



## Part 61 VFR Regulations Summary

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### Required Documents for Pilots

A logbook was required when you were a student pilot, but it is not required to be in the airplane with you once you become a private pilot. You do need to keep one to show currency, but are not required to carry it with you.

You must have either on your person or available in the airplane:

- (1) your valid pilot certificate,
- (2) your valid medical certificate, and
- (3) a picture ID.

*A pilot certificate is essentially valid forever, but your medical certificate must be renewed periodically, based on your age. A Class 3 medical certificate is good for five years if you are under the age of 40, and good for two years if you are 40 or over. It expires at midnight on the last day of the month two or five years from the date it was issued. For further details refer to the VFR Pilot Currency lesson.*

### Change of Address

If you move, you have 30 days to notify the FAA that you have a new address. If you don't provide them with the new address, you can legally fly for only thirty days after your move.

### Uh-Ohs with the Police

You must provide a written report of any motor vehicle action involving alcohol or drugs to the FAA no later than 60 days following the action.

Each person who holds a pilot certificate or a medical certificate shall present it for inspection upon the request of the Administrator, the National Transportation Safety Board, or any federal, state and local law enforcement officer.

### Flight Review

You must complete a flight review within the previous 24 months. Your current flight review expires on the last day of the month. Acquiring a new certificate or rating counts as a flight review.

For more information, refer to the VFR Pilot Currency lesson.

## **Special Endorsements**

You may not fly an airplane having an engine greater than 200 horsepower, retractable landing gear, or a tailwheel without additional training and logbook endorsements attesting to your satisfactory completion of that training.

You don't have to have your logbook on board the airplane (unless you are a student pilot), but you must possess one documenting the necessary requirements and endorsements for the type of flying you will be doing.

Specifically:

You may not act as PIC in a high performance airplane, that is, one powered by more than 200 horsepower without an endorsement.

You may not act as PIC in a complex airplane, that is, one with retractable landing gear, flaps, and a constant speed prop without an endorsement.

And you may not act as PIC in a tailwheel airplane without a separate endorsement.

For further information, refer to the VFR Pilot Currency lesson.

## **Currency**

To carry passengers during daylight hours, you must have made at least three takeoffs and landings within the preceding 90 days. They don't have to be fullstop landings – touch and goes are fine. If your 90-day period has lapsed, you must either make these takeoffs and landing solo or with a certificated instructor on board.

To carry passengers during nighttime hours, you must also have made at least three takeoffs and landings within the preceding 90 days. These night landings, however, must be to a *full stop*. No touch and goes for nighttime currency requirements.

If you get a tailwheel endorsement at some point, you will have a similar requirement for takeoffs and landings within 90 days. In this case, regardless of whether it is day or night, landings in a tailwheel airplane must be to a full stop to qualify for currency.

For the sake of nighttime currency, night is defined as the period that begins one hour after sunset and ends one hour before sunrise. Night is one hour after sunset until one hour before sunrise.

For further information, refer to the VFR Pilot Currency lesson.

## **Glider Towing**

To tow gliders you must be at least a private pilot and have a minimum of 100 hours of PIC time in the category, class, and type of aircraft using to tow the glider.

You also must have a logbook endorsement certifying that you have received ground and flight training in gliders.

Within the preceding 12 months you must have:

- (1) made at least three actual or simulated tows while accompanied by a qualified glider tow pilot
- (2) made at least three flights as PIC of a glider being towed by an aircraft.

## **Private Pilot Privileges and Limitations**

As a private pilot, you may share operating expenses for a flight with passengers, but you must pay an equal share. (Only fuel, oil, and airport or rental fees may be split with passengers.)

You may operate carry passengers on business flights only if the flight is incidental to that business. That is, you cannot be paid to be the pilot.

There are some exceptions for flights involving charities. Under certain circumstances you may act as PIC of an aircraft carrying passengers sponsored by a charitable organization for which the passengers make donations. The FSDO must be notified at least 7 days in advance and you must have a minimum of 500 hours total logged time. No aerobatic or formation flight may be flown, the flight must be conducted in day-VFR conditions, and the flight is non-stop, ending at the same airport from which it began.