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Chapter 1 : The Difference Between Part 91 and Part Operations | Stratos Jets

General Operating and Flight Rules (14 CFR Part 91) Certification: Pilots, Flight Instructors, and Ground Instructors (14 CFR Part 61) Pilot Schools (14 CFR Part).

Outline of the Federal Aviation Regulations, Pilot Requirements, and Aircraft Requirements This page helps you get an understanding of the different certifications. For operations requiring certification, the FSDO manager will assign an FAA aviation safety inspector to assist the operator during the certification process. Initial inquiries about certification or requests for applications should be in writing or by personal visit to the FSDO. The pilot in command PIC is responsible for determining whether the aircraft is in condition for safe flight. The PIC is required to terminate the flight when unairworthy mechanical, electrical, or structural conditions occur. In addition, the PIC may not operate the aircraft without complying with the operating limitations specified in the approved Airplane or Rotorcraft Flight Manual, markings, and placards, or as otherwise prescribed by the certificating authority of the country of registry. In case of an inflight emergency, the PIC is authorized to deviate from any rule in FAR Part 91 to the extent necessary to meet the emergency. However, any PIC who deviates from a rule in FAR Part 91 is required, upon the request of the Administrator, to send a written report of that deviation to the Administrator. If an operator uses an airplane with a seating configuration for 20 or more passenger seats or a maximum payload capacity of 6, pounds or more, and is not engaged in "common carriage," then FAR Part applies. A person is considered to be engaged in "common carriage" when "holding out" to the general public or to a segment of the public as willing to furnish transportation within the limits of its facilities to any person who wants it. Examples of holding out are as follows: Further information regarding common carriage vs. Generally, FAR Part applies to domestic, flag, and supplemental air carriers and commercial operators of large aircraft, while FAR Part applies to air taxi operators and commercial operators. FAR PART FAR Part , Rotorcraft External-Load Operations, prescribes the airworthiness certification requirements for rotorcraft, and the operating and certification rules governing the operation of rotorcraft conducting external-load operations in the United States by any person. The certification rules do not apply to a Federal, state, or local government conducting operations with a government-owned aircraft unless it is operating as a civil aircraft due to receipt of compensation. Federal, state, or local governments must; however, comply with all of the other rules contained in FAR Part , even when operating a public aircraft. This certificate is valid for calendar months unless it is surrendered, suspended, or revoked prior to the expiration date shown on the certificate. Rotorcraft must also comply with the airworthiness requirements contained in Subpart D of FAR Part and must have a valid standard or restricted category airworthiness certificate. At the present time, only rotorcraft of U. FAR PART FAR Part , Agricultural Aircraft Operations, prescribes the rules which govern the certification and operation of agricultural aircraft operated in the United States, and the issuance of either a private or commercial agricultural aircraft operator certificate for those operations. In a public emergency, a person who conducts agricultural aircraft operations may, where necessary, deviate from any operating rule contained in FAR Part for relief and welfare activities approved by an agency of the United States or of a state or local government. However, each person who deviates from a rule shall complete a report of the aircraft operation involved within 10 days, including a description of the operation and the reasons for it, to the nearest FAA FSDO. It does not include the dispensing of live insects. Forest firefighting is considered to be an agricultural aircraft operation. A rotorcraft may conduct agricultural aircraft operations with external dispensing equipment in place without a rotorcraft external-load operator certificate. However, an operator with a rotorcraft external-load operator certificate may conduct agricultural aircraft operations if it disperses only water on forest fires by rotorcraft external-load means without an agricultural aircraft operator certificate. A Federal, state, or local government conducting agricultural aircraft operations is not required to obtain an Agricultural Aircraft Operator Certificate. They must; however, comply with all of the other rules contained in FAR Part They must be equipped with a suitable and properly installed shoulder harness for use by each pilot. All civil aircraft are required to be operated by pilots certificated under FAR Part 61, Certification: Pilots And Flight

Instructors. FAR Part 61 prescribes the requirements for issuing pilot certificates and ratings, the conditions under which those certificates and ratings are necessary, and the privileges and limitations of those certificates and ratings. Pilots operating civil aircraft of U. Foreign aircraft may be operated in the U. FAR Part 67 prescribes the medical standards for issuing medical certificates. Pilots operating civil aircraft under instrument flight rules or in weather conditions less than the minimums prescribed for Visual Flight Rules are required to hold an Instrument Rating or an Airline Transport Pilot Certificate appropriate for the aircraft flown. Government aircraft operations that are no longer eligible for public aircraft status must now meet the civil airworthiness standards for certification of aircraft. A civil aircraft must have a current airworthiness certificate to operate in the National Airspace System. Additionally, all civil aircraft must meet the following requirements: An airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with FAR Parts 21, 43, and 91, as appropriate, and the aircraft is registered in the United States. The request must be sent to the FSDO having jurisdiction over the area in which the applicant is located and the applicant must be able to meet the requirements identified in FAR Section Additionally, the maintenance and inspections performed must be recorded in accordance with FAR Sections FAR Part 43 prescribes the rules governing the maintenance, preventative maintenance, rebuilding, and alteration of civil U. Prior to airworthiness certification, the type design must be certificated by the FAA. Section c of the Federal Aviation Act of makes a type certificate a prerequisite for issuance of airworthiness certificates. Each government operator who wishes to determine the eligibility of its aircraft for civil operations must contact the responsible geographic Aircraft Certification Office ACO for assistance in seeking either: Aircraft Previously Type Certificated. The applicant should update all maintenance manuals as necessary. If there has been a substantial change in the type design, e. Aircraft with No Prior Certification. It may be difficult to obtain type certification of aircraft that have no history of civil certification. However, if a government operator wishes to apply for type certification, it should file an application for a type certificate on FAA Form The application form must be accompanied by a three-view drawing and available basic data so that a preliminary regulatory certification basis may be established. The applicable airworthiness certification regulations, i. The applicant must submit the type design, test reports, and computations necessary to show that the product to be certificated meets the applicable airworthiness, aircraft noise, fuel venting, and exhaust emission requirements of the FAR. Upon examining the data and test reports, participating in testing, and inspecting the prototype aircraft, the Administrator must be able to find that the type design in fact complies with the above-mentioned regulations. An operator of an aircraft that has been operated in public aircraft status cannot obtain a standard airworthiness certificate or return the aircraft to civil operations without showing that the aircraft meets all the criteria for that airworthiness certificate as prescribed by the regulations. Making that showing may be difficult when the aircraft has not been maintained, altered, or inspected in accordance with the FAR. Before a standard airworthiness certificate can be issued, the applicant must show that: Procedures for Obtaining Certificate. Applicants interested in obtaining an airworthiness certificate must follow the following procedures. The applicant must have completed and signed the appropriate sections prior to submitting it to the FAA. This may be demonstrated through the use of data. In addition, the applicant must show the aircraft meets the applicable passenger emergency exit requirements of FAR Section These documents must be in the English language. The applicant must also show that the tests the aircraft has been subjected to have been satisfactorily completed, the records completed, and reflect no unapproved design changes. The flight test must be recorded in the aircraft records in accordance with FAR Section Aircraft assembled by a person other than the manufacturer e. A supplemental structural inspection program is also required for certain large transport category airplanes. Aircraft submitted by the applicant for inspection will be inspected for the following: The information presented should agree with the application for airworthiness certification. Advisory Circular B provides information related to other regulatory maintenance requirements applicable to part aircraft type certificated TC for nine or less passenger seats.

Chapter 2 : Part 91 vs Part What's the Difference? | PrivateFly Blog

This website contains general information on Title 14 of the Code of Federal Regulations (14 CFR) part certificates, requirements for certification, and the certification process. This site is designed to assist an applicant in determining if their proposed operation could be conducted Part

Part 23[edit] Part 23 contains airworthiness standards required for issuance and change of type certificates for airplanes in these categories: In the FAA proposed a new system of performance-based airworthiness standards instead of prescriptive design requirements. The familiar weight and propulsion classifications of small airplane regulations would be replaced by performance and risk-based standards for aircraft weighing less than 19, pounds and seating 19 or fewer passengers. The new passenger classifications are: Level 1, seating for 0 to 1 passenger; Level 2, 2 to 6; Level 3, 7 to 9; Level 4, 10 to It also determined special aspects of aircraft performance such as stall speed e. Prior to that date, airworthiness standards for airplanes in the normal, utility and acrobatic categories were promulgated in Part 3 of the US Civil Air Regulations. Many well-known types of light airplane, like the Cessna and Piper Cherokee are certified to these older standards, even though they remained in production after This part contains airworthiness standards for airplanes in the transport category. Transport category airplanes are either: A rather important section of this part, is the - climbing guaranteed with one engine out for multi-engine aircraft. The Boeing and later types, and Airbus A series, are well-known airplane types that were certified according to standards set out in FAR Part Prior to that date, airworthiness standards for airplanes in the transport category were promulgated in Part 4b of the US Civil Air Regulations which was in effect by November Effective August 27, , Special Civil Air Regulation SR was the basis for certification of the first turbine-powered transport airplanes, such as the Boeing , the Lockheed Electra, and the Fairchild Examples of rotorcraft certified in this part are the Robinson R44, Schweizer and the Bell Part 29[edit] This part contains airworthiness standards for rotorcraft in the transport category. Additionally, this regulation states that in an emergency requiring immediate action, the pilot-in-command may deviate from any regulation contained within Part 91 to the extent required to handle the emergency. Temporary flight restrictions often encompass major sporting events, natural disaster areas, air shows, space launches, and Presidential movements. Before the September 11, attacks , most TFRs were in the interest of safety to flying aircraft with occasional small restrictions for Presidential movements. They are also available to other high-profile figures such as presidential and vice-presidential candidates though not all do so, as Senator John Kerry , who did not ask for any TFR during the election. If a loss of radio communications were to be encountered during VFR conditions, or if VFR conditions are encountered after loss of communication with the ground and other aircraft, the pilot of the aircraft shall continue the flight under VFR and land as soon as practicable. Route â€" The pilot will follow: The route assigned in the last contact with ATC before loss of communication, or, if being radar vectored, continue direct to the radar fix specified in the vector clearance; In the absence of an assigned route, the pilot will follow the route advised by ATC; In the absence of an ATC assigned or advised route, the pilot will follow the route set down in the flight plan. Altitude â€" The pilot will continue at the highest of the following altitudes or flight levels: These parts do not distinguish type of aircraft, but rather type of activity done with the aircraft. Regulations for commuter and commercial aviation are far more intensive than those for general aviation, and specific training is required. Hence, flights are often referred to as Part XX operations, to specify which one of the different sets of rules applies in a particular case. Also, flight schools will often designate themselves as Part 61 or Part to distinguish between different levels of training and different study programs they could offer to the students. Part 61 is certification for all pilots, flight instructors, and ground instructors. Part 63 is certification for flight crewmembers other than pilots; such as flight engineers and flight navigators. Part 91 is general operating rules for all aircraft. General aviation flights are conducted under this part. Part 91, Subpart K prescribes operating rules for fractional ownership programs. Small unmanned aircraft systems sUAS are those that weigh less than 55 pounds. Part is scheduled air carrier airliners. Part is external load helicopter operations. Part is a set of rules with more stringent standards for commuter and on-demand operations. Part is a more

structured method for pilot training, based on FAA syllabus and other standards. Part 21 is certification procedures for products and parts. Part 39 are airworthiness directives. Part 43 is maintenance, preventive maintenance, rebuilding, and alteration. Part contains the rules a certificated repair station must follow as well as any person who holds, or is required to hold, a repair station certificate issued under this part. Charter[edit] Part applies to Public Charter air transportation of passengers in interstate or foreign air transportation; whether furnished by a certificated commuter or foreign air carrier, or an air taxi operator, that directly engages in the operation of aircraft; or Public Charter operators.

Chapter 3 : Notice , Clarification of Direct Employee for Part in OpSpecs A and A

Home > Aviation Regulations > Parts Index > Part Part - OPERATING REQUIREMENTS: COMMUTER AND ON-DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT Sec. - Airworthiness certification.

Understanding the Difference in Safety Between Part 91 Private and Part Charter Operations Understanding the Difference in Safety Between Part 91 Private and Part Charter Operations Making the decision between owning your own private aircraft or utilizing a private jet charter service is one of the most difficult and important decisions you will ever make. When considering the advantages of both business models, it can be difficult to determine which option will afford you with the most safety and security for your investment. Having a working knowledge of both FAR Part 91 and Part regulations, however, could help you make the right decision for you and your company. The FARs were designed to promote aviation safety and protect passengers from unnecessary risk. These regulations govern pilot training and experience, aircraft maintenance, safety procedures and insurance requirements. Annual inspections evaluate the airworthiness of private aircraft by evaluating the inspection intervals, parts replacement and life-limited components of private aircraft. Conversely, Part aircraft operators are required to establish a more rigorous maintenance program such as the hour inspection for their charter aircraft. This inspection requires aircraft operators to inspect their aircraft every hours and continually provide assurance of the safety and integrity of their private aircraft. In addition to more frequent maintenance requirements, Part charter aircraft are also subject to certain runway length and weather reporting restrictions. Every private jet aircraft has certain runway length limitations referred to as takeoff and landing distances. These distances vary based on the size and weight of your aircraft. While Part 91 aircraft can utilize any airport that meets with their own runway length requirements, Part aircraft can only utilize airports where they can land within the first 80 percent of the runway. In addition, Part charter aircraft can only conduct instrument approaches into airports with on-site weather reporting facilities, while Part 91 aircraft can conduct instrument procedures into any airport. The stricter maintenance requirements of Part help to ensure that charter flights are conducted on the safest and most highly-maintained private jet aircraft in the industry. In addition, Part runway length requirements prevent charter operators from utilizing potentially unsafe airports with short runways. Part weather reporting restrictions make certain that your air charter pilots obtain the necessary weather information before attempting an instrument approach procedure into any airport. A few weeks ago, we heard the story of the Piper Seminole crash that took the lives of four, young Part 91 pilots. The pilots were not able to react quickly enough, and the aircraft crashed into the Palm Beach International Airport. Although the NTSB has yet to release the official report of the crash, it is most probable that the aircraft crashed as a result of engine failure. Accidents like the Piper Seminole crash are perfect examples of why you should work with experienced air charter agents to find fully-licensed Part aircraft for your private jet flights. Part regulations have helped establish a level of consistency that can prevent accidents like these from happening. The enhanced safety requirements for Part flights provides passengers with the assurance of a safe and well-maintained aircraft. By choosing to utilize a private jet charter service, you and your company can acquire the most safety and security for your investment. To arrange a private or group jet charter contact Stratos Jet Charters at

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Chapter 4 : Part of the Federal Aviation Regulations

If you charter private aircraft, you may have come across reference to FAR (Federal Aviation Regulations) Part Here's a quick overview to give you some background.

Applicants for a FAR Part certificate must have exclusive use of at least one aircraft. In this case however, the concept of operational control is important. The certificate holder is responsible for operational control, and must be able to document and show operational control over the crew and aircraft. FAR Part covers charters, but not brokers. Here are a few other important aspects of FAR Part Roles FAR Part defines several important roles. The certificate holder is the entity that has applied for and holds the FAR Part certificate. It also specifies both a pilot-in-command, and a second-in-command which is not always needed. The pilot-in-command must have a minimum of 1, hours of experience and must remain in command for the entire flight. Key Elements of FAR Part Aircraft requirements The aircraft must be in an airworthy condition, including meeting the requirements relating to identification and equipment. It must carry an appropriate and current airworthiness certificate. Visual rules can be used when the pilot can use his sight to fly the plane, while instrument flight rules involve the use of flight instruments to operate the aircraft rather than sight. Many of the specific rules and regulations of FAR part differ depending on which method is being used. Manual and Recordkeeping Part requires the existence of a manual, and details what must be included in the manual, including procedures for accident notifications, and reporting and recording requirements. Certificate holders are also responsible to a specific level of recordkeeping at their place of business. Required records including operating certificate, operating specifications, medical certificates, and records of each pilot. Staffing and Training To maintain the safety of aircraft and passengers, specifics on staffing and training are outlined in FAR Part In addition, a second-in-command is required when carrying passengers under IFR unless approved to use autopilot. For planes offering more than 19 passenger seats excluding the pilot , a flight attendant is required. Testing and training procedures are also detailed. All pilots must be regularly tested on all aspects of flight including but not limited to weight and balance of each plane, air traffic control procedures, meteorology, recognizing and avoiding bad weather, instrument proficiency under IFR. Flight attendants must also be tested. Certificate holders must have a training curriculum as described in Part , which requires the appropriate facilities, instructors and simulators. Part also describes the specifics on what the curriculum should include. This is a quick overview, to give you a feel for the types of things covered by FAR Part

Chapter 5 : FAR/AIM: Â§ â€“ Emergency equipment: Overwater rotorcraft operations.

We would like to show you a description here but the site won't allow us.

Chapter 6 : Outline of the federal aviation regulations, pilot requirements, and aircraft requirements

I could write a book on the differences between Part 91, and , but you and I don't have that kind of time. Let's keep it simple. First of all, you need to understand, these "parts" refer to the different parts of the Federal Aviation Regulations, Titles 14 and 49 of the Code of Federal Regulations.

Chapter 7 : Part 91 operator - Wikipedia

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Chapter 8 : FAR/AIM: Â§ â€“ Operations control centers.

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This is a list of United States Code sections, Statutes at Large, Public Laws, and Presidential Documents, which provide rulemaking authority for this CFR Part.. This list is taken from the Parallel Table of Authorities and Rules provided by GPO [Government Printing Office].

Chapter 9 : Federal Aviation Regulations - Wikipedia

Having a working knowledge of both FAR Part 91 and Part regulations, however, could help you make the right decision for you and your company. New entrants to the private aviation industry may not be familiar with the Federal Aviation Regulations (FARs) for both general aviation and private jet charter operations.