

PRIVATE PILOT GROUND SCHOOL

MODULE 3-6 — SOLO CROSS-COUNTRY: 61.93 APPLIED

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

FACTS TO REMEMBER

KNOW THESE COLD

- For a student pilot, any flight beyond 25 NM from the departure airport triggers the 61.93 solo cross-country rules.

Source: 61.93(a)(1)(i) eCFR*

- Landing anywhere other than the airport you took off from also triggers 61.93 — distance does not matter.

Source: 61.93(a)(1)(ii) eCFR*

- Solo cross-country privileges require flight training on the 61.93 maneuvers for the make and model to be flown.

Source: 61.93(a)(2)(i) eCFR*

- The student must have demonstrated cross-country proficiency to an authorized instructor.

Source: 61.93(a)(2)(ii) eCFR*

- The 61.87 pre-solo maneuvers must have been accomplished in the make and model (or a similar one) before solo cross-country.

Source: 61.93(a)(2)(iii) eCFR*

- The student must comply with every limitation in the instructor's cross-country endorsement.

Source: 61.93(a)(2)(iv) eCFR*

- Flying outside the endorsement's stated limitations violates 61.93 — the limitations are regulation, not advice.

Source: 61.93(a)(2)(iv) eCFR*

- Solo cross-country also requires ground training on the 61.93(e) subjects, not just flight training.

Source: 61.93(a)(3) eCFR*

- The 25 NM practice-airport exception lets a student fly solo to one nearby airport for takeoff-and-landing practice only.

Source: 61.93(b)(1) eCFR*

- The 25 NM exception requires prior training at that airport: both directions over the route, pattern entry and exit, and takeoffs and landings there.

Source: 61.93(b)(1)(i) eCFR*

- The 25 NM exception requires an endorsement from the instructor who gave that training, plus a current 61.87 solo endorsement.

Source: 61.93(b)(1)(ii), (iii) eCFR*

- The repeated-route exception: specific solo cross-countries to an airport within 50 NM may repeat without a fresh per-flight endorsement.

Source: 61.93(b)(2) eCFR*

- The repeated-route exception requires training both directions over the route with pattern work at the airports used, plus a proficiency endorsement for those flights.

Source: 61.93(b)(2)(i), (ii) eCFR*

- Endorsement one: a one-time solo cross-country endorsement for the category of aircraft.

Source: 61.93(c)(1) eCFR*

- Endorsement two: a one-time solo cross-country endorsement for the specific make and model.
*Source: 61.93(c)(2) eCFR**
- Endorsement three: a per-flight endorsement after an instructor reviews that flight's cross-country planning.
*Source: 61.93(c)(3) eCFR**
- The per-flight endorsement names the make and model, states the planning is correct and the student prepared under the known conditions, and states the instructor's limitations are met.
*Source: 61.93(c)(3) eCFR**
- Before permitting a solo cross-country, the instructor must determine the planning is correct for the flight.
*Source: 61.93(d)(1) eCFR**
- The instructor must review current and forecast weather and determine the flight can be completed under VFR.
*Source: 61.93(d)(2) eCFR**
- The instructor must determine the student is proficient to conduct the flight safely.
*Source: 61.93(d)(3) eCFR**
- The instructor must confirm the make-and-model cross-country endorsement exists and the solo endorsement is current.
*Source: 61.93(d)(4),(5) eCFR**
- 61.93(e) lists twelve required cross-country training subjects, from chart navigation with a magnetic compass to control by instrument reference.
*Source: 61.93(e) eCFR**
- The (e) subjects include procuring and analyzing weather reports and recognizing critical weather in flight — including estimating visibility while airborne.
*Source: 61.93(e)(3) eCFR**
- The (e) subjects include recognizing and avoiding the hazardous terrain features of the area where the cross-country will be flown.
*Source: 61.93(e)(7) eCFR**
- Short-field, soft-field, and crosswind takeoffs and landings, plus V_x and V_y climbs, are required (e) subjects — strange runways are the point of the training.
*Source: 61.93(e)(10),(11) eCFR**
- For private pilot aeronautical experience, "cross-country time" requires a landing more than 50 NM straight-line from the original departure point.
*Source: 61.1 (cross-country time)(ii) eCFR**
- The certificate requires 10 hours of solo flight time in the areas of operation.
*Source: 61.109(a) eCFR**
- Five of those solo hours must be cross-country time.
*Source: 61.109(a)(5)(i) eCFR**
- The long solo cross-country must total at least 150 NM.
*Source: 61.109(a)(5)(ii) eCFR**
- The long solo cross-country must include full-stop landings at three points.
*Source: 61.109(a)(5)(ii) eCFR**
- One segment of the long solo cross-country must be a straight-line distance of more than 50 NM between its takeoff and landing points.
*Source: 61.109(a)(5)(ii) eCFR**
- The certificate also requires three solo takeoffs and three full-stop landings at an airport with an operating

control tower.

*Source: 61.109(a)(5)(iii) eCFR**

- On a solo cross-country nobody aboard catches the error: the instructor's planning review is the error trap, so bring finished planning, never a plan to finish later.

Source: 61.93(d)(1) eCFR; NA*

- Set the turn-back and divert triggers before takeoff — decisions made alone, airborne, and behind schedule are the worst decisions you will ever make.

*Source: NA; 61.93(d)(2) eCFR**

- Plan fuel to land with a personal reserve well above the legal minimum — the legal reserve is a violation line, not a planning target.

Source: 91.151; NA

- Get-home-itis is strongest on the return leg of a solo cross-country; the endorsement's limitations are the pre-made answer to it.

Source: 61.93(c)(3)(iii) eCFR; NA*

- If weather deteriorates en route below what the flight was endorsed for, the plan is land or turn back — continuing is both illegal and the classic fatal chain.

*Source: 61.93, 61.89 eCFR**

- On every solo cross-country the student must carry the pilot logbook, the student pilot certificate, and any other required record, as evidence of the clearances and endorsements.

*Source: 61.51(i)(2) eCFR**

GOING DEEPER

- Under the 25 NM exception the only lawful purpose is practicing takeoffs and landings at that other airport.

*Source: 61.93(b)(1)(v) eCFR**

- Even on the repeated 50 NM route, the student still needs the current 61.87 solo endorsement and the 61.93(c) cross-country endorsements.

*Source: 61.93(b)(2)(iii),(iv) eCFR**

- "Known conditions" means the per-flight endorsement expires with the conditions: if the weather changes materially, the review that authorized the flight no longer describes it.

*Source: 61.93(c)(3)(ii) eCFR**

- Basic instrument control is a required cross-country training subject because the deadliest solo trap is losing outside reference.

*Source: 61.93(e)(12) eCFR**

- A 45-NM hop with a landing logs as a 61.93 cross-country event but earns zero 61.109 cross-country time — the two 50/25 mile rules answer different questions.

*Source: 61.1, 61.93 eCFR**

- The 150 NM is total route distance, but the >50 NM test is straight-line between two of the landing points — a triangle can pass the first and fail the second.

*Source: 61.109(a)(5)(ii) eCFR**