Private Pilot

ORAL EXAM GUIDE

JASON BLAIR
Based on original text by Michael D. Hayes

COMPREHENSIVE PREPARATION
FOR THE FAA CHECKRIDE

FOURTEENTH EDITION

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Private Pilot Oral Exam Guide
Fourteenth Edition
by Jason Blair
based on original text by Michael D. Hayes

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About the Author

Jason Blair is an active single- and multi-engine instructor and an FAA Designated Pilot Examiner (DPE) with over 6,000 hours total time, over 3,500 hours of instruction given, and more than 3,500 hours in aircraft as a DPE. In his role as an Examiner, he has issued more than 2,500 pilot certificates. Blair has worked for and continues to work with multiple aviation associations with his work focusing on pilot training and testing. His experience as a pilot goes back over 30 years, as an instructor spans over 20 years, and includes more than 100 makes and models of aircraft flown. Blair has written and continues to write for multiple aviation publications with a focus on training and safety.

In addition to ASA's Oral Exam Guide series, Blair is also the author of four books in ASA's Aviator's Field Guide series: *Buying an Airplane, Owning an Airplane, Tailwheel Flying,* and *Middle-Altitude Flying*.

Introduction

The *Private Pilot Oral Exam Guide* is a comprehensive guide designed for student pilots who are involved in training for the Private Pilot Certificate.

This guide is equally applicable to those training at FAA Part 141 training providers or those who are training under Part 61 and not affiliated with a specific FAA-approved school. The guide is beneficial to private pilots who wish to refresh their knowledge or who are preparing for a flight review, and it could even be paired with ASA's *Guide to the Flight Review*.

The *Private Pilot for Airplane Category 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. This *Private Pilot Oral Exam Guide* has been designed to enhance and highlight a pilot's knowledge of those areas. It contains questions and answers organized into thirteen chapters representing those areas of knowledge required for the practical test.

At any time during the practical test, an FAA examiner may ask questions pertaining to any of the subject areas within these divisions. The focus of the Airman Certification Standards (ACS) is for an examiner to evaluate the pilot's knowledge, actual demonstrated skills, and risk management ability related to topic areas. This is done through scenario-based testing. Some of the ways examiners will propose scenarios are highlighted in Chapter 14 to help prepare an applicant to apply knowledge beyond a rote level to understanding, application, and correlation levels of learning.

For additional reference, several appendixes have been included at the end of this guide. Appendix 1 provides a maneuvers table summarizing the objectives and minimum acceptable standards of performance for the maneuver tasks in the ACS. Appendix 2 contains the "Applicant's Practical Test Checklist" to be used when making final preparations for the checkride. Appendix 3, "Operations of Aircraft Without/With an MEL," depicts the typical sequence of events a pilot,

operating with or without a minimum equipment list, should follow when inoperative equipment is discovered to be on board.

You may supplement this guide with other comprehensive study materials as noted in brackets at the end of each answer; for example: [PA.I.A.K3; 14 CFR 61.53, FAA-H-8083-25]. The first item provided is the ACS code for the relevant Area of Operation and Task from the *Private Pilot for Airplane Category Airman Certification Standards* (FAA-S-ACS-6). Additional references pertaining to the questions can be found in the ACS, listed under the Tasks corresponding to the provided ACS code. The next references in the brackets are other study materials for which abbreviations and corresponding titles are listed below.

Be sure that you use the latest revision of these references when reviewing for the test. Also, check the ASA website at **asa2fly.com/oegp** for the most recent updates to this book due to changes in FAA procedures and regulations as well as for Reader Resources containing additional relevant information. Future updates may also contain additional study material and new FAA information regarding the Private Pilot checkride.

14 CFR Part 1	*Definitions and Abbreviations*
14 CFR Part 21	*Certification Procedures for Products and Articles*
14 CFR Part 23	*Airworthiness Standards: Normal 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 67	*Medical Standards and Certification*
14 CFR Part 91	*General Operating and Flight Rules*
14 CFR Part 99	*Security Control of Air Traffic*
47 CFR Part 87	*Telecommunication: Part 87 Aviation Services*
49 CFR Part 830	*NTSB: Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records*

49 CFR Part 1542	*Airport Security*
AC 00-46	*Aviation Safety Reporting Program*
AC 20-105	*Reciprocating Engine Power-Loss Accident Prevention and Trend Monitoring*
AC 20-125	*Water in Aviation Fuels*
AC 21-40	*Guide for Obtaining a Supplemental Type Certificate*
AC 39-7	*Airworthiness Directives*
AC 43-12	*Preventive Maintenance*
AC 61-67	*Stall and Spin Awareness Training*
AC 61-91	*WINGS—Pilot Proficiency Program*
AC 61-134	*General Aviation Controlled Flight into Terrain Awareness*
AC 68-1	*BasicMed*
AC 89-3	*FAA-Recognized Identification Areas*
AC 90-48	*Pilots' Role in Collision Avoidance*
AC 90-66	*Non-Towered Airport Flight Operations*
AC 90-100	*U.S. Terminal and En Route Area Navigation (RNAV) Operations*
AC 90-114	*Automatic Dependent Surveillance–Broadcast Operations*
AC 91-63	*Temporary Flight Restrictions (TFR) and Flight Limitations*
AC 91-73	*Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations*
AC 91-78	*Use of Electronic Flight Bags*
AC 91-92	*Pilot's Guide to a Preflight Briefing*
AC 107-2	*Small Unmanned Aircraft Systems (Small UAS)*
AC 117-3	*Fitness for Duty*
AC 120-27	*Aircraft Weight and Balance Control*
AC 120-71	*Standard Operating Procedures and Pilot Monitoring Duties for Flight Deck Crewmembers*
AERONAV FAQ	*FAA Aeronautical Information Systems: Frequently Asked Questions*

AFM	*FAA-Approved Airplane Flight Manual*
AIM	*Aeronautical Information Manual*
AWC	*Aviation Weather Center (aviationweather.gov)*
CAMI OK-06-033	*Basic Survival Skills for Aviation*
Chart Supplement	*FAA Chart Supplements*
DAT	*ASA Dictionary of Aeronautical Terms*
FAA CUG	*FAA Aeronautical Information Services Aeronautical Chart User's Guide*
FAA FRAT	*FAA Fly Safe Fact Sheet: Flight Risk Assessment Tools*
FAA-H-8083-1	*Aircraft Weight and Balance Handbook*
FAA-H-8083-2	*Risk Management Handbook*
FAA-H-8083-3	*Airplane Flying 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-8083-28	*Aviation Weather Handbook*
FAA-H-8083-30	*Aviation Maintenance Technician Handbook—General*
FAA-H-8083-31	*Aviation Maintenance Technician Handbook—Airframe*
FAA OTC Med Guide	*Over-the-Counter (OTC) Medications Reference Guide*
FAA-P-8740-2	*Density Altitude*
FAA-P-8740-24	*Winter Flying Tips*
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-8740-47	*Radio Communications Phraseology and Techniques*

FAA-S-ACS-6	*Private Pilot for Airplane Category Airman Certification Standards*
FAA GA Preflight	*General Aviation Pilot's Guide to Preflight Weather Planning, Weather Self-Briefings, and Weather Decision Making*
FAA GA Survival	*FAA Safety Briefing: General Aviation Survival*
FAA Safety ALC-25	*Flight Review Prep Guide*
FAA Safety: Bias	*FAA Safety Briefing: Just a Bit Biased—How to See and Avoid Dangerous Assumptions*
FAA Safety Briefing	*Passenger SAFETY Briefing*
FAA Sustainability	*Working to Build a Net-Zero Sustainable Aviation System by 2050 (www.faa.gov/sustainability)*
FSSAT	*Flight School Security Awareness Training*
P/CG	*FAA Pilot/Controller Glossary*
POH	*Pilot's Operating Handbook*
SAFO	*FAA Safety Alert for Operators*
SAFO 11004	*Runway Incursion Prevention Actions*
SAIB CE-11-17	*FAA Special Airworthiness Information Bulletin—Instruments (Maneuvering Speed)*
Sectional Chart Legend	*FAA Section Chart legend*
TCDS	*Type Certificate Data Sheet*
TSA	*Transportation Security Administration*

Most of these documents are available on the FAA's website (www.faa.gov). ASA also reprints many of these federal publications and makes them available in printed and ebook formats and in training and study applications.

Pilot Qualifications and Limitations 1

A. Certification, Currency, and Proficiency

1. What are the eligibility requirements for a Private Pilot (Airplane) Certificate?

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. Pass 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 and that you're current, and don't forget to double-check all of your endorsements (especially the 90-day solo flight endorsement). Make sure that you have totaled all the logbook columns and that the entries make sense.

[PA.I.A.K1; 14 CFR 61.103]

2. What are the requirements to remain current as a private pilot?

a. Within the preceding 24 months, a pilot must have 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 three landings as the sole manipulator of the flight controls of an aircraft of the same category, class, and type (if a type rating is required).
- If the aircraft is a tailwheel airplane, the landings must have been made to a full stop in an airplane with a tailwheel. If the takeoffs and landings were in a tailwheel aircraft, the currency will apply for tricycle-gear aircraft, but not vice versa.

- If operations are to be conducted during the period beginning 1 hour after sunset and 1 hour before sunrise, with passengers on board, the pilot-in-command (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 rating is required) of aircraft to be used.

Exam Tip: Many pilots confuse what *category*, *class*, and *type* mean when being asked during the practical test. Be sure to understand what category, class, and type refer to with regard to currency. This is not referring to "make and model" of aircraft as it is during solo authorizations as a student pilot.

[PA.I.A.K1; 14 CFR 61.56, 61.57]

3. With respect to certification, privileges, and limitations of pilots, define the terms *category*, *class*, and *type*.

Category—A broad classification of aircraft, e.g., airplane, rotorcraft, glider.

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

Type (type rating)—A specific make and basic model of aircraft including modifications that do not change its handling or flight characteristics, e.g., Boing 737, King Air 350, Cessna 525 (Citation), or Gulfstream IV.

[PA.I.A.K2; 14 CFR Part 1]

4. Are you required to log all of your flights?

No. You are only required to document and record the training and aeronautical experience used to meet the requirements for a certificate, rating, or flight review and the aeronautical experience required for meeting the recent flight experience requirements. However, a best practice is to log all of your flights to show continued proficiency, potentially to meet insurance requirements, and in the event that you need those flights to help you remain current.

[PA.I.A.K1; 14 CFR 61.51]

5. What must a pilot do to regain currency to fly if their flight review is more than 24 months in the past?

If a pilot's flight review is more than 24 months overdue, they must complete a new flight review before acting as pilot-in-command (PIC) of an aircraft, as required by 14 CFR §61.56. A flight review consists of at least one hour of ground instruction and one hour of flight training conducted by an authorized flight instructor. During the flight review, the instructor will assess the pilot's knowledge of current regulations, procedures, and airspace, as well as evaluate their piloting skills.

Until the flight review is completed or an alternative is met, the pilot is not current and cannot legally serve as PIC.

[PA.I.A.K1; AC 61-98, 14 CFR 61.19, 61.56]

6. Are there any other activities a pilot can accomplish that can be substituted for a flight review?

A pilot can meet the flight review requirement through other FAA-approved activities. These include:

- *Earning a new certificate or rating*—Successfully completing a practical test for a new pilot certificate or rating, such as an Instrument Rating or a Commercial Pilot Certificate, also fulfills the requirement.
  Note: Receiving a tailwheel, complex, high-performance, or high-altitude endorsement does not meet the requirements of a flight review unless the CFI additionally is willing to sign an endorsement for a flight review.
- *Participating in FAA Wings Program*—Completing a phase of the FAA's Pilot Proficiency Program (WINGS) also satisfies the flight review requirement. This involves completing specific knowledge and flight activities tailored to enhance safety.

[PA.I.A.K1; 14 CFR 61.56]

7. Explain the difference between being current and being proficient.

Being *current* means that a pilot has accomplished the minimum FAA regulatory requirements within a specific time period and can exercise the privileges of their certificate. It means that the pilot is legal to make a flight, but it does not necessarily mean that they are proficient or competent to make that flight.

Being *proficient* means that a pilot is capable of conducting a flight with a high degree of competence; it requires that the pilot have a wide range of knowledge and skills. Being proficient is not just about being legal in terms of the regulations but about being smart and safe in terms of pilot experience and proficiency.

[PA.I.A.R1; FAA-H-8083-2, FAA-P-8740-36]

8. How will establishing a personal minimums checklist help a pilot reduce risk?

Professional pilots live by the numbers, and so should you. Pre-established numbers can make it a lot easier to come to a smart go/no-go or diversion decision, than would the vague sense that you probably can deal with the conditions you face at any given time. A written set of personal minimums also makes it easier to explain tough cancelation or diversion decisions to passengers who are, after all, trusting their lives to your aeronautical skill and judgment.

[PA.I.A.R1; FAA-H-8083-25]

9. The airplane you normally rent has been grounded due to an intermittent electrical problem. You ask to be scheduled in another airplane. During preflight of the new airplane, you discover that it has avionics you're unfamiliar with. Should you go ahead and depart on your VFR flight?

Pilot familiarity with all equipment is critical in optimizing both safety and efficiency. If a pilot is unfamiliar with any aircraft system, this will add to workload and can contribute to a loss of situational awareness. This level of proficiency is critical and should be looked upon as a requirement, not unlike carrying an adequate supply of fuel. As a result, pilots should not look upon unfamiliarity with the aircraft and its systems as a risk control measure but instead as a hazard with high-risk potential. Discipline is the key to success.

[PA.I.A.R2; FAA-H-8083-2]

10. If a pilot's permanent mailing address changes, and the pilot fails to notify the FAA Airmen Certification Branch of the new address, how long may the pilot continue to exercise the privileges of a pilot certificate?

30 days after the date of the move.

[PA.I.A.K4; 14 CFR 61.60]

11. What flight time can a pilot log as second-in-command time?

A person may log second-in-command (SIC) time only for flight time during which that person:

a. Is qualified in accordance with the SIC requirements of 14 CFR §61.55 and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or

b. Holds the appropriate category, class, and instrument rating (if a class or instrument rating is required) for the aircraft being flown, and the type certification of the aircraft or the regulations under which the flight is being conducted requires more than one pilot.

[PA.I.A.K1; 14 CFR 61.51]

12. How can a pilot utilize the PAVE model to minimize risk in their flight operations?

The PAVE model—which stands for **P**ilot, **A**ircraft, en**V**ironment, and **E**xternal pressures—is a framework designed to help pilots systematically evaluate risks before and during flight. When used in conjunction with setting personal minimums, the PAVE model can serve as an effective tool for mitigating risk and enhancing flight safety.

***P**ilot*—The pilot component emphasizes assessing your physical, mental, and emotional readiness to fly. Personal minimums can include limits on fatigue, illness, stress, and medication (following the IMSAFE checklist). For instance, a pilot may set a personal minimum of eight hours of sleep before a flight or decide not to fly if feeling unwell or under excessive stress. By defining these limits, pilots can avoid situations where their decision-making, reaction times, or situational awareness are compromised.

***A**ircraft*—The aircraft factor evaluates whether the aircraft is suitable and properly equipped for the flight. Personal minimums

in this area could involve specifying the minimum fuel reserve, acceptable maintenance status, or equipment requirements, such as ensuring the plane is equipped with IFR-certified instruments for flights in marginal weather. For example, a pilot might decide never to take off with less than one hour of fuel reserve, even if regulations allow less. These minimums ensure the aircraft is in optimal condition and reduces the likelihood of mechanical failure during critical moments.

*en**V**ironment*—This element focuses on weather, terrain, and other external conditions. Personal minimums could include weather conditions like ceiling and visibility limits, crosswind components, or turbulence tolerance. For example, a pilot might decide not to depart if crosswinds exceed 10 knots or if visibility drops below 3 statute miles, even if legally permissible. Such boundaries protect pilots from operating in conditions beyond their skill level or comfort zone.

***E**xternal Pressures*—External pressures relate to time constraints, passenger demands, or personal commitments that might influence decision-making. Personal minimums can involve setting strict policies to avoid "get-there-itis," such as canceling a flight if conditions are marginal or delaying departure until safety is ensured. This protects against making unsafe choices due to perceived obligations.

By proactively defining personal minimums within the PAVE framework, pilots can limit exposure to risks, ensure better decision-making, and prioritize safety over convenience. Adhering to these self-imposed limits fosters discipline, reduces complacency, and ensures consistent risk management practices.

[PA.I.A.R1; FAA-H-8083-25]

B. Privileges and Limitations

1. What privileges and limitations apply to a private pilot?

No person who holds a Private Pilot Certificate may act as PIC of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as PIC 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.

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 salesperson 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.

[PA.I.A.K2; 14 CFR 61.113]

2. Explain the statement: "A private pilot may not pay less than the pro rata share of the operating expenses of a flight."

Pro rata means proportional. The pilot may not pay less than a proportional share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.

[PA.I.A.K2; 14 CFR 61.113]

3. 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?

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.

[PA.I.A.K2; 14 CFR 61.113]

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

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)

[PA.I.A.K4; 14 CFR 61.3]

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

Each person who holds a pilot certificate, medical certificate, authorization, or license required by 14 CFR 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.

[PA.I.A.K4; 14 CFR 61.3]

6. What is the definition of a *high-performance airplane*, and what must you do to act as pilot-in-command of such an airplane?

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

[PA.I.A.K2; 14 CFR 61.31]

7. You are flying in a single-engine, high-performance, complex airplane. You hold a Private Pilot Certificate with an Airplane Single-Engine Land Rating, but you don't have a high-performance or complex airplane endorsement. Your friend, who has those endorsements, is acting as PIC for the flight. Can you log PIC time for the time you act as sole manipulator of the controls? Explain.

Yes, 14 CFR §61.51 governs the logging of PIC time and states that a sport, recreational, private, commercial, or airline transport pilot may log PIC time for the time during which that pilot is "sole manipulator of the controls of an aircraft for which the pilot is rated, or has . . . privileges."

Note: This means you can log PIC time, but you cannot act as PIC. For pilots to act as PIC, they must be properly rated in the aircraft and authorized to conduct the flight, which would include having

the required endorsements for complex and high-performance airplanes as required by 14 CFR §61.31.

[PA.I.A.K2; 14 CFR 61.31, 61.51]

8. What is the definition of a *complex airplane*, and what must you do to act as pilot-of-command of such an airplane?

A *complex airplane* is defined as an airplane that has retractable landing gear, flaps, and a controllable-pitch propeller, including airplanes equipped with a full-authority digital engine control (FADEC). To act as PIC 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.

[PA.I.A.K2; 14 CFR 61.1, 61.31]

9. To operate a tailwheel aircraft, what training must a pilot have completed?

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 a logbook endorsement from an authorized instructor who found the person proficient in the operation of a tailwheel airplane. This training and endorsement are not required if the person logged pilot-in-command time in a tailwheel airplane before April 15, 1991.

[PA.I.A.K2; 14 CFR 61.31]

10. When would a pilot of an aircraft require specific training and logbook endorsements with regard to flying at higher altitudes?

No person may act as pilot-in-command of a pressurized airplane that has a [manufacturer designated] 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.

[PA.I.A.K2; 14 CFR 61.31]

11. What regulatory requirements must be met prior to a pilot acting as PIC of an aircraft towing a glider?

To act as pilot-in-command (PIC) of an aircraft towing a glider, a pilot must meet the requirements outlined in 14 CFR §61.69. These include holding at least a Private Pilot Certificate and having logged at least 100 hours of PIC time in the aircraft category, class, and type (if required). The pilot must additionally receive ground and flight training in glider towing operations from an authorized instructor and obtain a logbook endorsement certifying proficiency and must have performed at least three actual or simulated glider tows in the preceding 12 months while accompanied by a qualified pilot or as PIC.

[PA.I.A.K2; 14 CFR 61.69]

12. As a private pilot, can you accept payment from a friend to fly a package somewhere for them? Do the regulations allow you to accept this offer? Can you fly the friend instead of a package?

As a private pilot, you cannot accept payment to fly a package or passengers under most circumstances, as it would violate FAA regulations. 14 CFR §61.113 states that a private pilot may not act as pilot-in-command of an aircraft for compensation or hire.

If a friend asks you to fly a package somewhere, you cannot accept payment or reimbursement for this service. Doing so would qualify as compensation, and transporting goods for hire falls under commercial operations, which require at least a Commercial Pilot Certificate. The only permissible scenario is if the flight is

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ASA's Oral Exam Guide Series is an excellent study tool for students and instructors alike. Arranged in a question-and-answer format, this comprehensive guide lists the questions most likely to be asked by evaluators during the practical exam and provides succinct, ready responses. FAA references are provided throughout for further study.

This fourteenth edition of the *Private Pilot Oral Exam Guide* aligns with the Airman Certification Standards (ACS) and covers pilot qualifications, preflight/postflight procedures, airworthiness, aircraft systems, performance and limitations, airspace, airport operations, weather, flight planning, human factors, night operations, emergency equipment, and more. This resource prepares applicants for the Private Pilot Airplane checkride and is valuable as a general refresher.

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