



Commercial Pilot Ground School

Day 6 — Federal Aviation Regulations



Agenda

- 14 CFR Part 1
- 14 CFR Part 43
- 14 CFR Part 61
- 14 CFR Part 71
- 14 CFR Part 73
- 14 CFR Part 91



14 CFR Part 1

- General definitions
- Abbreviation
- Pertains to ALL parts of FAR/AIM

Note—14 CFR 14 CFR PART 1 also defines how ALL FARs should be written by lawmakers.

Examples of Definitions

- “Administrator means the Federal Aviation Administrator or any person to whom he has delegated his authority in the matter concerned.”
- “Critical engine means the engine whose failure would most adversely affect the performance or handling qualities of an aircraft.”

Examples of Abbreviations

- “RNAV means area navigation.
- “VA means design maneuvering speed.”
- “VMC means minimum control speed with the critical engine inoperative.”



14 CFR Part 43

- §43.5 Approval for return to service after maintenance
 - an acceptable repair must have been made
 - an entry must be made in the aircraft's maintenance logbook
 - if the repair results in any change to the aircraft's operating limitations, the aircraft's operating limitations must be modified in the AFM/POH
- §43.9 Maintenance records
 - a description the of work performed
 - the date the work was performed
 - the name of the person who performed the work, except:
 - if the work was performed satisfactorily, person must include their signature, certificate number, and type of certificate

Note—The person's signature is what constitutes the approval for that aircraft to return to service.



14 CFR Part 43

Appendix A to 14 CFR PART 43 Major Alterations, Major Repairs, and Preventive Maintenance

- Major Alterations
 - Wings
 - Engine mounts
 - Landing gear
- Major Repairs
 - Axels
 - Wheels
 - Separation or disassembly of a crankcase or crankshaft



14 CFR Part 43

Appendix A to 14 CFR PART 43 Major Alterations, Major Repairs, and Preventive Maintenance

- Preventative Maintenance
 - Removal, installation, and repair of landing gear tires
 - Servicing landing gear shock struts by adding oil, air, or both
 - Replenishing hydraulic fluid in the hydraulic reservoir (e.g. brake fluid)
 - Replacing safety belts
 - Replacing bulbs, reflectors, and lenses of position and landing lights
 - Replacing wheels and skis (where no W&B computation is involved)
 - Replacing any section of the cowling
 - as long as the replacement does not require removal of the propeller or the disconnection of flight controls
 - Replacing or cleaning spark plugs
 - Replacing and servicing batteries



14 CFR Part 61

- §61.3 Requirement for certificates, ratings, and authorizations
 - No person may serve as a required crewmember without required documents
 - Pilot certificate
 - Medical certificate
 - Government-issued photo ID
 - Flight instructor certificate
- §61.15 Offenses involving alcohol or drugs
 - Should a motor vehicle action be taken against you, you have sixty (60) days to report that action to the FAA
- §61.23 Medical certificates
 - First Class
 - Second Class
 - Third Class



14 CFR Part 61

- §61.31 Type rating requirements, additional training, and authorizations
 - Large aircraft (except lighter-than-air)
 - Turbojet-powered airplanes
 - Other aircraft specified by the Administrator
- §61.51 Pilot logbooks
 - What we are required to log
 - Training and aeronautical experience required to meet the requirements for a certificate, rating, or flight review
 - The aeronautical experience for meeting currency requirements
- §61.56 Flight review
 - 1-hr of ground
 - 1-hr of flight



14 CFR Part 61

- §61.57 Recent flight experience—Pilot in command
 - When carrying passengers (daytime)
 - 3 takeoffs & landings
 - When carrying passengers (nighttime)
 - 3 takeoffs & landings to a full-stop
 - Must take place between one hour after sunset and one hour before sunrise
 - When operating under IFR or in weather conditions less than VFR
 - Within the preceding six (6) calendar months:
 - Six (6) approaches
 - Holding procedures
 - Intercepting and tracking courses using navigational systems



14 CFR Part 61

- §61.60 Change of address
 - After changing your *permanent mailing address*, you must notify the FAA within thirty (30) days from the date of that change
 - There is an easy way to do this—[Airmen On-Line Services](#)
- §61.133 Commercial pilot privileges and limitations



14 CFR Part 71

- Subpart A—Class A Airspace
- Subpart B—Class B Airspace
- Subpart C—Class C Airspace
- Subpart D—Class D Airspace
- Subpart E—Class E Airspace

Remain outside
Class Bravo!

Negative!
Clear me in!

Las Vegas

SJA285
051 23

N731NR
048 17

SJA779
067 25

A\$\$HOLE



218



14 CFR Part 73

What this regulation covers:

- §73.13 Restricted Areas
- §73.83 Prohibited Areas

What this regulation doesn't cover:

- Warning Areas
- Military Operations Areas (MOAs)
- Alert Areas
- Controlled Firing Areas (CFAs)
- National Security Areas (NSAs)

Why do you think this regulation doesn't cover these five (5) areas?



14 CFR Part 91

- §91.3 Responsibility and authority of the pilot in command.
 - 1) *"The PIC of an aircraft is directly responsible for, and has the final authority as to the operation of that aircraft."*
 - 2) *"In the event of an emergency, the PIC can deviate from any rule from [14 CFR Part 91]" to handle that emergency.*
 - 3) *Should a pilot use this rule to deviate rules from 14 CFR Part 91, the pilot shall send a written report of that deviation to the Administration (upon the Administrator's request)*
- §91.7 Civil aircraft airworthiness.
 - The PIC is responsible for determining the airworthiness of an aircraft
 - No person may operate an aircraft unless it is determined to be airworthy
- §91.13 Careless or reckless operation.
 - Don't endanger people and/or aircraft around you (both on the ground and in the air)



14 CFR Part 91

- §91.21 Portable electronic devices.
 - If operated by an air carrier, use of portable electronic devices is prohibited
 - If operating under IFR, use of portable electronic devices is prohibited
 - If operating under VFR AND the aircraft is not operated by an air carrier, use of portable electronic devices is allowed
- §91.103 Preflight action.
 - NOTAMs[†]
 - Weather reports and forecasts[†]
 - Known traffic delays[†]
 - **Runway lengths**
 - Alternate(s)[†]
 - Fuel requirements[†]
 - **Takeoff and landing distance information**

[†] applicable to flights conducted under IFR or not within the vicinity of an airport

[‡] can affect runway lengths and your decision to pick an alternate



14 CFR Part 91

- §91.105 Flight crewmembers at stations.
 - During takeoff or landing, required crewmembers should be at their crewmember stations
 - Safety belts AND Shoulder harnesses should remain fastened while at a crewmember station
- §91.107 Use of safety belts
 - Safety belts *must* be worn by passengers during taxi, takeoff, and landing
- §91.109 Flight instruction
 - Any flight operated for the purposes of receiving *dual flight time* must take place in an aircraft equipped with *dual* controls
 - No person may operate an aircraft for the purposes of logging simulated instrument time unless an appropriately rated safety pilot is on board
- §91.111 Operating near other aircraft.
 - Don't fly so close to another aircraft that you create a collision hazard
 - Don't fly in formation with another aircraft unless the flight is arranged between all participating pilots
 - You *cannot* fly in formation when you're carrying passengers or operating for hire

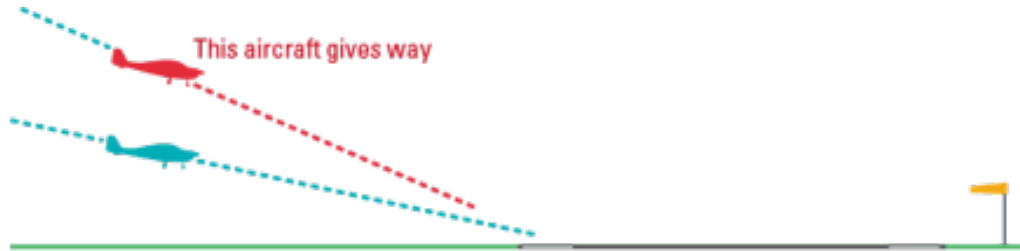
14 CFR Part 91

- §91.113 Right-of-way rules—Except water operations.
 - If aircraft are *approaching head-on*, both aircraft shall alter course to the *right*



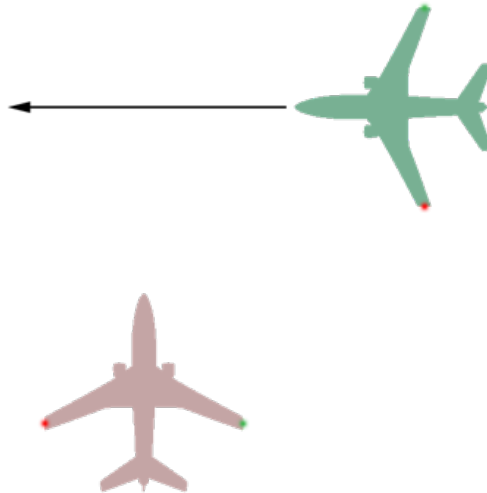
14 CFR Part 91

- §91.113 Right-of-way rules—Except water operations.
 - If an aircraft is being *overtaken*, the aircraft *being overtaken* has the right of way



14 CFR Part 91

- §91.113 Right-of-way rules—Except water operations.
 - If an aircraft is being *converging*, the aircraft on the *right* has the right of way





14 CFR Part 91

- §91.113 Right-of-way rules—Except water operations.
 - If aircraft are *converging*, the aircraft on the *right* has the right-of-way, *unless* the aircraft are of different categories:
 - 1) a balloon has right-of-way over *all other aircraft*
 - 2) a glider has right-of-way over *airships, powered parachute, weight-shift-control aircraft, airplane, or rotorcraft*
 - 3) an airship has right-of-way over *powered parachute, weight-shift-control aircraft, airplane, or rotorcraft*

There are two (2) exceptions to this rule:

- In the event an aircraft is towing or refueling another aircraft, that aircraft has right-of-way over all other *engine-powered* aircraft
- **Aircraft in distress have right-of-way over *all other aircraft***



14 CFR Part 91

- §91.117 Aircraft speed.
 - Under 10,000 feet MSL, you *cannot* exceed 250 KIAS
 - Within 4 NM and while operating at or below 2,500 feet AGL of the primary airport within Class C or Class D airspace, you *cannot* exceed 200 KIAS
 - In the airspace underlying Class B airspace, you *cannot* exceed 200 KIAS[†]
- §91.119 Minimum safe altitudes—General.
 - Anywhere—an altitude allowing that if a power unit fails, you can execute an emergency landing without harming anyone on the ground
 - Over congested areas—1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet
 - Over other than congested areas—500 feet above any person, vessel, vehicle, or structure

[†] also applies to designated VFR corridors through Class B airspace



14 CFR Part 91

- §91.121 Altimeter settings.
 - While operating an aircraft below 18,000 feet MSL, your altimeter must be set to the appropriate altimeter setting
 - An altimeter setting along an aircraft's route of flight and within 100 NM, or
 - If no altimeter setting is available, the altimeter should be manipulated such that it indicates the appropriate field elevation prior to departure
- §91.123 Compliance with ATC clearances and instructions.
 - Unless an amended clearance is obtained or emergency exists, no pilot may *deviate* from an ATC-assigned clearance and/or instruction

Since §91.123 is pretty vague, what are some *legitimate* reasons you may need to deviate from an ATC-assigned clearance?



14 CFR Part 91

- §91.126 Operating on/in the vicinity of an airport in Class G airspace
 - Are left turns in Class G airspace *mandatory*? Or *recommended*?
 - ANSWER: Mandatory!
 - *unless otherwise published*
 - In the event of an emergency, what regulation allows you to turn *right* instead of *left*?
 - ANSWER: §91.3 Responsibility and authority of the PIC
- §91.127 Operating on/in the vicinity of an airport in Class E airspace
 - The same requirements from §91.126 apply
- §91.129 Operations in Class D airspace
- §91.130 Operations in Class C airspace
- §91.131 Operations in Class B airspace
- §91.133 Restricted and prohibited areas
- §91.135 Operations in Class A airspace



14 CFR Part 91

- §91.144 Temporary restriction during high barometric pressure conditions
 - Altimeters installed in aircraft are not designed to be set to 31.00 inHg
 - When this happens, this regulation states that pilots are required to follow instructions issued by the Administrator (via NOTAM)
- §91.151 Fuel requirements for flight in VFR conditions (in an airplane)
 - Enough fuel to fly to the first point of intended landing at normal cruising speed (*factoring in wind and forecast weather conditions*)
 - Plus, an applicable fuel reserve:
 - Daytime
 - 30 minutes
 - Nighttime
 - 45 minutes



14 CFR Part 91

- §91.155 Basic VFR weather minimums
- §91.157 Special VFR weather minimums
 - Can only be conducted *below* 10,000 feet MSL
 - *Ground* Visibility: 1 SM
 - Clouds: Clear of clouds
 - How do you go about flying under SVFR?
 - You *must* ask ATC and receive an appropriate SVFR clearance, then
 - Maintain SVFR
 - Can a person with a *Student Pilot Certificate* fly under SVFR?
 - No!
 - Can a person with a *Private Pilot Certificate* fly under SVFR?
 - Yes, but are there any *limitations*?
 - They can only fly under SVFR during the daytime
 - Who can fly under SVFR at night?
 - A person with a *Private Pilot Certificate* with an *Instrument Rating*



14 CFR Part 91

- §91.203 Civil aircraft—Certifications required
 - Specifies two documents that are required prior to flight
 - 1) Airworthiness Certificate[†]
 - 2) Registration Certificate

[†] Airworthiness Certificate must be displayed at the entrance to the cockpit or the cabin and in plain view to passengers or crew

14 CFR Part 91

§91.205(b) VFR (day)

- A – Anticollision light
 - Beacon
- T – Tachometer
- O – Oil pressure gauge
- M – Manifold pressure gauge[†]
- A – Airspeed indicator
- T – Temperature gauge[‡]
- O – Oil temperature gauge
- F – Fuel quantity indicators
- L – Landing gear position indicator
- A – Altimeter
- M – Magnetic compass
- E – ELT
- S – Safety belts

§91.205(c) VFR (night)

- F – Fuses
- L – Landing light (if opr for hire)
- A – Anticollision light
 - Stobes
- P – Position lights
- S – Source of electricity

§91.205(d) IFR

- G – Generator / Alternator
- R – Radios (2-way)
- A – Altimeter
 - Sensitive
- B – Ball (inclinometer)
- C – Clock
- A – Attitude indicator
- R – Rate of turn indicator
- D – Directional gyro
- D – DME/RNAV (>FL240)

[†] for each altitude engine

[‡] for each liquid-cooled engine

NOTE-1: If flying for hire over water beyond power-off gliding distance from shore, approved flotation gear must be readily available for each occupant.

NOTE-2: You do not need to meet §91.205(c) if flying IFR at Night.



14 CFR Part 91

- §91.207 Emergency locator transmitters.
- §91.209 Aircraft lights.
- §91.211 Supplemental oxygen
- §91.213 Inoperative instruments and equipment.
- §91.215 ATC transponder and altitude reporting equipment and use.



14 CFR Part 91

- §91.303 Aerobatic flight.
 - Aerobatic flight is prohibited in the following situations:
 - Over any congested area
 - Over an “open air” assembly of persons
 - Within the surface areas of Class B, Class C, Class D, or Class E airspaces
 - Within 4 NM of the centerline of any Federal airway;
 - Below an altitude of 1,500 feet above the surface
 - When flight visibility is less than 3 statute miles
- §91.313 Restricted category civil aircraft: Operating limitations.
 - “No person may operate a restricted category aircraft
 - 1) For *any* purpose other than the special purpose for which it is certificated; or
 - 2) In an operation *other than* the one necessary to accomplish the work directly associated with that special purpose.”



14 CFR Part 91

- §91.315 Limited category civil aircraft: Operating limitations.
 - “No person may operate a limited category civil aircraft carrying persons or property for compensation or hire.”
- §91.325 Primary category aircraft: Operating limitations.
 - “No person may operate a primary category aircraft carrying persons or property for compensation or hire.”



14 CFR Part 91

- §91.403 Maintenance—General.
- §91.405 Maintenance required
- §91.407 Operation after maintenance
- §91.409 Inspections
- §91.411 Altimeter system and altitude reporting equipment inspections.
- §91.413 ATC transponder tests and inspections.
- §91.417 Maintenance records.



14 CFR Part 119

- §119.1 Applicability.
 - People who want to serve as air carriers or commercial operators
 - People who aren't holding out, but are operating an aircraft with a seating configuration of twenty (20) seats or more
 - People who aren't holding out, but are operating an aircraft with a maximum payload capacity of 6,000 pounds or more
 - §119.1(e) Exceptions.
 - Student instruction
 - Sightseeing flights
 - Ferry flights
 - Crop dusting
 - Banner/gliders towing
 - Aerial photography/survey work
 - Aerial firefighting
 - Powerline/pipeline patrol
 - Transporting parachute jumpers



AC 120-12A

A person becomes a **Commercial Operator** when they do the following:

- 1) “hold out” a willingness to
- 2) transport persons or property
- 3) from place to place
- 4) for compensation or hire

What does it mean to “hold out?”

Holding out is a term used to describe someone who indicates to the public that they are willing to fly anyone who wants to fly for compensation or hire

Examples of holding out include:

- posting flyers/signs around campus
- making a post on social media
- telling people you’re willing to fly them for compensation or hire
- one of your friends telling one of their friends you’ll fly for compensation or hire (e.g. word-of-mouth)



AC 120-12A

If you **do NOT** (a) “hold out” a willingness to (b) transport persons or property (c) from place to place (d) for compensation or hire, you can be considered to be operating under **private carriage**.

“Private carriage” is defined as someone who is flying for compensation or hire but does NOT meet ALL of the four (4) elements to be considered a *common carrier*.

Examples of private carriage include:

- flying *exclusively* for one person
- flying *exclusively* for a company or organization

Note: In these cases, you **cannot** provide the aircraft.



Additional Regulations

- 14 CFR Part 121—Operating Requirements: Domestic, Flag, and Supplemental Operations
- 14 CFR Part 125—Certification and Operations: Airplanes having a seating capacity of 20 or more passengers or a maximum payload capacity of 6,000 pounds or more and rules governing persons on board such aircraft
- 14 CFR Part 129—Operations: Foreign Air Carriers and Foreign Operators of US-registered aircraft engaged in common carriage
- 14 CFR Part 135—Operating Requirements: Commuter and On-demand Operations and rules governing persons on board such aircraft

49 CFR Part 830



NTSB Responsibilities

- Investigating every civil aviation accident in the United States.
- Issuing safety recommendations to preventing future accidents.
- Serve as the administrative “court of appeals” for any airman, mechanic or operator whenever certificate action is taken by the FAA.

NTSB Authority

- Authority to investigate and report publicly on transportation related safety issues.
- As part of those investigations, NTSB have authority to take charge of aviation accident scenes/wreckage, subpoena evidence and request testimony.



49 CFR Part 830



Agenda

- §830.2 Definitions.
- §830.5 Immediate notification.
- §830.6 Information to be given when immediate notification is required.
- §830.10 Preservation of aircraft wreckage, mail, cargo, and records.
- §830.15 Reports and statements to be filed.

49 CFR Part 830



- *Accident* means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.
- *Fatal injury* means any injury which results in death within 30 days of the accident.

49 CFR Part 830



- *Serious injury* means an injury which
 - 1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received
 - 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose)
 - 3) causes severe bleeding, nerve, muscle, or tendon damage
 - 4) involves any internal organ, or
 - 5) involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.

49 CFR Part 830



- *Substantial damage* means damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component.
 - Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered “substantial damage” for the purpose of this part.



49 CFR Part 830



- *Operator* means a person who causes or authorizes the operation of aircraft.
- *Incident* an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.



49 CFR Part 830

- The *operator* is required to provide immediate notification to the NTSB when one of the following events occurs:
 - An aircraft is involved in an accident
 - A “serious incident” takes place, including any one of the following events:
 - Flight control malfunction or failure
 - Required crew member unable to perform duties
 - In-flight fire
 - In-flight collision
 - Damage to property in excess of \$25,000
 - Sustained loss of power or thrust in two or more engines
 - A complete loss of information from more than 50% of an aircraft's cockpit displays
 - An aircraft is overdue and is believed to have been involved in an accident



49 CFR Part 830

- Type of aircraft
- Registration marks of the aircraft (e.g. nationality, tail number, etc.)
- Name of the owner and operator
- Name of the PIC
- Date and time of the accident
- Last point of departure and point of intended landing
- Position of the aircraft with reference to some easily defined geographical point
- Number of persons aboard
- Number of people killed and seriously injured
- Nature of the accident, including:
 - The weather
 - The extent of damage to the aircraft
- A description of any explosives, radioactive materials, or other dangerous articles carried (if applicable)



49 CFR Part 830

- The *operator* is responsible for preserving any aircraft wreckage, cargo, and mail aboard the aircraft, and all records
 - The regulation clearly states that this should only be done “to the extent possible”
- Before the NTSB arrives, aircraft wreckage, mail, or cargo, should not be disturbed or moved, unless:
 - You need to remove persons injured or trapped
 - You need to protect the wreckage from further damage
 - You need to protect the public from injury
- If aircraft has to be moved, take notes and pictures



14 CFR Part 91

- The *operator* shall file a report within ten (10) days after an accident
 - Seven (7) days if an overdue aircraft is still missing
- Each crewmember shall attach a statement to the report, which should include:
 - Facts about the accident/incident
 - Conditions of flight at the time of the accident/incident
 - Circumstances relating to the accident/incident as it appeared to the crewmember
- This information is filled out on **NTSB Form 6120.1**

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: _____ State: _____

ZIP: _____ Country: _____

Latitude: _____ Longitude: _____

(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: _____ Local Time: _____

mm/dd/yyyy

Time Zone: _____

Collision with Other Aircraft: ☐ Midair ☐ On-ground ☐ None

AIRCRAFT INFORMATION

Registration Number: _____

Manufacturer: _____

Model: _____

Serial Number: _____

Year of Manufacture: _____

Amateur-Built: ☐ Yes ☐ No If Yes: ☐ Kit/Plans ☐ Original Design Make: _____

- ☐ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: _____ lbs

Weight at Time of Accident/Incident: _____ lbs

Number of Seats: _____ Flight Crew Seats: _____

Cabin Crew Seats: _____ Passenger Seats: _____

Number of Engines: _____

Category of Aircraft

- ☐ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyroplane
☐ Helicopter
☐ Powered Lift
☐ Rocket
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate

(Check all that apply)

Standard

- ☐ Normal
☐ Aerobatic
☐ Balloon
☐ Commuter
☐ Transport
☐ Utility

Special

- ☐ Restricted
☐ Limited
☐ Provisional
☐ Special Flight
☐ Experimental
☐ Special Light-Sport
☐ Experimental Light-Sport

- ☐ Certificate of Authorization or Waiver (COA)
☐ None ☐ Unknown

Landing Gear

(Check all that apply)

☐ Retractable

- ☐ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel

☐ Other Launch/Recovery System

☐ None ☐ Unknown

Engine Type (Select one)

- ☐ Reciprocating ☐ Liquid Rocket
☐ Turbo Shaft ☐ Solid Rocket
☐ Turbo Prop ☐ Hybrid Rocket
☐ Turbo Jet ☐ None
☐ Turbo Fan ☐ Unknown
☐ Electric

Fuel System Type (Reciprocating)

- ☐ Carburetor ☐ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Rated Power ☐ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1								
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

- ☐ 100-Hour ☐ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☐ Annual ☐ Other

Propeller 1

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____

Propeller 2

- ☐ Fixed Pitch
☐ Controllable Pitch
☐ Ground Adjustable

Manufacturer: _____



49 CFR Part 830

Scenario #1

You're flying in a C172S and your engine suddenly stops. You have to make a forced landing on a corn field. The landing is successful. Except for a flat tire on the Left Main Gear, there is no damage to the aircraft. You've plowed 250 feet of the field, and the farmer wants \$100 in compensation. What, if any, notification is required to be given to the NTSB?

Scenario #2

While taxiing for takeoff, a small fire burned the insulation from a transceiver wire. What, if any, notification is required to be given to the NTSB?

Scenario #3

You're flying a C172S equipped with a G1000, both the PFD and MFD turn black. You decide to land at the closest uncontrolled field. What, if any, notification is required to be given to the NTSB?



49 CFR Part 830

Scenario #4

Flying in a C172S, you suddenly feel severe vibration from the cowling. You decide to shut down the engine and make a forced landing on the closest airfield. Upon landing, you and a mechanic determine that there is no damage to the aircraft, but the #3 Cylinder's Top spark plug needed to be replaced. What, if any, notification is required to be given to the NTSB?

Scenario #5

Flying in a C172S, you experience some turbulence that was not forecast. The turbulence is so severe that it jolts your passenger into the panel and she breaks her nose. Would this be considered a serious injury?