

PRIVATE PILOT AIRPLANE REQUIREMENTS

Single Engine Land

Simplified Flight Hours for Private Pilot Airplane Single Engine Land Checklist:

Applicant needs to be able to show these times and the specific flights to the examiner

Total flight time in any category and class of aircraft at least	40 hrs
Dual flight training minimum in any aircraft at least	20 hrs including:
- Dual cross country in a single engine airplane	3hrs
- Dual night time in a single engine airplane Including one dual cross country night flight over 100nm Including 10 takeoffs and landings night dual to full stop	3 hrs
- Dual instrument time (hood or actual) in single engine airplane	3 hrs
- Dual in a single engine airplane in past 60 days at least	3 hrs
Solo flight minimum in single engine airplane	10 hrs including:
- Solo cross country time in single engine airplane Including one flight over 150nm total, 3 landing points, and at least one leg over 50nm	5 hrs
- 3 Solo takeoffs and landings to a full stop at an airport with a working tower	

Night Time is any flight time between the end of evening civil twilight and the start of morning civil twilight. Easiest place to find these is <http://www.airnav.com/KRHV>

Cross Country flight must include a landing at an airport more than 50 nautical (not statute) miles from the **original** point of departure. Additional cross country requirements apply – e.g. night XC must be over 100nm total. 50.1 there and 50.1 back is ok, or one leg of 100.1nm is also ok. The long solo XC has to include one leg of over 50nm, plus be over 150nm total.

Endorsements:

Before FAA knowledge test – endorsement that candidate is prepared for the knowledge test

Before Solo – **BOTH** Student Pilot certificate and logbook need to be endorsed for solo flight, for the specific make and model; logbook endorsement only lasts 90 days.

Pre Solo knowledge test endorsement - logbook also needs to say that the pre-solo test has been satisfactorily completed

Note that before solo there are specific requirements to have logged certain flight training (FAR61.87(d) (1-15) below)

Additional airport less than 25nm away solo endorsement – requires a one time logbook endorsement for any number of flights

Additional airport over 25nm away requires **three** endorsements:

Student pilot certificate once for solo cross country

Logbook for solo cross country

One time endorsement for the specific airport for repeated flights

Solo cross country flight to an airport more than 50nm away also needs three:

Student pilot certificate needs a one time XC endorsement;

Logbook for solo cross country

Each solo XC flight of over 50nm needs a separate specific endorsement

Endorsements for the checkride CFI needs to certify:

Reviewed areas of deficiency on knowledge test report

Done at least 3 hrs of training for the checkride in past 60 days

Pilot is prepared for the practical test

Finally, a tailwheel pilot will need the tailwheel airplane endorsement after the checkride

Logging the required training:

The FARs are very specific. The ground training for the Aeronautical Knowledge needed to pass the knowledge test either needs to be logged if given by an instructor, or a home study course can be completed. In either case the candidate must have an endorsement before taking the knowledge test. If a student completes our [Ground School](#), they will receive a sheet with the subject matter logged and the endorsement to take the test.

Note that for the flight proficiency training, the student must have **both flight and ground** training logged by their instructor.

We have included below the relevant sections from the FARs:

Sec

Sec. 61.87 Solo requirements for student pilots.

(a) General. A student pilot may not operate an aircraft in solo flight unless that student has met the requirements of this section. The term "solo flight" as used in this subpart means that flight time during which a student pilot is the sole occupant of the aircraft or that flight time during which the student performs the duties of a pilot in command of a gas balloon or an airship requiring more than one pilot flight crewmember.

(b) Aeronautical knowledge. A student pilot **must demonstrate satisfactory aeronautical knowledge on a knowledge test** that meets the requirements of this paragraph:

- (1) The test must address the student pilot's knowledge of—
 - (i) Applicable sections of parts 61 and 91 of this chapter;
 - (ii) Airspace rules and procedures for the airport where the solo flight will be performed; and
 - (iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
- (2) The student's authorized instructor must—
 - (i) Administer the test; and
 - (ii) At the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight.

(c) Pre-solo flight training. Prior to conducting a solo flight, a student pilot must have:

- (1) **Received and logged** flight training for the maneuvers and procedures of this section that are appropriate to the make and model of aircraft to be flown; and
- (2) Demonstrated satisfactory proficiency and safety, as judged by an authorized instructor, on the maneuvers and procedures required by this section in the make and model of aircraft or similar make and model of aircraft to be flown.

(d) Maneuvers and procedures for pre-solo flight training in a single-engine airplane. A student pilot who is receiving training for a single-engine airplane rating or privileges must **receive and log** flight training for the following maneuvers and procedures:

- (1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;
- (2) Taxiing or surface operations, including runups;
- (3) Takeoffs and landings, including normal and crosswind;
- (4) Straight and level flight, and turns in both directions;
- (5) Climbs and climbing turns;
- (6) Airport traffic patterns, including entry and departure procedures;
- (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (8) Descents, with and without turns, using high and low drag configurations;
- (9) Flight at various airspeeds from cruise to slow flight;
- (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
- (11) Emergency procedures and equipment malfunctions;
- (12) Ground reference maneuvers;
- (13) Approaches to a landing area with simulated engine malfunctions;
- (14) Slips to a landing; and
- (15) Go-arounds.

Sec. 61.105 Aeronautical knowledge.

(a) General. A person who is applying for a private pilot certificate must **receive and log** ground training from an authorized instructor or **complete a home-study course** on the aeronautical knowledge areas of paragraph (b) of this section that apply to the aircraft category and class rating sought.

(b) Aeronautical knowledge areas.

- 1) Applicable Federal Aviation Regulations of this chapter that relate to private pilot privileges, limitations, and flight operations;
- 2) Accident reporting requirements of the National Transportation Safety Board;
- 3) Use of the applicable portions of the "Aeronautical Information Manual" and FAA advisory circulars;
- 4) Use of aeronautical charts for 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, including collision avoidance, and recognition and avoidance of wake turbulence;
- 8) Effects of density altitude on takeoff and climb performance;
- 9) Weight and balance computations;
- 10) Principles of aerodynamics, powerplants, and aircraft systems;
- 11) Stall awareness, spin entry, spins, and spin recovery techniques for the airplane and glider category ratings;
- 12) Aeronautical decision making and judgment; and
- 13) 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; and
 - ii. How to plan for alternatives if the planned flight cannot be completed or delays are encountered.

Sec. 61.107 Flight proficiency.

- (a) General. A person who applies for a private pilot certificate **must receive and log ground and flight training** from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought.
- (b) Areas of operation.
 - 1) For an airplane category rating with a single- engine class rating:
 - 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;
 - viii. Slow flight and stalls;
 - ix. Basic instrument maneuvers;
 - x. Emergency operations;
 - xi. Night operations, except as provided in Sec. 61.110 of this part;
 - xii. Postflight procedures.

Sec. 61.109 Aeronautical experience.

- (a) For an airplane single-engine rating. Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with an airplane category and single-engine class rating **must log at least 40 hours of flight time** that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in Sec. 61.107(b)(1) of this part, and the training must include at least—
 - 1) 3 hours of cross-country flight training in a single-engine airplane;
 - 2) 3 hours of night flight training in a single-engine airplane that includes—
 - i. One cross-country flight of over 100 nautical miles total distance;
 - ii. 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
 - 3) 3 hours of flight training in a single-engine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;
 - 4) 3 hours of flight training in preparation for the practical test in a single-engine airplane, which must have been performed within 60 days preceding the date of the test; and
 - 5) 10 hours of solo flight time in a single-engine airplane, consisting of at least—
 - i. 5 hours of solo cross-country time;
 - ii. One solo cross-country flight of at least 150 nautical miles total distance, with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line

Sec

distance of at least 50 nautical miles between the takeoff and landing locations;

- iii. 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.