. UNMANNED AIRCRAFT SYSTEMS (UAS)

Appendix 1. BIRD/OTHER WILDLIFE STRIKE REPORT

Appendix 2. VOLCANIC ACTIVITY REPORTING FORM (VAR)

Appendix 3. ABBREVIATIONS/ACRONYMS

Appendix 4. FAA FORM 7233-4 INTERNATIONAL FLIGHT PLAN

Appendix 5. FAA FORM 7233-1 FLIGHT PLAN

2024 FAR/AIM
FEDERAL AVIATION REGULATIONS / AERONAUTICAL INFORMATION MANUAL

Rules and Procedures for Aeronautics
U.S. Department of Transportation
From Titles 14 and 49 of the Code of Federal Regulations

Pilot/Controller Glossary

4. Advisory Circular (AC)

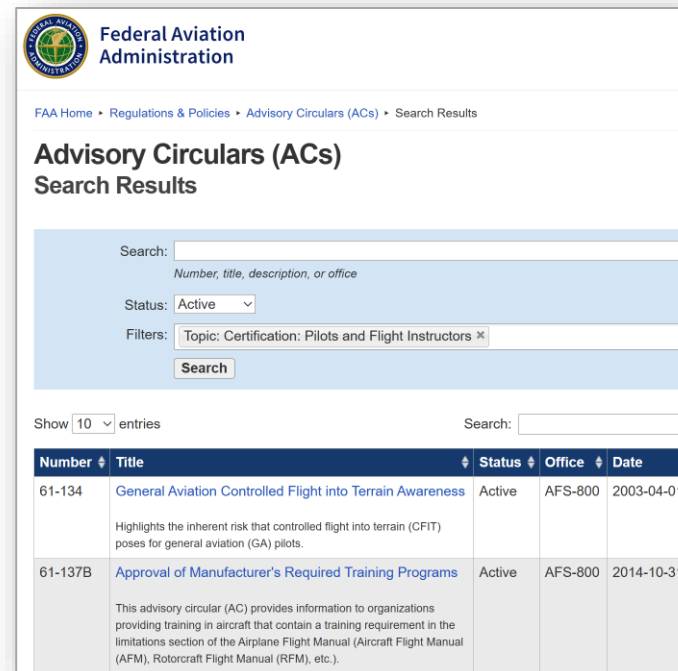
- Additional information articles published by the FAA outside of the FAR/AIM
 - ✓ Unless incorporated into a regulation by reference, the content are not binding on the public

- Numbered according to the FAR topic:**

- 00 – General
- 20 – Aircraft
- 60 – Airmen
- 70 – Airspace
- 90 – Air Traffic and General Rules
- 140 – Schools
- 150 – Airports

- Search for ACs**

- https://www.faa.gov/regulations_policies/advisory_circulars/



Federal Aviation Administration

FAA Home • Regulations & Policies • Advisory Circulars (ACs) • Search Results

Advisory Circulars (ACs) Search Results

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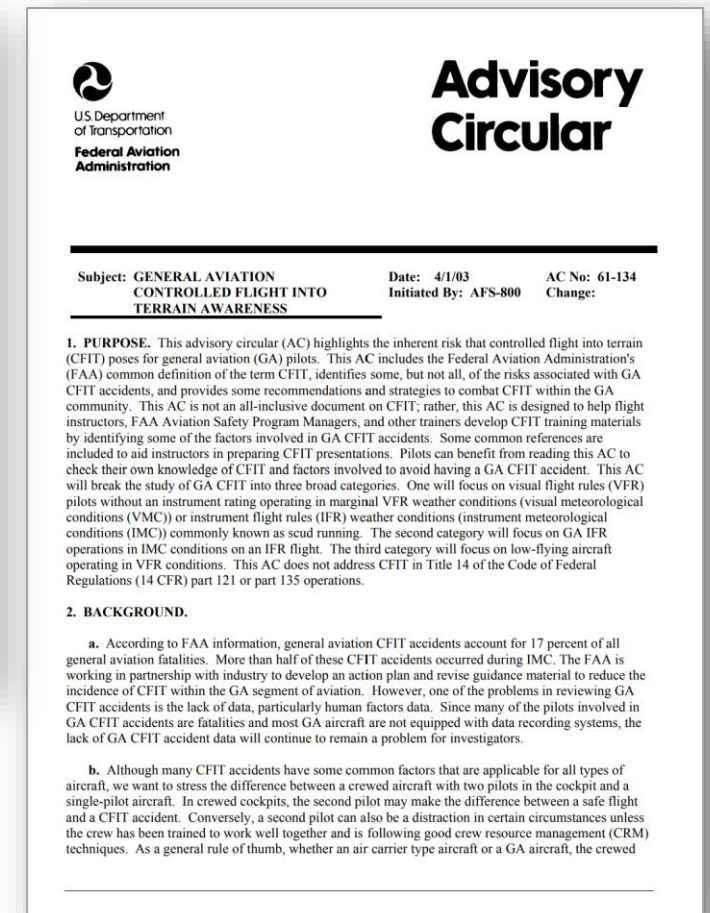
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Number	Title	Status	Office	Date
61-134	General Aviation Controlled Flight into Terrain Awareness Highlights the inherent risk that controlled flight into terrain (CFIT) poses for general aviation (GA) pilots.	Active	AFS-800	2003-04-01
61-137B	Approval of Manufacturer's Required Training Programs This advisory circular (AC) provides information to organizations providing training in aircraft that contain a training requirement in the limitations section of the Airplane Flight Manual (Aircraft Flight Manual (AFM), Rotorcraft Flight Manual (RFM), etc.).	Active	AFS-800	2014-10-31



US Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: GENERAL AVIATION CONTROLLED FLIGHT INTO TERRAIN AWARENESS Date: 4/1/03 AC No: 61-134
Initiated By: AFS-800 Change:

1. PURPOSE. This advisory circular (AC) highlights the inherent risk that controlled flight into terrain (CFIT) poses for general aviation (GA) pilots. This AC includes the Federal Aviation Administration's (FAA) common definition of the term CFIT, identifies some, but not all, of the risks associated with GA CFIT accidents, and provides some recommendations and strategies to combat CFIT within the GA community. This AC is not an all-inclusive document on CFIT; rather, this AC is designed to help flight instructors, FAA Aviation Safety Program Managers, and other trainers develop CFIT training materials by identifying some of the factors involved in GA CFIT accidents. Some common references are included to aid instructors in preparing CFIT presentations. Pilots can benefit from reading this AC to check their own knowledge of CFIT and factors involved to avoid having a GA CFIT accident. This AC will break the study of GA CFIT into three broad categories. One will focus on visual flight rules (VFR) pilots without an instrument rating operating in marginal VFR weather conditions (visual meteorological conditions (VMC)) or instrument flight rules (IFR) weather conditions (instrument meteorological conditions (IMC)) commonly known as scud running. The second category will focus on GA IFR operations in IMC conditions on an IFR flight. The third category will focus on low-flying aircraft operating in VFR conditions. This AC does not address CFIT in Title 14 of the Code of Federal Regulations (14 CFR) part 121 or part 135 operations.

2. BACKGROUND.

a. According to FAA information, general aviation CFIT accidents account for 17 percent of all general aviation fatalities. More than half of these CFIT accidents occurred during IMC. The FAA is working in partnership with industry to develop an action plan and revise guidance material to reduce the incidence of CFIT within the GA segment of aviation. However, one of the problems in reviewing GA CFIT accidents is the lack of data, particularly human factors data. Since many of the pilots involved in GA CFIT accidents are fatalities and most GA aircraft are not equipped with data recording systems, the lack of GA CFIT accident data will continue to remain a problem for investigators.

b. Although many CFIT accidents have some common factors that are applicable for all types of aircraft, we want to stress the difference between a crewed aircraft with two pilots in the cockpit and a single-pilot aircraft. In crewed cockpits, the second pilot may make the difference between a safe flight and a CFIT accident. Conversely, a second pilot can also be a distraction in certain circumstances unless the crew has been trained to work well together and is following good crew resource management (CRM) techniques. As a general rule of thumb, whether an air carrier type aircraft or a GA aircraft, the crewed

5. NTSB Part 830

- Covers rules and regulations for reporting and dealing with aircraft accidents and incidents
- **NTSB Definitions (49 CFR §830.2)**
 - **Accident**: involves death, serious injury or aircraft receives substantial damage
 - **Incident**: other than accident which affects (or could affect) safety of operations
 - Serious Injury:
 - ✓ Hospitalization >48h commencing within 7 days
 - ✓ Bone fracture (except simple fracture on fingers/toes/nose)
 - ✓ Hemorrhages, nerve, muscle or tendon damage
 - ✓ Involve any internal organ
 - ✓ 2nd or 3rd degree burn (or any burn >5% of body)
 - Substantial Damage:
 - ✓ Affects structural strength, performance or flight characteristics of the aircraft

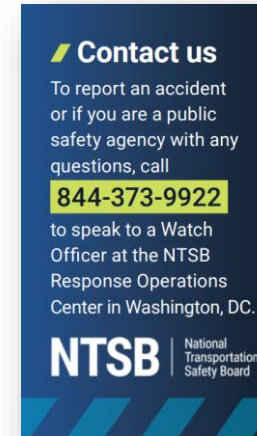


NOT Substantial Damage: Failure or damage to 1 engine, bent fairings/cowling, dented skin, ground damage to prop, landing gear, tires, flaps, wingtips

5. NTSB Part 830

• Immediate Notification to NTSB (49 CFR §830.5)

- Aircraft accident
- Flight control malfunction/failure
- Crew member incapacitated
- In-flight fire
- Mid-air collision (or ACAS activation during IFR)
- Damage >\$25,000 (not counting aircraft)
- Propeller blade separation (except if ground strike)
- Loss >50% of EFIS, EICAS, ECAM, PFD
- Turbine engine failure (where debris escape other than the exhaust path)
- Major system or multiple engine failure, or emergency evacuation (>12,500lbs)
- Air Carrier only: Runway incursion that requires immediate action to avoid collision, or lands/departs on a taxiway, incorrect runway or other area not a rwy
- Aircraft is overdue and believed to be involved in an accident

A detailed image of the NTSB Form 830.5, 'National Transportation Safety Board PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT'. The form is divided into sections: BASIC INFORMATION, AIRCRAFT INFORMATION, and PROPULSION INFORMATION. It includes fields for accident location, date, time, aircraft registration, manufacturer, model, engine type, and various other details related to the incident.

- ✓ **File w/ NTSB within 10 days of accident (or 7 days if aircraft missing) (§831.15)**
- ✓ **Preserve wreckage, mail and cargo except if there is public risk (§830.10)**
- ✓ **NOTE: Report of an Incident shall be done only if requested by NTSB**

6. Letter of Interpretation

- **FAA's official position** concerning the meaning of a statute, regulation, or other legal requirement
- Issues by the Office of the Chief Counsel
 - ✓ *Not a regulation itself, but that's how the FAA understands it*
- Searchable in the FAA website

Keyword

Year

- Any -

APPLY

RESET

Displaying 21 - 30 of 1045

[Wells-ALPA 2007 Legal Interpretation.pdf](#) (APPLICATION/PDF)


[Whatley 2007 Legal Interpretation.pdf](#) (APPLICATION/PDF)

[Anderson 2006 Legal Interpretation.pdf](#) (APPLICATION/PDF)

[Atwood-SherBlackwell 2006 Legal Interpretation.pdf](#) (APPLICATION/PDF)

[Ballough, AFS-1 2006 Legal Interpretation.pdf](#) (APPLICATION/PDF)

[Burrell 2006 Legal Interpretation.pdf](#) (APPLICATION/PDF)



U.S. Department of Transportation

Federal Aviation Administration

Office of the Chief Counsel

800 Independence Ave., S.W.

Washington, D.C. 20591

FEB 15 2018

John Fitzpatrick
Director of Flight Operations
Spartan College of Aeronautics and Technology
123 Cessna Drive
Tulsa, OK 74132

Re: Parachute Requirements under 14 CFR § 91.307

Dear Mr. Fitzpatrick:

This is in response to William McNease's, former Director of Flight Operations at Spartan College of Aeronautics and Technology (Spartan College), letter dated October 20, 2017 in which he requested a legal interpretation of the parachute requirements for spin training conducted as part of Spartan College's part 141 operations. Specifically, Mr. McNease requested confirmation that spin training conducted as part of part 141 flight school operations is exempt from § 91.307(c) of Title 14 of the Code of Federal Regulations (14 CFR).

Section 91.307 provides the operating flight rules for parachutes and parachuting. Subsection (c) provides that unless each occupant of the aircraft is wearing an approved parachute, no pilot of a civil aircraft carrying any person (other than a crewmember) may execute any intentional maneuver that exceeds (1) a bank of 60 degrees relative to the horizon; or (2) a nose-up or nose-down attitude of 30 degrees relative to the horizon. Subsection (c) applies unless the requirements of § 91.307(d) are met.

Section 91.307(d) in pertinent part provides that paragraph (c) does not apply to spins and other flight maneuvers required by the regulations for any certificate or rating when given by a certificated flight instructor. The language "required by the regulations for any certificate or rating" appears to have some ambiguity. Some parties have interpreted this subsection to mean that unless the certificate or rating being sought requires spin training, a parachute is required. Others, such as Spartan College, assert that spins do not need to be a requirement of the certificate or rating being sought for § 91.307(d) to apply. Instead, they assert that as long as *any* certificate or rating in the regulations requires spin training and a certificated flight instructor provides that training, § 91.307(d) applies and no parachute is required.

7. Certification Standards (ACS/PTS)

- Set the standards a pilot must perform (and knowledge to demonstrate) in order to achieve a pilot certificate
- **Airman Certification Standards (ACS)** is gradually replacing the **Practical Test Standards (PTS)**
- The ACS integrates the elements of knowledge, risk management, and skill listed in FAR Part 61 for each airman certificate or rating
- Download PDF in the FAA Website or printed through 3rd party

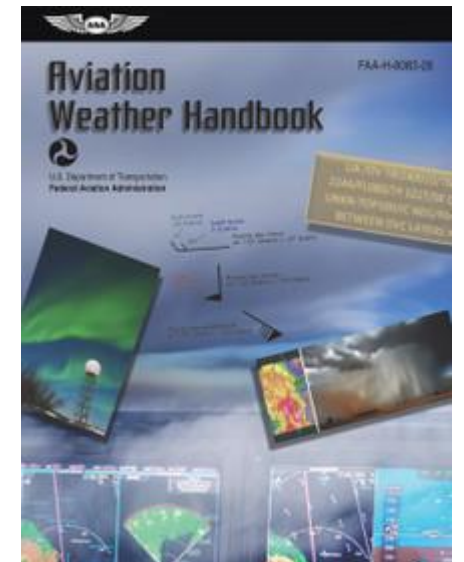
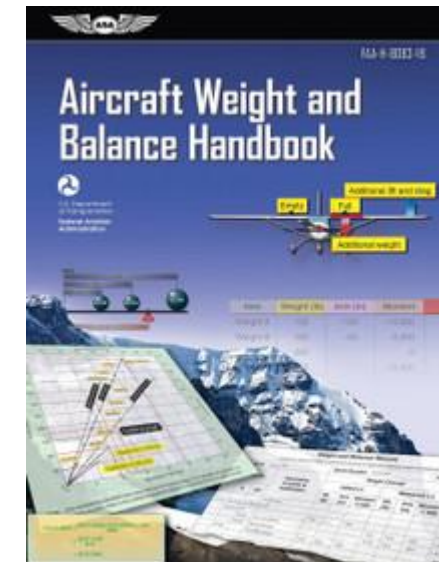
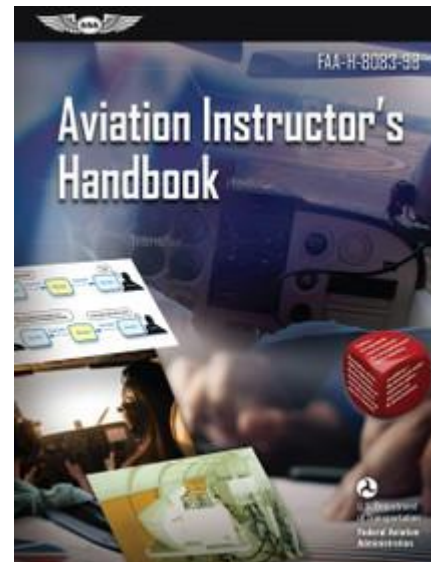
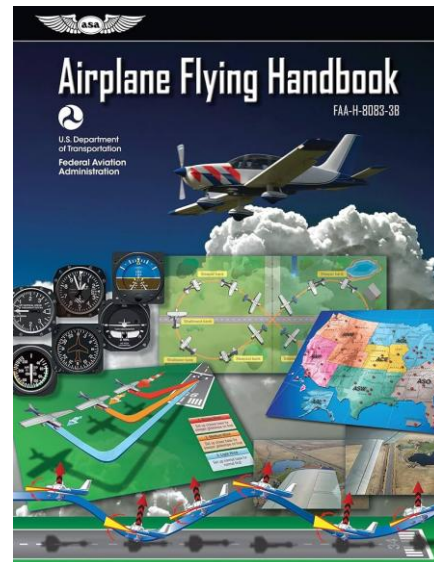
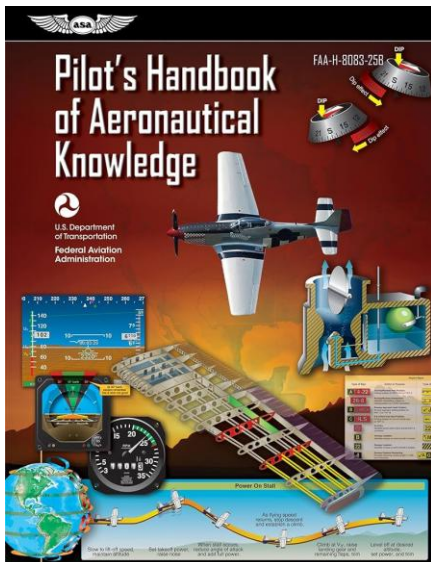
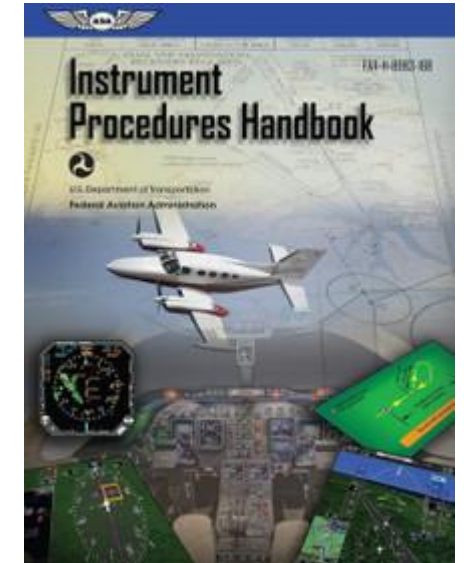
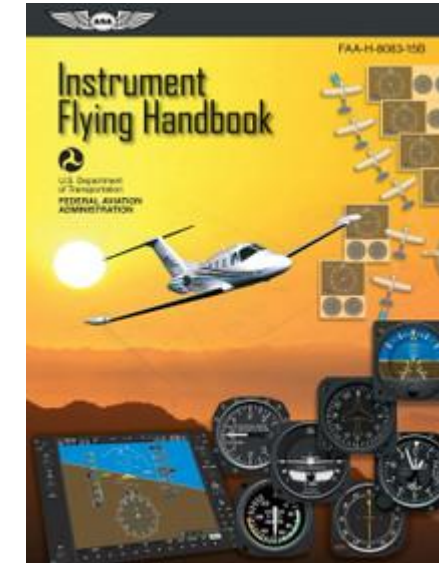


V. Performance and Ground Reference Maneuvers

Task	A. Steep Turns
References	FAA-H-8083-2, FAA-H-8083-3; POH/AFM
Objective	To determine that the applicant exhibits satisfactory knowledge, risk management, and skills associated with steep turns. <i>Note: See Appendix 7: Aircraft, Equipment, and Operational Requirements & Limitations.</i>
Knowledge	The applicant demonstrates understanding of:
PA.V.A.K1	Purpose of steep turns.
PA.V.A.K2	Aerodynamics associated with steep turns, to include:
PA.V.A.K2a	a. Coordinated and uncoordinated flight
PA.V.A.K2b	b. Overbanking tendencies
PA.V.A.K2c	c. Maneuvering speed, including the impact of weight changes
PA.V.A.K2d	d. Load factor and accelerated stalls
PA.V.A.K2e	e. Rate and radius of turn
Risk Management	The applicant demonstrates the ability to identify, assess and mitigate risks, encompassing:
PA.V.A.R1	Failure to divide attention between airplane control and orientation.
PA.V.A.R2	Collision hazards, to include aircraft and terrain.
PA.V.A.R3	Low altitude maneuvering including stall, spin, or CFIT.
PA.V.A.R4	Distractions, improper task management, loss of situational awareness, or disorientation.
PA.V.A.R5	Failure to maintain coordinated flight.
Skills	The applicant demonstrates the ability to:
PA.V.A.S1	Clear the area.
PA.V.A.S2	Establish the manufacturer's recommended airspeed; or if one is not available, an airspeed not to exceed V_A .
PA.V.A.S3	Roll into a coordinated 360° steep turn with approximately a 45° bank.
PA.V.A.S4	Perform the Task in the opposite direction, as specified by evaluator.
PA.V.A.S5	Maintain the entry altitude ± 100 feet, airspeed ± 10 knots, bank $\pm 5^\circ$, and roll out on the entry heading $\pm 10^\circ$.

8. FAA Handbooks

- Contain the technical knowledge required for pilots
- Free to download on the FAA's website
- Printed version available through 3rd Party vendors
- Updated frequently

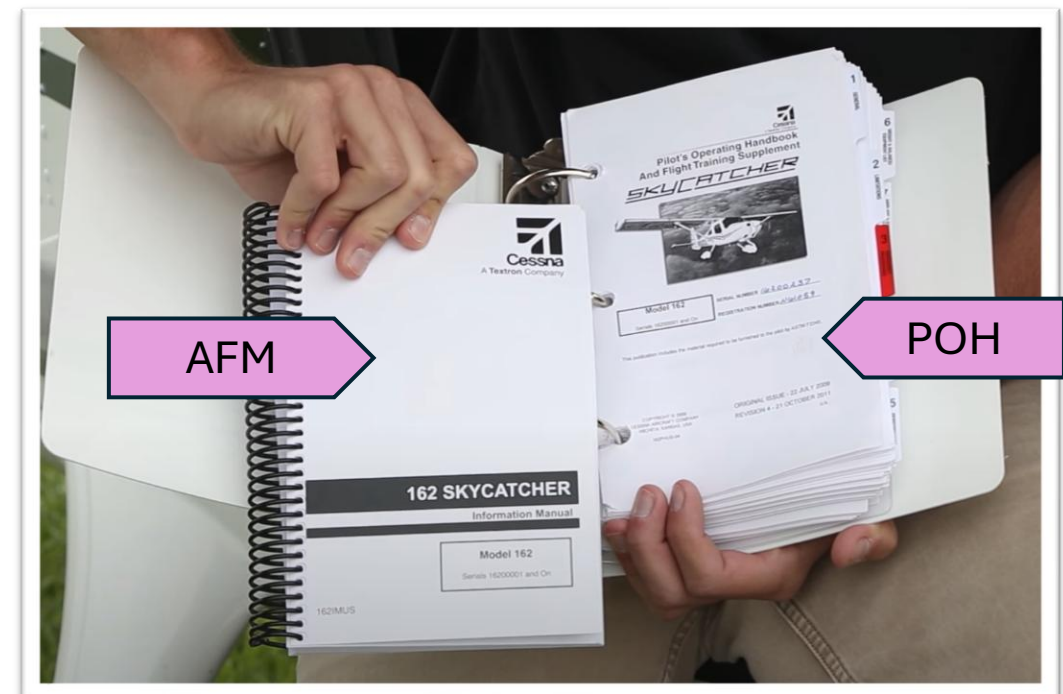


9. POH / AFM

- Describe the aircraft's limitations, performance, information and procedures (safely operate the aircraft)
- **Pilot Operating Handbook (POH)** – required document to be in the aircraft at all times
- **Airplane Flight Manual (AFM)** – Same as the POH, but a generic copy used for study (not a legal document)
 - ✓ *AFMs can mostly be found online*

- Standardized Sections

- Section 1 – General
- Section 2 – Limitations
- Section 3 – Emergency Procedures
- Section 4 – Normal Procedures
- Section 5 – Performance
- Section 6 – W&B and Equipment List
- Section 7 – Airplane and Systems Description
- Section 8 – Handling, Service and Maintenance
- Section 9 – Supplements



10. Other FAA Publications

- **Chart Supplement**

- Information about airports, weather facilities, Preferred IFR routes, VFR waypoints, VOR checkpoints, etc
- 7 books organized by region (NW, SW, NC, SC, EC, NE, SE)
- Can be downloaded (or added as “document” in Foreflight)
- Revised every 56 days

- **NOTAMs (Notice to Air Missions) (AIM 5-1-3 (g))**

- Information not known sufficiently in advance to publicize by other means
- **NOTAM (D)**: Domestic. Aeronautical facilities, airports, enroute nav aids, hazards
- **FDC NOTAM**: Regulatory. Changes in approach procedures, TFRs, ADS-B/GPS
- **Other NOTAMs**: **Military NOTAMs**, **International NOTAMs** (ICAO)
- Search at ➔ <https://notams.aim.faa.gov/notamSearch>

✓ *Easier to consume via Foreflight or formal Weather Briefing*



Questions?

