

Federal Aviation Regulations

(including accident reporting, TSA security and light sport)



§39.7 Airworthiness Directives

- **There is a repetitive AD on your glider (i.e., Schweizer tow hook inspection). What are the PIC requirements for this AD?**
- **Aircraft owners and operators are responsible for ensuring compliance with the requirements of all ADs that apply to their aircraft. Anyone who operates a product that does not meet the requirements of an applicable AD is in violation of 14 CFR 39.7.**

§61.31 Type rating requirements, additional training, and authorization requirements.

- **Q - Does a student pilot require an endorsement (“method of launch” endorsement) of ground and flight training and proficiency for aerotow to be made before solo?**
- **A - Yes. (j) *Additional training required for operating a glider.***
 - (1) No person may act as pilot in command of a glider—**
 - (ii) Using aerotow procedures, unless that person has satisfactorily accomplished ground and flight training on aerotow procedures and operations, and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in aerotow procedures and operations;**

Medical Certificates.

- **Part 61.23 – Requirements and Duration**
 - **(a) *Operations requiring a medical certificate***
Defines who needs a medical and how long it is valid
 - **(b) *Operations not requiring a medical certificate***
Defines which pilot ratings do not need medicals
- **Part 61.53 – Prohibition of operations during medical deficiency**
 - **(a) Operations requiring a medical certificate**
 - **(b) Operations that do not require a medical certificate**
 - **(c) Operations requiring a medical certificate or U.S. Driver's license**

§61.53 Prohibition on operations during medical deficiency.

- Q - If you do not have actual knowledge that you have a medical condition that would make you unfit to operate a glider, is it legal for you to operate a glider?
- A - NO! (b) *Operations that do not require a medical certificate.* For operations provided for in §61.23(b) of this part [operations not requiring a medical certificate], a person shall not act as pilot in command, or in any other capacity as a required pilot flight crewmember, while that person knows or has reason to know of any medical condition that would make the person unable to operate the aircraft in a safe manner.

§61.215 Transponder Requirements

- **Q – Can you overfly a Class C airspace, below 10,000 ft MSL without an operating Transponder?**

A - No! (b) All airspace. Unless otherwise authorized or directed by ATC, no person may operate an aircraft in the airspace described in paragraphs (b)(1) through (b) (5) of this section, unless that aircraft is equipped with an operable coded radar beacon transponder having either Mode 3/A 4096 code capability, replying to Mode 3/A interrogations with the code specified by ATC or a Mode S capability,

(b)(4) All aircraft in all airspace above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL;

§61.56 Flight review.

- Q - If you are conducting a flight review using the rule that permits 3 glider flights in lieu of 1 hour of flight training, can one of these flights be a simulated rope break at 300 feet?
- A - Yes! (b) Glider pilots may substitute a minimum of three instructional flights in a glider, *each of which includes a flight to traffic pattern altitude*, in lieu of the 1 hour of flight training required in paragraph (a) of this section.

Solo Requirements

- **Q - Is the holder of a private airplane rating undergoing training for a glider rating require to pass a knowledge test before first operating a glider in solo flight?**
- **A - No. §61.87 Solo requirements for student pilots**
- **(a) A student pilot may not operate an aircraft in solo flight unless ... (b) [has] demonstrate[d] satisfactory aeronautical knowledge on a knowledge test ...]**
- **§61.31(d)(2) Additional training requirements**
- **§61.63 Additional aircraft ratings (other than for ratings at the airline transport pilot certification level)**
- **Can the Instructor require this on their own? Yes**

Light-Sport Aircraft – Definition

FAR §1.1

- **Q - Your club has an SZD 50-3 Puchacz 2-place training sailplane. Does the Puchacz qualify as a light-sport aircraft, which can be operated by the holder of a sport pilot certificate with an endorsement giving glider privileges?**
- **A light-sport aircraft is an aircraft that since its original certification has (Puchacz in parenthesis) –**
- **A max. takeoff weight (if a landplane) of not more than 1,320 pounds (1,257 pounds)**
- **A max. never exceed speed of not more than 120 knots CAS (116 knots)**
- **A max. stalling speed of not more than 45 knots CAS (39 knots)**
- **A max. seating capacity of no more than two (2)**

§61.315 – Limits of Sport Pilot Certificate

- **Q - A Schweizer 1-26 meets the definition of light-sports aircraft. Can the holder of a sport pilot certificate with an endorsement for a 1-26 make an attempt, and qualify for, an FAI height diamond badge (requires gain of height of 5,000 meters/16,404 feet)?**
- **Sorry! (c) You may not act as pilot in command of a light sport aircraft: (11) At an altitude of more than 10,000 feet MSL.**

Sport Pilot Instructing Requirements

- **Q - You are a current CFG. Can you, without holding a sport pilot certificate and instructor qualification, give instruction in a light sport glider to a student with a view to his earning a sports pilot certificate for gliders?**
- **Your 'traditional' CFG rating (issued under subpart H of Part 61) authorizes you to give instruction in gliders. As it relates to gliders, the definition of light-sport aircraft defines a sub-category of glider. You are authorized to give instruction in all gliders (with appropriate method of launch endorsement), including light sport gliders.**
- **Your instructing privileges set out in §61.193 are not restricted to exclude light sport gliders.**

49 CFR Part 1552 (Flight Schools)

- **Q - Under CFR Part 1552 (“Flight Schools”) a student who is not a citizen of the United States requires a background check before beginning training, and flight instructors require security awareness training, and must keep certain records and make them available for inspection by TSA. The regulations do not apply to glider pilots. Where is the authority for this exemption contained, and why is it important to keep details of this information?**

49 CFR Part 1552 (Flight Schools)

- Full exemption for glider training and glider instructors is granted by Transportation Security Administration, Docket No. TSA-2004-19147, letter dated October 29, 2004.
- It is important that every glider operation – club or commercial – keep a copy of the exemption letter on site as there have been cases of attempted TSA enforcement action in the gliding community in ignorance of the existence of the exemption.
- Copies of the exemption letter can be obtained from the SSF.
- Instructors or flight schools that handle more than gliders are required to obtain this training.
<http://flash.aopa.org/asf/gasecurity/gasecurity.cfm>

Part 830 (Definitions)

- Aircraft accident means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

- Fatal injury means any injury which results in death within 30 days of the accident. Incident means an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

Part 830 Definitions.

Operator means any person who causes or authorizes the operation of an aircraft, such as the owner, lessee, or bailee [one to whom property is entrusted] of an aircraft. Serious injury means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial damage means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered “substantial damage” for the purpose of this part.

Part 830 Definitions.

- The operator of any civil aircraft, or any public aircraft not operated by the Armed Forces or an intelligence agency of the United States, or any foreign aircraft shall immediately, and by the most expeditious means available, notify the nearest National Transportation Safety Board (Board) field office when:
- (a) An aircraft accident or any of the following listed incidents occur:
 - (1) Flight control system malfunction or failure;
 - (2) Inability of any required flight crewmember to perform normal flight duties as a result of injury or illness;
 - (3) Failure of structural components of a turbine engine excluding compressor and turbine blades and vanes;
 - (4) In-flight fire; or
 - (5) Aircraft collide in flight.

Immediate Notification

- **(6) Damage to property, *other than the aircraft*, estimated to exceed \$25,000 for repair (including materials and labor) or fair market value in the event of total loss, whichever is less.**
- **(b) An aircraft is overdue and is believed to have been involved in an *accident*.**

Part 830

- §830.6 Information to be given in notification.
- §830.10 Preservation of aircraft wreckage, mail, cargo, and records.
- §830.15 Reports and statements to be filed.
- **Reports.** The operator of a civil, public (as specified in §830.5), or foreign aircraft shall file a report on Board Form 6120 within 10 days after an accident, or after 7 days if an overdue aircraft is still missing. A report on an incident for which immediate notification is required by §830.5(a) shall be filed only as requested by an authorized representative of the Board.

Special Use Airspace



Last Questions –

- **What is the period of validity of a Student Pilot Certificate?**
- **If you solo a transition student (e.g. the holder of a private airplane rating), how long is the solo endorsement good for?**

Golden Rule of FAR interpretation

- **If it says you can, YOU CAN;**
- **If it says you can't, YOU CAN'T;**
- **If it says neither, YOU MIGHT!**