

§ 61.89

aircraft to be flown, and that endorsement remains current for solo flight privileges, provided an authorized instructor updates the student's logbook every 90 days thereafter.

[Doc. No. 25910, 62 FR 16298, Apr. 4, 1997; Amdt. 61-103, 62 FR 40902, July 30, 1997; Amdt. 61-104, 63 FR 20287, Apr. 23, 1998; Amdt. 61-110, 69 FR 44866, July 27, 2004; Amdt. 61-124, 74 FR 42557, Aug. 21, 2009; Docket FAA-2010-1127, Amdt. 61-135, 81 FR 1306, Jan. 12, 2016]

§ 61.89 General limitations.

(a) A student pilot may not act as pilot in command of an aircraft:

- (1) That is carrying a passenger;
- (2) That is carrying property for compensation or hire;
- (3) For compensation or hire;
- (4) In furtherance of a business;
- (5) On an international flight, except that a student pilot may make solo training flights from Haines, Gustavus, or Juneau, Alaska, to White Horse, Yukon, Canada, and return over the province of British Columbia;
- (6) With a flight or surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;
- (7) When the flight cannot be made with visual reference to the surface; or
- (8) In a manner contrary to any limitations placed in the pilot's logbook by an authorized instructor.

(b) A student pilot may not act as a required pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or regulations under which the flight is conducted, except when receiving flight training from an authorized instructor on board an airship, and no person other than a required flight crewmember is carried on the aircraft.

(c) A student pilot seeking a sport pilot certificate must comply with the provisions of paragraphs (a) and (b) of this section and may not act as pilot in command—

- (1) Of an aircraft other than a light-sport aircraft;
- (2) At night;
- (3) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;
- (4) In Class B, C, and D airspace, at an airport located in Class B, C, or D

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airspace, and to, from, through, or on an airport having an operational control tower without having received the ground and flight training specified in § 61.94 and an endorsement from an authorized instructor;

(5) Of a light-sport aircraft without having received the applicable ground training, flight training, and instructor endorsements specified in § 61.327 (a) and (b).

(d) The holder of a student pilot certificate may act as pilot in command of an aircraft without holding a medical certificate issued under part 67 of this chapter provided the student pilot holds a valid U.S. driver's license, meets the requirements of § 61.23(c)(3), and the operation is conducted consistent with the requirements of paragraphs (a) and (b) of this section and the conditions of § 61.113(i). Where the requirements of paragraphs (a) and (b) of this section conflict with § 61.113(i), a student pilot must comply with paragraphs (a) and (b) of this section.

[Doc. No. 25910, 62 FR 16298, Apr. 4, 1997, as amended by Amdt. 61-110, 69 FR 44867, July 27, 2004; Amdt. 61-125, 75 FR 5220, Feb. 1, 2010; Docket FAA-2016-9157, Amdt. 61-140, 82 FR 3165, Jan. 11, 2017]

§ 61.91 [Reserved]

§ 61.93 Solo cross-country flight requirements.

(a) *General.* (1) Except as provided in paragraph (b) of this section, a student pilot must meet the requirements of this section before—

(i) Conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the airport from where the flight originated.

(ii) Making a solo flight and landing at any location other than the airport of origination.

(2) Except as provided in paragraph (b) of this section, a student pilot who seeks solo cross-country flight privileges must:

- (i) Have received flight training from an instructor authorized to provide flight training on the maneuvers and procedures of this section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;