

PRIVATE PILOT GROUND SCHOOL

MODULE 1-2 — THE REGULATORY FRAMEWORK

Generated study guide — do not edit; the module page is the source.

FACTS TO REMEMBER

KNOW THESE COLD

- 14 CFR Part 61 governs pilot certification: certificates, ratings, privileges, currency.
Source: 14 CFR 61
- 14 CFR Part 91 governs how aircraft are operated: general operating and flight rules.
Source: 14 CFR 91
- 14 CFR Parts 67 and 68 govern medical standards: Part 67 the three medical certificate classes, Part 68 BasicMed.
Source: 14 CFR 67; 14 CFR 68
- The FARs are law — binding on every pilot; violating one can cost a certificate.
Source: 14 CFR 61; 14 CFR 91
- The AIM is the FAA's official guide to flying in the National Airspace System; it is guidance, not regulation, but it states the procedures the FAA expects.
Source: AIM, Preface
- Advisory Circulars are non-binding FAA guidance; their numbering mirrors the CFR (AC 61-x pilots, AC 91-x operations).
Source: AC 00-2 series; PHAK ch. 1
- The pilot in command is directly responsible for, and the final authority as to, the operation of the aircraft.
Source: 14 CFR 91.3(a)
- In an in-flight emergency requiring immediate action, the PIC may deviate from any rule of Part 91 to the extent required to meet that emergency.
Source: 14 CFR 91.3(b)
- After an emergency deviation, a written report goes to the FAA only if the Administrator requests one.
Source: 14 CFR 91.3(c)
- An NTSB "accident" is an occurrence between boarding with intent to fly and disembarking, in which a person suffers death or serious injury or the aircraft receives substantial damage.
Source: 49 CFR 830.2
- Accidents require immediate notification to the nearest NTSB office; so do listed serious incidents even when no accident occurred.
Source: 49 CFR 830.5
- The immediate-notification incident list includes flight control system malfunction or failure, required crewmember unable to perform duties from injury or illness, in-flight fire, and in-flight collision.
Source: 49 CFR 830.5(a)
- The written NTSB report (Form 6120.1) is due within 10 days of an accident, or after 7 days if an overdue aircraft is still missing; for an incident, a report is filed only if the NTSB requests it.
Source: 49 CFR 830.15

GOING DEEPER

- Regulations change; the current text lives on eCFR, and a figure memorized from an old study guide can be wrong today.

Source: eCFR (ecfr.gov)

- "Serious injury" includes hospitalization over 48 hours starting within 7 days, any bone fracture except simple fractures of fingers, toes, or nose, severe hemorrhage or organ damage, and second- or third-degree burns over more than 5 percent of the body.

Source: 49 CFR 830.2

- "Substantial damage" means damage affecting structural strength, performance, or flight characteristics that would normally require major repair — engine failure damage limited to the engine, bent fairings, dented skin, and small punctured holes do not count.

Source: 49 CFR 830.2

- Property damage (other than the aircraft) estimated over \$25,000 and release of all or part of a propeller blade (except by ground contact) are also on the immediate-notification list.

Source: 49 CFR 830.5(a)

- Before the NTSB takes custody, wreckage may be moved only to rescue people, protect the wreckage from further damage, or protect the public.

Source: 49 CFR 830.10

- The NTSB investigates accidents and issues safety recommendations; the FAA regulates and enforces — two different agencies with two different jobs.

Source: 49 CFR 830; PHAK ch. 1

THE REGULATIONS BEHIND THIS MODULE

14 CFR 91.3 – Responsibility and authority of the pilot in command

The pilot in command is directly responsible for, and the final authority as to, the operation of the aircraft. In an in-flight emergency that requires immediate action, the PIC can deviate from any rule of Part 91 as far as the emergency requires. A written report is due only if the Administrator asks for one.

Where it goes deeper: This module. Module 1-11 (radio and ATC) shows what 'unable' and 'declaring an emergency' sound like on frequency.

14 CFR 61.1 – Applicability of Part 61

Part 61 prescribes the requirements for pilot, flight instructor and ground instructor certificates and ratings, when they are required, and their privileges and limitations.

Where it goes deeper: Module 1-3 (the student pilot certificate and personal limits) teaches the private pilot's own sections of Part 61.

49 CFR 830.5 – Immediate notification

The operator must notify the nearest NTSB office immediately, by the most expeditious means available. The duty applies to an aircraft accident and to any listed serious incident. It also applies to an aircraft that is overdue and believed to have been in an accident.

Where it goes deeper: This module.

49 CFR 830.15 – Reports and statements to be filed

A report on NTSB Form 6120.1 is due within 10 days after an accident, or after 7 days if an overdue aircraft is still missing. The operator files a report on a listed incident only when the Board requests it.

Where it goes deeper: This module.