

Phase 3 - Class 11 Aerobatic Operations**91.303**

Note: For obvious reasons, the FAA has put restrictions on aerobatic operations. You, as a private pilot, might find yourself in the position of flying an aerobatic airplane and need to know these restrictions. You might be thinking "what about the air shows"? As with any of these regulations, there are waivers issued by the FAA Administrator.

1. What is the definition of aerobatic flight? (be specific)
2. What are the visibility requirements for aerobatic flight?
3. How low to the ground are you allowed to fly in aerobatic flight?
4. Are you allowed to do aerobatic flight within the confines of an airport?
5. How far away must you be from a federal airway in aerobatic flight?

Phase 3 - Class 11 Parachute Operations**91.307**

Note: In general today, parachutes are made of synthetic materials and do not deteriorate like natural materials (silk). The chute packers are certificated by the FAA, similar to pilots. As GA pilots we normally would not think of needing a parachute but under certain conditions they are required. You are not allowed to use a chute meeting these conditions but you are not allowed to even carry one on board the airplane for emergency purposes.

1. How long since the last packing may a chute be used?
2. What maneuvers require each occupant of an aircraft to wear a parachute?
3. Are you required to wear a parachute when doing commercial flight training which requires spins?
4. Where would you look to see if an airport has parachute operations?

Phase 3 - Class 11 Initial Notification to NTSB**NTSB 830.2, 830.5, 830.6; AIM 7-6-2**

Note: The National Transportation Safety Board (NTSB) is primarily interested in issues of safety. They separate events into "incidents" and "accidents" - see NTSB 830.2 for the definitions. You are responsible for understanding the difference, when to report or not, and how soon a report is required. Occasionally it is nothing more than a phone call and in other cases a written report may be requested. Note the severity and extent of damage that will be a cause for NTSB notification.

1. When is an immediate NTSB notification appropriate?
2. Where would you file any notification or report to the NTSB?

Phase 3 - Class 11 Preserving the Accident Scene**NTSB 830.10**

Note: There are occasions when it is safer to move the wreckage. In any case the wreckage should be preserved as much as possible. It might be prudent to take pictures just prior to movement but not at the expense of life.

1. The regulation references the NTSB Board Members or "it's authorized representatives". Who do you think that might be?
2. As a witnessing pilot, do you have any responsibilities when you are at the scene of an accident?

Phase 3 - Class 11 Reporting an Accident**NTSB 830.15**

1. How much time do you have if you need to file a report with the NTSB regarding an accident?
2. Your friend rented an airplane and was supposed to return this afternoon. How soon do you need to file a report with the NTSB?

In reality, when would you report the missing airplane?