



Private Pilot

ORAL EXAM GUIDE



MICHAEL D. HAYES

THE COMPREHENSIVE GUIDE
TO PREPARE YOU FOR THE
FAA CHECKRIDE

TWELFTH EDITION

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Private Pilot Oral Exam Guide

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by Michael D. Hayes

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7005 132nd Place SE

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asa@asa2fly.com | 425-235-1500 | asa2fly.com

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Introduction

The *Private Oral Exam Guide* is a comprehensive guide designed for student pilots who are involved in training for the Private Pilot Certificate. This guide was originally designed for use in a Part 141 flight school but has quickly become popular with those training under Part 61 and are not affiliated with an FAA-approved school. The guide will also prove beneficial to private pilots who wish to refresh their knowledge or who are preparing for a flight review.

The Private Pilot Airplane Airman Certification Standards (FAA-S-ACS-6) specifies the areas in which knowledge must be demonstrated by the applicant before a pilot certificate or rating can be issued. The *Private Oral Exam Guide* has been designed to evaluate a pilot's knowledge of those areas. This guide contains questions and answers organized into eight main divisions which represent those areas of knowledge required for the practical test. Check the ASA website (asa2fly.com and dedicated Reader Resource page for this book asa2fly.com/reader/oegp) periodically for downloadable Updates, which are created whenever changes occur in FAA regulations and procedures affecting this book; future Updates may also contain additional study material and new FAA information regarding the Private Pilot checkride.

At any time during the practical test, an FAA examiner may ask questions pertaining to any of the subject areas within these divisions. In addition, Chapter 9 provides scenario-based questions which often test multiple subjects or areas. Through very intensive post-private pilot checkride debriefings, we have provided you with the most consistent questions asked along with the information necessary for a knowledgeable response. The guide may be supplemented with other comprehensive study materials as noted in parentheses after each question. For example: (FAA-H-8083-3). The abbreviations for these materials and their titles are listed below. Be sure to use the latest revision of these references when reviewing for the test.

14 CFR Part 1	Definitions and Abbreviations
14 CFR Part 21	Certification Procedures for Products and Articles
14 CFR Part 23	Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes
14 CFR Part 43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration
14 CFR Part 45	Identification and Registration Marking
14 CFR Part 47	Aircraft Registration
14 CFR Part 61	Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR Part 68	Requirements for Operating Certain Small Aircraft Without a Medical Certificate
14 CFR Part 91	General Operating and Flight Rules
14 CFR Part 93	Special Air Traffic Rules
14 CFR Part 107	Small Unmanned Aircraft Systems
NTSB Part 830	Notification and Reporting of Aircraft Accidents and Incidents
AC 00-6	Aviation Weather
AC 00-24	Thunderstorms
AC 00-45	Aviation Weather Services
AC 00-46	Aviation Safety Reporting Program
AC 00-54	Pilot Windshear Guide
AC 20-105	Reciprocating Engine Power-Loss Accident Prevention and Monitoring
AC 21-40	Guide For Obtaining a Supplemental Type Certificate
AC 39-7	Airworthiness Directives
AC 43-12	Preventive Maintenance
AC 60-6	Airplane Flight Manuals (AFM), Approved Manual Materials, Markings, and Placards—Airplanes
AC 60-22	Aeronautical Decision Making
AC 61-67	Stall and Spin Awareness Training
AC 61-134	General Aviation Controlled Flight into Terrain Awareness

AC 68-1	BasicMed
AC 90-114	Automatic Dependent Surveillance–Broadcast Operations
AC 91-63	Temporary Flight Restrictions
AC 91-73	Part 91 & Part 135 Single-Pilot Procedures during Taxi Operations
AC 91-74	Pilot Guide: Flight in Icing Conditions
AC 91-78	Use of Class 1 or 2 Electronic Flight Bag (EFB)
AC 120-27	Aircraft Weight and Balance Control
FAA-H-8083-1	Aircraft Weight & Balance Handbook
FAA-H-8083-2	Risk Management Handbook
FAA-H-8083-3	Airplane Flying Handbook
FAA-H-8083-6	Advanced Avionics Handbook
FAA-H-8083-9	Aviation Instructor’s Handbook
FAA-H-8083-15	Instrument Flying Handbook
FAA-H-8083-16	Instrument Procedures Handbook
FAA-H-8083-19	Plane Sense: General Aviation Information
FAA-H-8083-25	Pilot’s Handbook of Aeronautical Knowledge
FAA-H-8083-30	Aviation Maintenance Technician Handbook—General
FAA-P-8740-2	Density Altitude
FAA-P-8740-15	Maintenance Aspects of Owning Your Own Aircraft
FAA-P-8740-35	All About Fuel
FAA-P-8740-36	Proficiency and the Private Pilot
FAA-P-8740-41	Medical Facts for Pilots
FAA-P-8740-69	Aeronautical Decision Making
FAA-S-ACS-6	Private Pilot Airplane Airman Certification Standards
AFM	FAA-Approved Airplane Flight Manual
AIM	Aeronautical Information Manual
AWC	Aviation Weather Center (internet)
CSUS	Chart Supplement U.S.

FAA InFO 07015	Flight Risk Assessment Tool
FAA Safety	“General Aviation Pilot’s Guide to Preflight Weather Planning, Weather Self-Briefings, and Weather Decision Making”
FAA Safety ALC-25	Flight Reveiw Prep Guide
FSSAT	Flight School Security Awareness Training
Order 8900.1	Flight Standards Information Management System
POH	Pilot Operating Handbook
SAIB CE-11-17	Instruments (Maneuvering Speed)
SAFO	FAA Safety Alert for Operators
SAFO 11004	Runway Incursion Prevention Actions
TSA	Transportation Security Administration
USRGD	FAA Aeronautical Chart User’s Guide

These documents are available from **faa.gov**. Additionally, many of the publications are reprinted by ASA and are available from aviation retailers nationwide.

A review of the Private Pilot Airman Certification Standards and the information in this guide should provide the necessary preparation for the FAA Private Pilot Certification Practical Test.

Pilot Qualifications

1

A. Privileges and Limitations

1. What are the eligibility requirements for a private pilot (airplane) certificate? (14 CFR 61.103)

- a. Be at least 17 years of age.
- b. Be able to read, speak, write, and understand the English language.
- c. Hold at least a current third-class medical certificate.
- d. Received the required ground and flight training endorsements.
- e. Meet the applicable aeronautical experience requirements.
- f. Passed the required knowledge and practical tests.

Exam Tip: The evaluator may ask you to demonstrate that you're current and eligible to take the practical test. When preparing for your practical test, verify that you have the required hours, that you're current, and don't forget to double-check all of your endorsements (especially the 90-day solo flight endorsement). Make sure you have totaled all of the logbook columns and that the entries make sense.

2. What privileges and limitations apply to a private pilot? (14 CFR 61.113)

No person who holds a private pilot certificate may act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft. A private pilot—

- a. May act as PIC of an aircraft in connection with any business or employment if it is only incidental to that business or employment and does not carry passengers or property for compensation or hire.
- b. May not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.
- c. May act as PIC of a charitable, nonprofit, or community event flight described in 14 CFR §91.146, if the sponsor and pilot comply with the requirements of that regulation.

Continued

- d. May be reimbursed for aircraft operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, airport expenditures, or rental fees, and the operation is sanctioned and under the direction and control of local, state, or Federal agencies or organizations that conduct search and location operations.
- e. May demonstrate an aircraft in flight to a prospective buyer if the private pilot is an aircraft salesman and has at least 200 hours of logged flight time.
- f. May act as PIC of an aircraft towing a glider or unpowered ultralight vehicle, provided they meet the requirements of 14 CFR §61.69.
- g. May act as PIC for the purpose of conducting a production flight test in a light-sport aircraft intended for certification in the light-sport category under 14 CFR §21.190, provided they meet the requirements of §61.113.

3. Explain the statement “may not pay less than pro-rata share of the operating expenses of a flight.”
(14 CFR 61.113)

Pro-rata means “proportional.” The pilot may not pay less than his or her proportional share of the flight’s operating expenses with the passengers, provided the expenses involve only fuel, oil, airport expenditures or rental fees.

4. The annual inspection for your aircraft is now due and you ask several friends that fly with you regularly to contribute money to help you pay for the inspection. Do the regulations allow for these contributions?
(14 CFR 61.113)

No. A private pilot may not pay less than the pro rata (proportional) share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures or rental fees.

Note: The regulation applies to “the operating expenses of a flight,” and does not allow for the sharing of fixed or long term operating costs of the airplane with passengers.

5. To act as a required pilot flight crewmember of a civil aircraft, what must a pilot have in his/her physical possession or readily accessible in the aircraft?

(14 CFR 61.3)

- a. A pilot certificate (or special purpose pilot authorization).
- b. A photo identification.
- c. A medical certificate (with certain exceptions as provided in 14 CFR §61.3).

6. While you are performing a preflight inspection on your aircraft, an inspector from the FAA introduces herself and says she wants to conduct a ramp inspection. What documents are you required to show the inspector?

(14 CFR 61.3)

Each person who holds an airman certificate, medical certificate, authorization, or license required by Part 61 must present it and their photo identification for inspection upon a request from the administrator, an authorized NTSB representative, any federal, state, or local law enforcement officer, or an authorized representative of the TSA.

7. What is the definition of a high-performance airplane, and what must you do to act as pilot-in-command of such an airplane? (14 CFR 61.31)

A high-performance is an airplane with an engine of more than 200 horsepower. To act as PIC of a high-performance you must have:

- a. Received and logged ground and flight training from an authorized instructor in a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane, and have been found proficient in the operation and systems of that airplane.
- b. Received and logged a one-time endorsement in your logbook from an authorized instructor who certifies you are proficient to operate a high-performance airplane.

Note: The training and endorsement required by this regulation is not required if the person has logged flight time as PIC of a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane prior to August 4, 1997.

8. Other than high-performance and complex aircraft, what other types of aircraft (ASEL) require specific training and logbook endorsements from an appropriately rated flight instructor? (14 CFR 61.31)

High-altitude airplane—No person may act as pilot-in-command of a pressurized airplane that has a service ceiling or maximum operating altitude (whichever is lower), above 25,000 feet MSL unless that person has completed the ground and flight training specified and has received a logbook or training record endorsement from an authorized instructor certifying satisfactory completion of the training.

Tailwheel airplane—No person may act as pilot-in-command of a tailwheel airplane unless that person has received and logged flight training from an authorized instructor in a tailwheel airplane and received an endorsement in the person's logbook from an authorized instructor who found the person proficient in the operation of a tailwheel airplane. The training and endorsement is not required if the person logged pilot-in-command time in a tailwheel airplane before April 15, 1991.

9. What is the definition of a complex airplane, and what must you do to act as pilot-of-command of such an airplane? (14 CFR 61.1, 61.31)

A “complex airplane” is defined as an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller; including airplanes equipped with a full-authority digital engine control (FADEC). To act as pilot-in-command of such an airplane, you must have:

- a. Received and logged ground and flight training from an authorized instructor in a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane and have been found proficient in the operation and systems of the airplane.
- b. Received a one-time endorsement in your logbook from an authorized instructor who certifies you are proficient to operate a complex airplane.

Note: The training and endorsement required by this regulation is not required if the person has logged flight time as PIC of a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane prior to August 4, 1997.

10. With respect to certification, privileges, and limitations of airmen, define the terms: category, class, and type. (14 CFR Part 1)

Category—a broad classification of aircraft; i.e., airplane, rotorcraft, glider, etc.

Class—a classification of aircraft within a category having similar operating characteristics; i.e., single-engine land, multi-engine land; etc.

Type—a specific make and basic model of aircraft including modifications that do not change its handling or flight characteristics; i.e., DC-9, B-737, C-150, etc.

B. Currency Requirements

1. What are the requirements to remain current as a private pilot? (14 CFR 61.56, 61.57)

- a. Within the preceding 24 months, accomplished a flight review given in an aircraft for which that pilot is rated by an authorized instructor and received a logbook endorsement certifying that the person has satisfactorily completed the review.
- b. To carry passengers, a pilot must have made, within the preceding 90 days:
 - three takeoffs and landings as the sole manipulator of flight controls of an aircraft of the same category and class and, if a type rating is required, of the same type.
 - if the aircraft is a tailwheel airplane, the landings must have been made to a full stop in an airplane with a tailwheel.
 - if operations are to be conducted during the period beginning 1 hour after sunset and 1 hour before sunrise, with passengers on board, the PIC must have, within the preceding 90 days, made at least three takeoffs and three landings to a full stop during that period in an aircraft of the same category, class, and type (if a type is required), of aircraft to be used.

Note: Takeoffs and landings required by this regulation may be accomplished in a flight simulator or flight training device that is approved by the Administrator and used in accordance with an approved course conducted by a certificated training center.

Private Pilot

ORAL EXAM GUIDE



INCLUDES A CHAPTER ON
SCENARIO-BASED TRAINING BY
ARLYNN MCMAHON

The OEG Series is an excellent study tool for students and instructors alike, arranged in a question-and-answer format. Use when you're gearing up for the Practical Exam, as well as for a general refresher! Other Oral Exam Guides available from ASA...

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