

# ASA's FAR-AIM 2012 Update

Changes to the Federal Aviation Regulations can occur daily via the Federal Registers, and the *Aeronautical Information Manual* is updated every 6 months. ASA keeps you current by publishing the FAR/AIM series annually, providing online Updates and an email subscription service so you're notified when a change has been made affecting the information in your books.

ASA's 2012 FAR/AIM book is current through August 2, 2011. With this Update, it is current through **August 31, 2011**.



## PART 61

### CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

- **Change Date:** August 31, 2011
- **Effective Date:** October 31, 2011
- **Source:** Amdt. 61-128, 76 FR 54105-54107

Amend Section 61.1 as follows:

- a. Redesignating paragraphs (b)(3) through (18) as paragraphs (b)(4) through (19) respectively;
- b. Add new paragraph (b)(3); and
- c. Amend newly redesignated (b)(4)(i) introductory text by removing the phrase “(b)(3)(ii) through (b)(3)(vi)” and adding the phrase “(b)(4)(ii) through (b)(4)(vi)” in its place.

The addition reads as follows:

#### §61.1 Applicability and definitions.

\* \* \* \* \*

**(b)** \*\*\*

(3) *Complex airplane* means an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, including airplanes equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control; or, in the case of a seaplane, flaps and a controllable pitch propeller, including seaplanes equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control.

\* \* \* \* \*

Amend Section 61.31 by revising paragraph (e)(1) introductory text to read as follows:

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

\* \* \* \* \*

**(e)** \*\*\*

(1) Except as provided in paragraph (e)(2) of this section, no person may act as pilot in command of a complex airplane, unless the person has—

\* \* \* \* \*

Amend Section 61.51 by revising paragraph (b)(1)(v) to read as follows:

#### §61.51 Pilot logbooks.

\* \* \* \* \*

**(b)** \*\*\*

(1) \*\*\*

(v) The name of a safety pilot, if required by §91.109 of this chapter.

\* \* \* \* \*

Amend Section 61.55 by revising paragraph (f)(4) to read as follows:

#### §61.55 Second-in-command qualifications.

\* \* \* \* \*

**(f)** \*\*\*

(4) Designated as a safety pilot for purposes required by §91.109 of this chapter.

\* \* \* \* \*

Amend Section 61.58 to read as follows:

#### §61.58 Pilot-in-command proficiency check: Operation of an aircraft that requires more than one pilot flight crewmember or is turbojet-powered.

**(a)** Except as otherwise provided in this section, to serve as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered, a person must—

(1) Within the preceding 12 calendar months, complete a pilot-in-command proficiency check in an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered; and

(2) Within the preceding 24 calendar months, complete a pilot-in-command proficiency check in the particular type of aircraft in which that person will serve as pilot in command, that is type certificated for more than one required pilot flight crewmember or is turbojet-powered.

\* \* \* \* \*

**(d)** \*\*\*

(1) A pilot-in-command proficiency check conducted by a person authorized by the Administrator, consisting of the aeronautical knowledge areas, areas of operations, and tasks required for

a type rating, in an aircraft that is type certificated for more than one pilot flight crewmember or is turbojet-powered;

(2) The practical test required for a type rating, in an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered;

(3) The initial or periodic practical test required for the issuance of a pilot examiner or check airman designation, in an aircraft that is type certificated for more than one required pilot flight crewmember or is turbojet-powered;

(4) A pilot proficiency check administered by a U.S. Armed Force that qualifies the military pilot for pilot-in-command designation with instrument privileges, and was performed in a military aircraft that the military requires to be operated by more than one pilot flight crewmember or is turbojet-powered;

(5) For a pilot authorized by the Administrator to operate an experimental turbojet-powered aircraft that possesses, by original design or through modification, more than a single seat, the required proficiency check for all of the experimental turbojet-powered aircraft for which the pilot holds an authorization may be accomplished by completing any one of the following:

(i) A single proficiency check, conducted by an examiner authorized by the Administrator, in any one of the experimental turbojet-powered aircraft for which the airman holds an authorization to operate if conducted within the prior 12 months;

(ii) A single proficiency check, conducted by an examiner authorized by the Administrator, in any experimental turbojet-powered aircraft (e.g., if a pilot acquires a new authorization to operate an additional experimental turbojet-powered aircraft, the check for that new authorization will meet the intent), if conducted within the prior 12 months;

(iii) Current qualification under an Advanced Qualification Program (AQP) under subpart Y of part 121 of this chapter;

(iv) Any proficiency check conducted under subpart K of part 91, part 121, or part 135 of this chapter within the prior 12 months if conducted in a turbojet-powered aircraft; or

(v) Any other §61.58 proficiency check conducted within the prior 12 months if conducted in a turbojet-powered aircraft.

(e) The pilot of a multi-seat experimental turbojet-powered aircraft who has not received a proficiency check within the prior 12 months in accordance with this section may continue to operate such aircraft in accordance with the pilot's authorizations. However, the pilot is prohibited from carriage of any persons in any experimental turbojet-powered aircraft with the exception of those individuals authorized by the Administrator to conduct training, conduct flight checks, or perform pilot certification functions in such aircraft, and only during flights specifically related to training, flight checks, or certification in such aircraft.

(f) This section will not apply to a pilot authorized by the Administrator to serve as pilot in command in experimental turbojet-powered aircraft that possesses, by original design, a single seat, when operating such single-seat aircraft.

\* \* \* \* \*

Amend Section 61.65 to read as follows:

**§61.65 Instrument rating requirements.**

(a) \* \* \*

(1) Hold at least a current private pilot certificate, or be concurrently applying for a private pilot certificate, with an airplane, helicopter, or powered-lift rating appropriate to the instrument rating sought;

\* \* \* \* \*

(d) \* \* \*

(1) Except as provided in paragraph (g) of this section, 50 hours of cross-country flight time as pilot in command, of which 10 hours must have been in an airplane; and

\* \* \* \* \*

(e) \* \* \*

(1) Except as provided in paragraph (g) of this section, 50 hours of cross-country flight time as pilot in command, of which 10 hours must have been in a helicopter; and

\* \* \* \* \*

(f) \* \* \*

(1) Except as provided in paragraph (g) of this section, 50 hours of cross-country flight time as pilot in command, of which 10 hours must have been in a powered-lift; and

\* \* \* \* \*

(g) An applicant for a combined private pilot certificate with an instrument rating may satisfy the cross-country flight time requirements of this section by crediting:

(1) For an instrument-airplane rating or an instrument-powered-lift rating, up to 45 hours of cross-country flight time performing the duties of pilot in command with an authorized instructor; or

(2) For an instrument-helicopter rating, up to 47 hours of cross-country flight time performing the duties of pilot in command with an authorized instructor.

\* \* \* \* \*

Amend Section 61.71 by adding paragraph (c) to read as follows:

**§61.71 Graduates of an approved training program other than under this part: Special rules.**

\* \* \* \* \*

(c) A person who holds a foreign pilot license and is applying for an equivalent U.S. pilot certificate on the basis of a Bilateral Aviation Safety Agreement and associated Implementation Procedures for Licensing is considered to have met the applicable aeronautical experience, aeronautical knowledge, and areas of operation requirements of this part.

## PART 91

### GENERAL OPERATING AND FLIGHT RULES

- **Change Date:** August 31, 2011
- **Effective Date:** October 31, 2011
- **Source:** Amdt. 91–324, 76 FR 54107

Amend Section 91.109 to read as follows:

#### §91.109 Flight instruction; simulated instrument flight and certain flight tests.

(a) No person may operate a civil aircraft (except a manned free balloon) that is being used for flight instruction unless that aircraft has fully functioning dual controls. However, instrument flight instruction may be given in an airplane that is equipped with a single, functioning throwover control wheel that controls the elevator and ailerons, in place of fixed, dual controls, when—

\* \* \* \* \*

(b) An airplane equipped with a single, functioning throwover control wheel that controls the elevator and ailerons, in place of fixed, dual controls may be used for flight instruction to conduct a flight review required by §61.56 of this chapter, or to obtain recent flight experience or an instrument proficiency check required by §61.57 when—

(1) The airplane is equipped with operable rudder pedals at both pilot stations;

(2) The pilot manipulating the controls is qualified to serve and serves as pilot in command during the entire flight;

(3) The instructor is current and qualified to serve as pilot in command of the airplane, meets the requirements of §61.195(b), and has logged at least 25 hours of pilot-in-command flight time in the make and model of airplane; and

(4) The pilot in command and the instructor have determined the flight can be conducted safely.

\* \* \* \* \*

- **Change Date:** August 22, 2011
- **Effective Date:** October 21, 2011
- **Source:** Amdt. 91–325, 76 FR 52235

Add Section 91.1050 to read as follows:

#### §91.1050 Employment of former FAA employees.

(a) Except as specified in paragraph (c) of this section, no fractional owner or fractional ownership program manager may knowingly employ or make a contractual arrangement which permits an individual to act as an agent or representative of the fractional owner or fractional ownership program manager in any matter before the Federal Aviation Administration if the individual, in the preceding 2 years—

(1) Served as, or was directly responsible for the oversight of, a Flight Standards Service aviation safety inspector; and

(2) Had direct responsibility to inspect, or oversee the inspection of, the operations of the fractional owner or fractional ownership program manager.

(b) For the purpose of this section, an individual shall be considered to be acting as an agent or representative of a fractional owner or fractional ownership program manager in a matter before the agency if the individual makes any written or oral communication on behalf of the fractional owner or fractional ownership program manager to the agency (or any of its officers or employees)

in connection with a particular matter, whether or not involving a specific party and without regard to whether the individual has participated in, or had responsibility for, the particular matter while serving as a Flight Standards Service aviation safety inspector.

(c) The provisions of this section do not prohibit a fractional owner or fractional ownership program manager from knowingly employing or making a contractual arrangement which permits an individual to act as an agent or representative of the fractional owner or fractional ownership program manager in any matter before the Federal Aviation Administration if the individual was employed by the fractional owner or fractional ownership program manager before October 21, 2011.

## PART 119

### CERTIFICATION: AIR CARRIERS AND COMMERCIAL OPERATORS

- **Change Date:** August 22, 2011
- **Effective Date:** October 21, 2011
- **Source:** Amdt. 119–5, 76 FR 52235

Add Section 119.73 to read as follows:

#### §119.73 Employment of former FAA employees.

(a) Except as specified in paragraph (c) of this section, no certificate holder conducting operations under part 121 or 135 of this chapter may knowingly employ or make a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual, in the preceding 2 years—

(1) Served as, or was directly responsible for the oversight of, a Flight Standards Service aviation safety inspector; and

(2) Had direct responsibility to inspect, or oversee the inspection of, the operations of the certificate holder.

(b) For the purpose of this section, an individual shall be considered to be acting as an agent or representative of a certificate holder in a matter before the agency if the individual makes any written or oral communication on behalf of the certificate holder to the agency (or any of its officers or employees) in connection with a particular matter, whether or not involving a specific party and without regard to whether the individual has participated in, or had responsibility for, the particular matter while serving as a Flight Standards Service aviation safety inspector.

(c) The provisions of this section do not prohibit a certificate holder from knowingly employing or making a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual was employed by the certificate holder before October 21, 2011.

## PART 137 AGRICULTURAL AIRCRAFT OPERATIONS

- **Change Date:** August 22, 2011
- **Effective Date:** October 21, 2011
- **Source:** Amdt. 137–16, 76 FR 52236

Add Section 137.40 to read as follows:

### §137.40 Employment of former FAA employees.

(a) Except as specified in paragraph (c) of this section, no certificate holder may knowingly employ or make a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual, in the preceding 2 years—

(1) Served as, or was directly responsible for the oversight of, a Flight Standards Service aviation safety inspector; and

(2) Had direct responsibility to inspect, or oversee the inspection of, the operations of the certificate holder.

(b) For the purpose of this section, an individual shall be considered to be acting as an agent or representative of a certificate holder in a matter before the agency if the individual makes any written or oral communication on behalf of the certificate holder to the agency (or any of its officers or employees) in connection with a particular matter, whether or not involving a specific party and without regard to whether the individual has participated in, or had responsibility for, the particular matter while serving as a Flight Standards Service aviation safety inspector.

(c) The provisions of this section do not prohibit a certificate holder from knowingly employing or making a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual was employed by the certificate holder before October 21, 2011.

## PART 141 PILOT SCHOOLS

- **Change Date:** August 22, 2011
- **Effective Date:** October 21, 2011
- **Source:** Amdt. 141–16, 76 FR 52236

Add Section 141.34 to read as follows:

### §141.34 Employment of former FAA employees.

(a) Except as specified in paragraph (c) of this section, no holder of a pilot school certificate or a provisional pilot school certificate may knowingly employ or make a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual, in the preceding 2 years—

(1) Served as, or was directly responsible for the oversight of, a Flight Standards Service aviation safety inspector; and

(2) Had direct responsibility to inspect, or oversee the inspection of, the operations of the certificate holder.

(b) For the purpose of this section, an individual shall be considered to be acting as an agent or representative of a certificate holder in a matter before the agency if the individual makes any written or oral communication on behalf of the certificate holder to the agency (or any of its officers or employees) in connection with a particular matter, whether or not involving a specific party and without regard to whether the individual has participated in,

or had responsibility for, the particular matter while serving as a Flight Standards Service aviation safety inspector.

(c) The provisions of this section do not prohibit a holder of a pilot school certificate or a provisional pilot school certificate from knowingly employing or making a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual was employed by the certificate holder before October 21, 2011.

- **Change Date:** August 31, 2011
- **Effective Date:** October 31, 2011
- **Source:** Amdt. 141–15, 76 FR 54107

Revise Section 141.45 to read as follows:

### §141.45 Ground training facilities.

An applicant for a pilot school or provisional pilot school certificate must show that:

(a) Except as provided in paragraph (c) of this section, each room, training booth, or other space used for instructional purposes is heated, lighted, and ventilated to conform to local building, sanitation, and health codes.

(b) Except as provided in paragraph (c) of this section, the training facility is so located that the students in that facility are not distracted by the training conducted in other rooms, or by flight and maintenance operations on the airport.

(c) If a training course is conducted through an internet-based medium, the holder of a pilot school certificate or provisional pilot school certificate that provides such training need not comply with paragraphs (a) and (b) of this section but must maintain in current status a permanent business location and business telephone number.

Amend Section 141.53 by adding paragraph (d) to read as follows:

### §141.53 Approval procedures for a training course: General.

\* \* \* \* \*

(d) **Additional rules for internet based training courses.** An application for an initial or amended training course offered through an internet based medium must comply with the following:

(1) All amendments must be identified numerically by page, date, and screen. Minor editorial and typographical changes do not require FAA approval, provided the school notifies the FAA within 30 days of their insertion.

(2) For monitoring purposes, the school must provide the FAA an acceptable means to log-in and log-off from a remote location to review all elements of the course as viewed by attendees and to by-pass the normal attendee restrictions.

(3) The school must incorporate adequate security measures into its internet-based courseware information system and into its operating and maintenance procedures to ensure the following fundamental areas of security and protection:

- Integrity.
- Identification/Authentication.
- Confidentiality.
- Availability.
- Access control.

Amend Section 141.55 by revising paragraph (c)(1) to read as follows:

**§141.55 Training course: Contents.**

\* \* \* \* \*

**(c) \* \* \***

(1) A description of each room used for ground training, including the room's size and the maximum number of students that may be trained in the room at one time, unless the course is provided via an internet-based training medium;

\* \* \* \* \*

Amend Section 141.93 by revising paragraph (a)(3) introductory text to read as follows:

**§141.93 Enrollment.**

**(a) \* \* \***

(3) Except for a training course offered through an internet based medium, a copy of the safety procedures and practices developed by the school that describe the use of the school's facilities and the operation of its aircraft. Those procedures and practices shall include training on at least the following information—

\* \* \* \* \*

Amend Section 141.95 by adding paragraph (b)(8) to read as follows:

**§141.95 Graduation certificate.**

\* \* \* \* \*

**(b) \* \* \***

(8) Certificates issued upon graduating from a course based on internet media must be uniquely identified using an alphanumeric code that is specific to the student graduating from that course.

Amend Section 141.101 by revising paragraph (a)(3) to read as follows:

**§141.101 Training records.**

**(a) \* \* \***

(3) The date the student graduated, terminated training, or transferred to another school. In the case of graduation from a course based on internet media, the school must maintain the identifying graduation certificate code required by §141.95(b)(8).

\* \* \* \* \*

Add new Appendix M to Part 141 to read as follows:

**Appendix M to Part 141— Combined Private Pilot Certification and Instrument Rating Course**

**1. Applicability.** This appendix prescribes the minimum curriculum for a combined private pilot certification and instrument rating course required under this part, for the following ratings:

- (a) Airplane.
  - (1) Airplane single-engine.
  - (2) Airplane multiengine.
- (b) Rotorcraft helicopter.
- (c) Powered-lift.

**2. Eligibility for enrollment.** A person must hold a sport pilot, recreational, or student pilot certificate prior to enrolling in the flight portion of a combined private pilot certification and instrument rating course.

**3. Aeronautical knowledge training.**

(a) Each approved course must include at least 65 hours of ground training on the aeronautical knowledge areas listed in paragraph (b) of this section that are appropriate to the aircraft category and class rating of the course:

(b) Ground training must include the following aeronautical knowledge areas:

(1) Applicable Federal Aviation Regulations for private pilot privileges, limitations, flight operations, and instrument flight rules (IFR) flight operations.

(2) Accident reporting requirements of the National Transportation Safety Board.

(3) Applicable subjects of the "Aeronautical Information Manual" and the appropriate FAA advisory circulars.

(4) Aeronautical charts for visual flight rules (VFR) navigation using pilotage, dead reckoning, and navigation systems.

(5) Radio communication procedures.

(6) Recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts.

(7) Safe and efficient operation of aircraft under instrument flight rules and conditions.

(8) Collision avoidance and recognition and avoidance of wake turbulence.

(9) Effects of density altitude on takeoff and climb performance.

(10) Weight and balance computations.

(11) Principles of aerodynamics, powerplants, and aircraft systems.

(12) If the course of training is for an airplane category, stall awareness, spin entry, spins, and spin recovery techniques.

(13) Air traffic control system and procedures for instrument flight operations.

(14) IFR navigation and approaches by use of navigation systems.

(15) Use of IFR en route and instrument approach procedure charts.

(16) Aeronautical decision making and judgment.

(17) Preflight action that includes—

(i) How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements.

(ii) How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

(iii) Procurement and use of aviation weather reports and forecasts, and the elements of forecasting weather trends on the basis of that information and personal observation of weather conditions.

**4. Flight training.**

(a) Each approved course must include at least 70 hours of training, as described in section 4 and section 5 of this appendix, on the approved areas of operation listed in paragraph (d) of section 4 of this appendix that are appropriate to the aircraft category and class rating of the course:

(b) Each approved course must include at least the following flight training:

(1) *For an airplane single engine course:* 70 hours of flight training from an authorized instructor on the approved areas of operation in paragraph (d)(1) of this section that includes at least—

(i) Except as provided in §61.111 of this chapter, 3 hours of cross-country flight training in a single engine airplane.

(ii) 3 hours of night flight training in a single-engine airplane that includes—

(A) One cross-country flight of more than 100 nautical miles total distance.

(B) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(iii) 35 hours of instrument flight training in a single-engine airplane that includes at least one cross-country flight that is performed under IFR and—

(A) Is a distance of at least 250 nautical miles along airways or air traffic control-directed (ATC-directed) routing with one segment of the flight consisting of at least a straight-line distance of 100 nautical miles between airports.

(B) Involves an instrument approach at each airport.

(C) Involves three different kinds of approaches with the use of navigation systems.

(iv) 3 hours of flight training in a single-engine airplane in preparation for the practical test within 60 days preceding the date of the test.

(2) *For an airplane multiengine course:* 70 hours of training from an authorized instructor on the approved areas of operation in paragraph (d)(2) of this section that includes at least—

(i) Except as provided in Sec. 61.111 of this chapter, 3 hours of cross-country flight training in a multiengine airplane.

(ii) 3 hours of night flight training in a multiengine airplane that includes—

(A) One cross-country flight of more than 100 nautical miles total distance.

(B) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(iii) 35 hours of instrument flight training in a multiengine airplane that includes at least one cross-country flight that is performed under IFR and—

(A) Is a distance of at least 250 nautical miles along airways or ATC-directed routing with one segment of the flight consisting of at least a straight-line distance of 100 nautical miles between airports.

(B) Involves an instrument approach at each airport.

(C) Involves three different kinds of approaches with the use of navigation systems.

(iv) 3 hours of flight training in a multiengine airplane in preparation for the practical test within 60 days preceding the date of the test.

(3) *For a rotorcraft helicopter course:* 70 hours of training from an authorized instructor on the approved areas of operation in paragraph (d)(3) of this section that includes at least—

(i) Except as provided in §61.111 of this chapter, 3 hours of cross-country flight training in a helicopter.

(ii) 3 hours of night flight training in a helicopter that includes—

(A) One cross-country flight of more than 50 nautical miles total distance.

(B) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(iii) 35 hours of instrument flight training in a helicopter that includes at least one cross-country flight that is performed under IFR and—

(A) Is a distance of at least 100 nautical miles along airways or ATC-directed routing with one segment of the flight consisting of at least a straight-line distance of 50 nautical miles between airports.

(B) Involves an instrument approach at each airport.

(C) Involves three different kinds of approaches with the use of navigation systems.

(iv) 3 hours of flight training in a helicopter in preparation for the practical test within 60 days preceding the date of the test.

(4) *For a powered-lift course:* 70 hours of training from an authorized instructor on the approved areas of operation in paragraph (d)(4) of this section that includes at least—

(i) Except as provided in §61.111 of this chapter, 3 hours of cross-country flight training in a powered-lift.

(ii) 3 hours of night flight training in a powered-lift that includes—

(A) One cross-country flight of more than 100 nautical miles total distance.

(B) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(iii) 35 hours of instrument flight training in a powered-lift that includes at least one cross-country flight that is performed under IFR and—

(A) Is a distance of at least 250 nautical miles along airways or ATC directed routing with one segment of the flight consisting of at least a straight-line distance of 100 nautical miles between airports.

(B) Involves an instrument approach at each airport.

(C) Involves three different kinds of approaches with the use of navigation systems.

(iv) 3 hours of flight training in a powered-lift in preparation for the practical test, within 60 days preceding the date of the test.

(c) For use of flight simulators or flight training devices:

(1) The course may include training in a combination of flight simulators, flight training devices, and aviation training device, provided it is representative of the aircraft for which the course is approved, meets the requirements of this section, and the training is given by an authorized instructor.

(2) Training in a flight simulator that meets the requirements of §141.41(a) of this part may be credited for a maximum of 35 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less.

(3) Training in a flight training device or aviation training device that meets the requirements of §141.41(b) of this part may be credited for a maximum of 25 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less.

(4) Training in a combination of flight simulators, flight training devices, or aviation training devices, described in paragraphs (c) (2) and (c)(3) of this section, may be credited for a maximum of 35 percent of the total flight training hour requirements of the approved course, or of this section, whichever is less. However, credit for training in a flight training device and aviation training device, that meets the requirements of §141.41(b), cannot exceed the limitation provided for in paragraph (c)(3) of this section.

(d) Each approved course must include the flight training on the approved areas of operation listed in this section that are appropriate to the aircraft category and class rating course—

(1) *For a combined private pilot certification and instrument rating course involving a single-engine airplane:*

(i) Preflight preparation.

(ii) Preflight procedures.

(iii) Airport and seaplane base operations.

(iv) Takeoffs, landings, and go-arounds.

(v) Performance maneuvers.

(vi) Ground reference maneuvers.

(vii) Navigation and navigation systems.

(viii) Slow flight and stalls.

(ix) Basic instrument maneuvers and flight by reference to instruments.

(x) Instrument approach procedures.

(xi) Air traffic control clearances and procedures.

(xii) Emergency operations.

- (xiii) Night operations.
- (xiv) Postflight procedures.
- (2) *For a combined private pilot certification and instrument rating course involving a multiengine airplane:*
  - (i) Preflight preparation.
  - (ii) Preflight procedures.
  - (iii) Airport and seaplane base operations.
  - (iv) Takeoffs, landings, and go-arounds.
  - (v) Performance maneuvers.
  - (vi) Ground reference maneuvers.
  - (vii) Navigation and navigation systems.
  - (viii) Slow flight and stalls.
  - (ix) Basic instrument maneuvers and flight by reference to instruments.
  - (x) Instrument approach procedures.
  - (xi) Air traffic control clearances and procedures.
  - (xii) Emergency operations.
  - (xiii) Multiengine operations.
  - (xiv) Night operations.
  - (xv) Postflight procedures.
- (3) *For a combined private pilot certification and instrument rating course involving a rotorcraft helicopter:*
  - (i) Preflight preparation.
  - (ii) Preflight procedures.
  - (iii) Airport and heliport operations.
  - (iv) Hovering maneuvers.
  - (v) Takeoffs, landings, and go-arounds.
  - (vi) Performance maneuvers.
  - (vii) Navigation and navigation systems.
  - (viii) Basic instrument maneuvers and flight by reference to instruments.
  - (ix) Instrument approach procedures.
  - (x) Air traffic control clearances and procedures.
  - (xi) Emergency operations.
  - (xii) Night operations.
  - (xiii) Postflight procedures.
- (4) *For a combined private pilot certification and instrument rating course involving a powered-lift:*
  - (i) Preflight preparation.
  - (ii) Preflight procedures.
  - (iii) Airport and heliport operations.
  - (iv) Hovering maneuvers.
  - (v) Takeoffs, landings, and go-arounds.
  - (vi) Performance maneuvers.
  - (vii) Ground reference maneuvers.
  - (viii) Navigation and navigation systems.
  - (ix) Slow flight and stalls.
  - (x) Basic instrument maneuvers and flight by reference to instruments.
  - (xi) Instrument approach procedures.
  - (xii) Air traffic control clearances and procedures.
  - (xiii) Emergency operations.
  - (xiv) Night operations.
  - (xv) Postflight procedures.

**5. Solo flight training.** Each approved course must include at least the following solo flight training:

- (a) *For a combined private pilot certification and instrument rating course involving an airplane single engine:* Five hours of flying solo in a single-engine airplane on the appropriate areas of operation in paragraph (d)(1) of section 4 of this appendix that includes at least—
  - (1) One solo cross-country flight of at least 100 nautical miles with landings at a minimum of three points, and one segment of

the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations.

- (2) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

- (b) *For a combined private pilot certification and instrument rating course involving an airplane multiengine:* Five hours of flying solo in a multiengine airplane or 5 hours of performing the duties of a pilot in command while under the supervision of an authorized instructor. The training must consist of the appropriate areas of operation in paragraph (d)(2) of section 4 of this appendix, and include at least—

- (1) One cross-country flight of at least 100 nautical miles with landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations.

- (2) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

- (c) *For a combined private pilot certification and instrument rating course involving a helicopter:* Five hours of flying solo in a helicopter on the appropriate areas of operation in paragraph (d)(3) of section 4 of this appendix that includes at least—

- (1) One solo cross-country flight of more than 50 nautical miles with landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between the takeoff and landing locations.

- (2) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

- (d) *For a combined private pilot certification and instrument rating course involving a powered-lift:* Five hours of flying solo in a powered-lift on the appropriate areas of operation in paragraph (d) (4) of section 4 of this appendix that includes at least—

- (1) One solo cross-country flight of at least 100 nautical miles with landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations.

- (2) Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

**6. Stage checks and end-of-course tests.**

- (a) Each student enrolled in a private pilot course must satisfactorily accomplish the stage checks and end-of-course tests in accordance with the school's approved training course that consists of the approved areas of operation listed in paragraph (d) of section 4 of this appendix that are appropriate to the aircraft category and class rating for which the course applies.

- (b) Each student must demonstrate satisfactory proficiency prior to receiving an endorsement to operate an aircraft in solo flight.

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## PART 142 TRAINING CENTERS

- **Change Date:** August 31, 2011
- **Effective Date:** October 31, 2011
- **Source:** Amdt. 142–7, 76 FR 54110

Amend Section 142.3 by revising the definition of Flight training equipment to read as follows:

### §142.3 Definitions.

**Flight training equipment** means flight simulators, as defined in §61.1(b)(6) of this chapter, flight training devices, as defined in §61.1(b)(8) of this chapter, and aircraft.

- **Change Date:** August 22, 2011
- **Effective Date:** October 21, 2011
- **Source:** Amdt. 142–8, 76 FR 52236

Add Section 142.14 to read as follows:

### §142.14 Employment of former FAA employees.

(a) Except as specified in paragraph (c) of this section, no holder of a training center certificate may knowingly employ or make a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any

matter before the Federal Aviation Administration if the individual, in the preceding 2 years—

- (1) Served as, or was directly responsible for the oversight of, a Flight Standards Service aviation safety inspector; and
- (2) Had direct responsibility to inspect, or oversee the inspection of, the operations of the certificate holder.

(b) For the purpose of this section, an individual shall be considered to be acting as an agent or representative of a certificate holder in a matter before the agency if the individual makes any written or oral communication on behalf of the certificate holder to the agency (or any of its officers or employees) in connection with a particular matter, whether or not involving a specific party and without regard to whether the individual has participated in, or had responsibility for, the particular matter while serving as a Flight Standards Service aviation safety inspector.

(c) The provisions of this section do not prohibit a holder of a training center certificate from knowingly employing or making a contractual arrangement which permits an individual to act as an agent or representative of the certificate holder in any matter before the Federal Aviation Administration if the individual was employed by the certificate holder before October 21, 2011.