

Requirements - What's required of me and my plane

In an effort to keep things as safe as possible the FAA requires many, many things of us and our airplanes. Some of the requirements are pieces of paper (documents) that we as pilots must have, or documents that must be in the plane. Others are things we have to do, like required inspections, or a biannual flight review, mandatory proof that we can still safely fly an airplane.

The list of requirements fills volumes of books and I doubt there is a single living person who knows it all. However, some of the requirements affect us daily and it's important we have a good "working knowledge" of what they are. Without getting to "deep into the woods" with all this, below is some of the ones that you may be asked on the written test, or on your check ride.

US Citizen Seeking Flight Training

Before a U.S. citizen can begin flight training toward an initial FAA pilot certificate, recreational, sport pilot, or private pilot certificate; instrument rating; or multiengine rating, a CFI must verify citizenship.

The usual method of proof is:

1. Valid, unexpired U.S. passport.
2. Original birth certificate of the United States, American Samoa, or Swains Island
3. US government issued picture ID.

RESPONSIBILITY FOR AIRWORTHINESS

A. The aircraft OWNER is responsible for:

- Documents required to be in the Aircraft
- Inspections
- Proper equipment in the plane
- Maintaining the airplane

B. Documents required to be in the airplane before flight:

1. Airworthiness Certificate
2. Registration Certificate (must re-register every 3 years)
Registration certificate is **INVALID** if:
 - a) Aircraft is relocated to a foreign country
 - b) Owner loses US Citizenship
 - c) Canceled by owner
 - d) Transfer of ownership
 - e) Destruction of aircraft
 - f) 30 days after owner death
3. POH (Pilot Operating Handbook)
4. Weight and balance chart
5. Placards (showing maneuvering speed, etc.)
6. Compass deviation card

C. Inspections Required:

1. Every 12 calendar months--
 - a) Aircraft annual inspection
 - b) Emergency Location Transmitter. (Battery replaced if used for a total of 1 hr, or battery 50% or less charged)

2. Every 24 calendar months--
 - a) Altimeter
 - b) Transponder
 - c) Pitot static system

3. Additional Inspections--
 - a) Aircraft inspection every 100 hours of operation if for hire, 50 hours if flight school
 - b) VOR receiver check every 30 days (IFR certified only)
 - c) Compliance with all Airworthiness Directives for the airplane

D. Instruments, etc. required in the aircraft:

1. Airspeed indicator
 2. Tachometer
 3. Oil pressure gage
 4. Manifold pressure gage (constant speed prop only)
 5. Altimeter
 6. Temperature gage (engine - liquid cooled only)
 7. Oil temperature gage
 8. Fuel gages
 9. Landing gear position indicator (retractable only)
 10. Magnetic compass
 11. ELT (Emergency Locator Transmitter)
 12. Seat belts
- Additional requirements for night flying--
13. Spare fuses (unless all circuit breakers).
 14. Landing light
 15. Anti-collision - rotating beacon
 16. Position lights (red/green wing tip lights, white tail light)
 17. Electrical power for lights and avionics (Battery)
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E. The Pilot-In-Command (PIC) is responsible for:

- Pilot documents
- Preflight inspection
- Flight Planning

F. Documents the PIC MUST CARRY with them?

1. Pilot Certificate
2. Photo identification (US government issued)
3. Medical certificate
4. Radio operator license (international flights only)

G. Documents the PIC MUST PRODUCE if asked. (You have 30 days to comply)

1. Log book entries showing proof you are “current” with:
 - a) Bi-annual flight review (Instructor signoff every 24 calendar months)
 - b) To carry passengers – Three takeoffs/landings in past 90 days in same type aircraft. Must be full stop landings to be current for night flying.

And if applicable, endorsements for:

- c) “Complex” (Retractable landing gear, flaps, constant speed prop)
- d) “High performance” (200 HP or greater)
- e) “Tail wheel”
- f) “Type Rating” (Turbo jet, aircraft more than 12,500 lbs, etc.)
- g) “High Altitude” (24,000 MSL, or pressurized)

H. PIC preflight responsibilities:

1. Determining if the aircraft is airworthy before each flight (Preflight inspection in accordance with POH)
2. Making sure that documents required to be in the airplane, are in the plane.
3. Making sure that equipment required in the plane, is in the plane.
3. Complying with any local Notices to Airman (NOTAMS), or Temporary Flight Restrictions (TFR)

Additional PIC requirements if flying cross country

1. Complying with in route TFR’s and NOTAMS
2. Obtaining weather briefing (must be a log that pilot actually checked the weather)
3. Complying with known ATC delays at destination
4. Checking Take-off, landing and runway lengths at departure and destination airports
5. Identifying alternate airport at destination
6. Fuel requirements (fly to destination, then to alternate + 30 min day, + 45 min night)