



## Observer Qualifications

Observers must have been provided with sufficient training to communicate clearly, to the pilot, any turning instructions required to stay clear of conflicting traffic. Observers are required to have read and understand the rules and responsibilities described in 14 CFR 91.111, Operating Near Other Aircraft:

### **91.111 Operating near other aircraft.**

- (a) No person may operate an aircraft so close to another aircraft as to create a collision hazard.
- (b) No person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in the formation.
- (c) No person may operate an aircraft, carrying passengers for hire, in formation flight, and 14 CFR 91.113, Right of Way Rules.

### **§91.113 Right-of-way rules: Except water operations.**

- (a) Inapplicability. This section does not apply to the operation of an aircraft on water.
- (b) General. When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft. When a rule of this section gives another aircraft the right-of-way, the pilot shall give way to that aircraft and may not pass over, under, or ahead of it unless well clear.
- (c) In distress. An aircraft in distress has the right-of-way over all other air traffic.
- (d) Converging. When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way. If the aircraft are of different categories—
  - (1) A balloon has the right-of-way over any other category of aircraft;
  - (2) A glider has the right-of-way over an airship, powered parachute, weight-shift-control aircraft, airplane, or rotorcraft.
  - (3) An airship has the right-of-way over a powered parachute, weight-shift-control aircraft, airplane, or rotorcraft. However, an aircraft towing or re-fueling other aircraft has the right-of-way over all other engine-driven aircraft.
- (e) Approaching head-on. When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.
- (f) Overtaking. Each aircraft that is being overtaken has the right-of-way and each pilot of an overtaking aircraft shall alter course to the right to pass well clear.



(g) Landing. Aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

Observers must have in their possession a current 2nd class or higher airman medical certificate that has been issued under 14 CFR 67, medical Standards and Certification, or military equivalent. 14 CFRR 91.17, Alcohol or Drugs, applies to UA observers.

**91.17 Alcohol or drugs.**

(a) No person may act or attempt to act as a crewmember of a civil aircraft—

(1) Within 8 hours after the consumption of any alcoholic beverage;

(2) While under the influence of alcohol;

(3) While using any drug that affects the person's faculties in any way contrary to safety; or

(4) While having an alcohol concentration of 0.04 or greater in a blood or breath specimen. Alcohol concentration means grams of alcohol per deciliter of blood or grams of alcohol per 210 liters of breath.

(b) Except in an emergency, no pilot of a civil aircraft may allow a person who appears to be intoxicated or who demonstrates by manner or physical indications that the individual is under the influence of drugs (except a medical patient under proper care) to be carried in that aircraft.

(c) A crewmember shall do the following:

(1) On request of a law enforcement officer, submit to a test to indicate the alcohol concentration in the blood or breath, when—

(i) The law enforcement officer is authorized under State or local law to conduct the test or to have the test conducted; and

(ii) The law enforcement officer is requesting submission to the test to investigate a suspected violation of State or local law governing the same or substantially similar conduct prohibited by paragraph (a)(1), (a)(2), or (a)(4) of this section.

(2) Whenever the FAA has a reasonable basis to believe that a person may have violated paragraph (a)(1), (a)(2), or (a)(4) of this section, on request of the FAA, that person must furnish to the FAA



the results, or authorize any clinic, hospital, or doctor, or other person to release to the FAA, the results of each test taken within 4 hours after acting or attempting to act as a crewmember that indicates an alcohol concentration in the blood or breath specimen.

(d) Whenever the Administrator has a reasonable basis to believe that a person may have violated paragraph (a)(3) of this section, that person shall, upon request by the Administrator, furnish the Administrator, or authorize any clinic, hospital, doctor, or other person to release to the Administrator, the results of each test taken within 4 hours after acting or attempting to act as a crewmember that indicates the presence of any drugs in the body.

To comply with the above, AAI conducts the following observer training:

1. Brief (train) observer on proper radio (or headset) communication.
2. Observer must read and understand 91.111 and 91.113
3. Observer must have or obtain a 2nd class medical
4. Observer must read and understand 91.17
5. We make an entry into the observers training folder or flight crew logbook indicating that observer training has been completed.