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Update to The Complete Private Pilot

Tenth Edition

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This update makes *The Complete Private Pilot*, Tenth Edition, current for all regulatory and procedural changes. Each entry below signals a change or addition to the text, as listed as follows:

Page Number, Location on Page:
Description of change or new text as appropriate.

Page viii, right column, in the second paragraph change the first part of the first sentence to read:

Both the Recreational and Private pilot certificates require a Third-Class Medical certificate, (which is also your student pilot certificate, renewable every 24 or 60 months, depending on your age on the date of the physical exam) issued by an FAA-designated… [etc.]

Page xi, right column, top paragraph, change the first part of the second sentence to read:

Whether the hours you log as a sport pilot count toward private pilot eligibility depends on the instructor. Time logged with a sport pilot flight instructor does not count, while time logged with a full-fledged CFI does. The stick-and-rudder skills you learn in sport pilot training… [etc.]

Page 2-7, right column, in the paragraph that begins "In most cases," in the tenth line down change "rich" to "lean" so it reads:

In fact, leaning aggressively will help in another way: if you forget to move the mixture control to full rich for a sea-level takeoff, the mixture will be too lean to burn when you apply power for takeoff, and the engine will let you know about it in a hurry.

Page 2-9, left column, in the third full paragraph beginning "In addition," change the last two sentences to read:

If you leave the fuel tanks less than full overnight, the cooling temperatures will cause moisture that is present in the air in the tanks to condense on the cold walls of the tank and sink to the bottom, because water is heavier than gasoline.

Page 2-11, right column, change the first sentence in the second paragraph to read:

Like a generator, however, an alternator requires current flow through its field windings in order to produce electricity.

Page 4-3, right column, under "14 CFR 61.5 Certificates and ratings" in the paragraph for Sport Pilot, delete "…and cross-country flights over 50 miles…".

Page 4-4, right column, under "14 CFR 61.19" at top, change the entire paragraph to read:

Student pilot certificates expire when the underlying Third-Class Medical Certificate expires — 24 or 60 calendar months depending on age. Flight instructor certificates expire after 24 calendar months. *All other pilot*

certificates have no expiration date and are kept active by having a current and valid medical certificate and a current flight review.

Page 4-4, right column, under "14 CFR 61.51," change the entire first paragraph to read:

As a student pilot, you can log solo and dual instruction time; solo time is pilot-in-command time. As soon as you pass your private pilot checkride, every minute you spend at the controls of an airplane for which you are rated (airplane, single-engine, land, in most cases) is loggable as PIC regardless of weather conditions or who is sitting in the other seat. It is legal for a private pilot in training for the commercial certificate or instrument rating to log PIC time while his or her instructor is also logging PIC time if the category and class requirements are met.

Page 4-5, in Figure 4-4, change the duration for "Private Pilot, Under age 40" to 60 months (instead of 36 months).

Page 4-8, in the left column, under "14 CFR 61.113," change the last 2 sentences to read:

Approved charities are very narrowly defined by the IRS — the airplane must meet commercial maintenance requirements (Part 135), you must have logged 500 hours of flight time, and you must meet drug testing program requirements. You may demonstrate airplanes as an airplane salesperson after you have logged 200 hours of flight time as PIC.

Page 4-9, right column, under "14 CFR 91.107 Use of Safety Belts," change the phrase "during takeoff and landing" to "before you begin to taxi."

Page 4-19, in the "Notices to Airmen" section, replace the second paragraph with the following 2 paragraphs:

Your briefer has access to NOTAMs. So do you, at https://pilotweb.nas.faa.gov/distribution/atcscc.html. (If you get an error message, click on "I accept the risk" or "Continue" …this is a browser problem; the FAA site is secure.) If you use one of the computer flight planning programs, such as DUAT, DUATS, or the AOPA flight planner, you will also receive current NOTAMs.

NOTAM (L) no longer exists. Information formerly included in "L" NOTAMs is now included in the NOTAM (D). If you want to know about VOR outages, runway closures, lighting system outages, men and equipment on the runway, etc., look or ask for "D" NOTAMs. For long cross-country trips it is sometimes valuable to call one of the operators at the destination airport for last-minute information such as "the gas pump is broken!"

Page 5-5, right column, in the first full paragraph that begins "A runway is closed…", change "white X" to "yellow X."

Page 5-14, right column, in the first full paragraph, change the second sentence to read:

Non-control means that the ATIS gives you the information necessary to plan your arrival, but you still need to communicate with the tower or approach control to operate in Class C or D airspace and you must have a clearance from approach control to operate in Class B airspace (Lesson 9).

Page 5-15, left column, in the first paragraph under "Ground Operations," change the second sentence to read:

In Figure 5-18 (on Page 5-13), a pilot instructed to taxi from the ramp to runway 9 would have to hold short of runway 27 (because it is the takeoff runway) and call ground control for permission to cross, then would taxi across the thresholds of 36R and 36L on the way to runway 9 unless instructed to hold short. Controllers are required to give detailed taxi instructions.

Page 5-15, right column, in the bottom paragraph, first sentence, change "three miles or less" to "three miles or more."

Page 5-16, right column, in the second paragraph under "Operations at Class D Airports" change the first part of the first sentence to read:

As a VFR pilot you cannot fly through Class C, D, or E airspace unless… [etc.]

Page 6-8, right column, in the top paragraph, change the 3rd sentence to read:

Three elements must be present for thunderstorm development: sufficient water vapor, an unstable lapse rate, and a lifting force.

Pages 7-1 – 7-2, starting at the bottom right column, replace 2 full paragraphs beginning with "The ideal briefing…" to "is contained in the A/FD" with the following 3 paragraphs:

It is no longer possible to walk into a **Flight Service Station** (FSS) to talk face-to-face with a briefer. The FAA has contracted with a civilian agency (Lockheed–Martin) to provide this service, and L–M has automated it. Go to www.afss.com to learn how the system is designed to work, or go to the Flight Safety Foundation's website and visit www.asf.org/flightservice — I strongly recommend that you do this.

You can prepare for your briefing by going to the National Weather Service ADDS page at http://adds.aviationweather.noaa.gov to look at the same weather maps that are available to the briefer; the ADDS page includes a Flight Path Tool application to help choose a route and altitude for a proposed trip. The ADDS page is a treasure trove of information; click on Java Tools in the left panel for a quick look at wind, cloud cover, etc. Left-click on the chart to expand your area of interest.

To contact a Flight Service specialist who can assist with weather planning and accept your flight plan, call **1-800-WX-BRIEF**, press 1 and enter your two-digit state code. Go to www.afss.com and click on "Pilot Tips" to learn how the system works and get other useful telephone numbers. You will find direct AFSS phone numbers in the A/FD. If you are not satisfied with the service you receive from your briefer, immediately after hanging up dial 1-888-FLT-SRVC to leave a comment or complaint. Customer service in the 21st century.

Page 7-10, right column, top paragraph, "Figure 11-25" should read "Figure 7-4."

Page 7-13 at the top right column change the "Winds Aloft Forecast" section to read as follows:

Winds Aloft Forecast (FB)

(Formerly "FD.")

These forecasts (Figure 7-8 on the next page, and the bottom color illustration on Page D-3) are issued four times daily and include a "valid time." Heights are above sea level, and no forecast is available within 1,500 feet of the reporting station's elevation. Wind direction and velocity are read just as they are in an hourly sequence except that gusts are not forecast. The last two digits are forecast temperatures in degrees Centigrade. Above 24,000 feet, all temperatures are negative, so no plus or minus signs are used. Note that the FB is usable between 2100Z and 0600Z but is only valid at 2000Z; that is, the forecast is closest to being correct only at 2000Z. Note also that the forecast will be most accurate if you fly directly over the reporting station at exactly the valid time.

Page 7-23, left column, question 10, change "valid point" to "valid time."

Page 9-17, left column, first full paragraph, change the first part of the first sentence to read:

The bottom of the fraction is the floor of the airspace in hundreds of feet;… [etc.]

Page 9-18, right column, in the third paragraph that begins "Class C airspace," change the second-to-last sentence to read:

The bottom of the fraction is the floor of the airspace in hundreds of feet — 1,300 or 2,000.

Page 9-19, left column at bottom, change the first paragraph under "Class D Airspace" to read:

Class D airspace exists whenever a control tower is in operation, except for airports with Class B airspace (which includes tower functions). Class D airspace imposes two obligations: First, there is a communications requirement: you can't fly through Class D airspace without talking to the tower or take off/land without a clearance from the tower (although if you are taking advantage of radar traffic advisories, the radar controller will clear the way for you when passing through).

Page 9-20, left column under "Class E Airspace," replace the second paragraph with the following 2 new paragraphs:

Victor airways, the blue lines identified with VOR radials, are intended to be flown on their centerlines as accurately as possible. To allow for instrument errors, the airspace is protected from obstacles/terrain for four nautical miles on either side of the centerline. Victor airways extend upward from 1,200 feet above ground level (except in mountainous areas, where the floor of Class E airspace is designated on sectionals with a chain-link blue line) to 18,000 feet above sea level, and they do not

lose their identity when passing through Class B, C, D, or E airspace. Above 18,000 feet, airways are classified as jet routes: J-1, J-15, etc. When climbing on an airway, visually clear the airspace ahead with gentle turns if your vision is restricted by a nose-high attitude.

The FAA is establishing Tango airways, to be navigated using GPS navigators. They are also blue lines, but the airway identifier is T, as in T-139. They provide an easy way to circumnavigate congested and special use airspace without giving up the accuracy of GPS.

Page 10-4, right column, in the paragraph that begins "Refer to the Seattle sectional chart…" change the last "341°" to "344°."

Page 10-9, left column, under "What does the future hold for VOR?" replace the first sentence with the following:

Ground-based navigational aids such as VOR will be around for the foreseeable future; about 900 remain active as of late 2009. Even the latest GPS navigators include a VOR function, and earlier (TSO C129a) navigators require one.

Page 10-14, right column, insert a new paragraph just above the "Global Positioning System" section, to read:

Budgetary considerations might result in the decommissioning of the LORAN system in 2010.

Page 10-15, right column, insert a new paragraph just before the last paragraph on the page:

Older GPS navigators were certificated under Technical Standard Order C129a and could not be used as standalone units; they required the presence of a VOR receiver/indicator. Newer units certificated under TSO C146a have WAAS and require no backup. See your unit's documentation to be sure what it is certificated for.

Page 10-18, in Question #6, change 069° to 072°.

Page 11-6, right column, change the first part of the first sentence to read:

Airspace around an airport with an operating control tower is Class D airspace (unless it is within Class B airspace); it will usually extend… [etc.]

Page 11-10, right column under "ADS-B" add to the end of the fourth sentence (after the phrase "without using radar"):

; this is called "ADS-B Out."

Page 11-10, right column under "ADS-B" add the following to the end of the 6th sentence (after the phrase "real-time traffic positions"):

; this is called "ADS-B In."

Page 11-10, bottom right column, replace entire paragraph beginning "This system…" with the following:

ADS-B has proven its worth in Alaska, where radar coverage is limited. The service is available along the east coast and in North Dakota as well as Alaska. The FAA is installing GBTs across the continent, with completion scheduled for 2014. The FAA has proposed that ADS-B Out be mandatory by 2020.

Page 11-11, right column, under "Emergency Locator Transmitter," replace the fourth sentence of the first paragraph with the following:

Canada will make 406 MHz ELTs mandatory in February of 2011; flight *into or over* Canadian airspace will be prohibited for planes without the new transmitters. The new 406 MHz ELTs broadcast the airplane's tail number, and some models broadcast a GPS-derived position.

Page 11-13, left column, change the second paragraph under "Online Sources" to read:

An excellent resource for radio communication procedures is *Say It Right*, produced by the Air Safety Foundation. It can be found at www.asf.org/courses.

Page 12-4, right column, insert new sentence at the end of the "Decision Making and Judgment" section:

For further reading on this subject, refer to the *Risk Management Handbook* (FAA-H-8083-2), available for download from the FAA website (and from ASA in their FAA reprints book series).