

Private Pilot

Part 61

Training Program

The essence of this Part 61 Training Program is the ability to tailor a flight training program to fit the varying requirements of a particular student, training environment and training aircraft. Additionally it is recognized that flight instructors or Part 61 flight schools many times have differing teaching techniques and different approaches to various aviation subjects that work best for their style of instruction and training location. This Part 61 Training Program is presented in Word Document format so as to make it convenient to modify this document to fit a particular set of needs in order to produce a satisfying student experience and a high student success rate.

Student Name:

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Appendix

Generic Aircraft Check List

GUMPS Check List

Cross-Country Planning Documents

Part 61 Private Pilot Training Program

The goal in providing a Part 61 Private Pilot Training Program is to:

- 1) Develop a safe FAA Certified Private Pilot,
- 2) In a time period commensurate with the amount of time the student has to devote to the training,
- 3) At the lowest reasonable cost, and
- 4) Poised to continue a lifetime of learning.

During any aviation training program certain challenges are present. Inclement weather, unforeseen maintenance issues with aircraft, availability of flight instructors, varying student availability and progress are some of these challenges. The students of the Part 61 Private Pilot Training Program are part-time students and as a result these challenges are sometimes increased. Thus:

The purpose of this Private Pilot Training workbook is to:

- 1) Provide the student with a guide describing the content of the training and, as best as possible, the sequence of that training, and
- 2) Provide the student's flight instructor (or flight instructors) with a comprehensive record of the specific training the student has received so as to avoid unnecessary duplication of training.

Your flight instructor assumes a great deal of responsibility for your training. Their decisions will shape your aviation future and will hopefully inspire you for a lifetime of accomplishments. We hope you enjoy the training you receive. If there is any question you have about your flying experience, please feel free to discuss it with your flight instructor at any time.

The student will keep this workbook with their log book and may make notes in it as necessary. The flight instructor will make the entries in this workbook as the student progresses through the program.

Things you will need to do:

- 1) Present your driver's license and your birth certificate or your passport to your flight instructor,
- 2) Make an appointment for an FAA Third Class Medical examination with an FAA certified Aviation Medical Examiner. This Third Class Medical Certificate should be issued with a Student Pilot Certificate by the Aviation Medical Examiner. (Your flight instructor will provide a list of Aviation Medical Examiners),
- 3) Sign up at www.Faasafety.gov in order to "stay tuned" with the FAA.

Things you will need to get:

Headset

Aviation Sectional Chart

Airport/Facility Directory

Pilot's Operating Handbook for the training aircraft (POH)

Log Book

Title 14 of the Code of Federal Regulations (CFR's) sometimes referred to as the Federal Aviation Regulations (FAR's)

Aeronautical Information Manual (AIM) with Pilot/Controller Glossary

Private Pilot Practical Test Standards for Single-Engine Land Airplanes (PTS)

Knowledge test study materials (i.e. Books, Audio Tapes, Video Tapes, DVD's)

Flight Planning Plotter

Flight Computer

In the first few flight sessions your Flight Instructor will do the following:

- 1) Explain this Private Pilot Training workbook
- 2) Explain the necessity of a FAA Medical Certificate and Student Pilot Certificate
- 3) Explain renter insurance
- 4) Ask you to complete at home the open book Pre-Solo Knowledge Test included in this workbook. And set a proposed completion date for this open book test.

The date of completion of the **Pre-Solo Knowledge Test** shall be _____

- 5) Sign you up for the AOPA Flight Training Magazine
- 6) Explain suitable training weather at the training airport and the telephone number for the applicable Automatic Surface Observation System (ASOS) or Automatic Weather Observation System (AWOS)
- 7) Certify that you are a U.S. Citizen in your Log Book
- 8) Explain the necessary FAA Knowledge Test preparation and set the proposed completion date for the FAA Knowledge Test.

The date of completion of the **FAA Knowledge Test** shall be _____

Electronic Helpers

There are a multitude of excellent electronic device applications and computer programs and web sites supporting flight instruction and instrument flying. Here are a few that are helpful:

AOPA FlyQ App

A quick loading App for METARS, TAFs and airport information

MyRadar App

A quick loading App for Radar, Airmets and Sigmets

Radio Navigation Simulator (RNS) App by Digital Aviation

Student version with a HI and Pro version with an HSI display

Useful depiction and manipulation tools for understanding VOR/ILSs

FAR/AIM App by Tekk Innovations

Searchable FAR/AIM App

<http://www.faa.gov/>

FAA web site

<https://iacra.faa.gov/iacra/>

FAA Pilot Certificate and Rating Application

<https://medxpress.faa.gov/>

FAA MedXPress online medical application system

<http://www.faasafety.gov/>

FAA Wings Program

<http://asrs.arc.nasa.gov/report/electronic.html>

NASA Aviation Safety Reporting System

<http://aviationweather.gov/>

National Oceanic Atmospheric Administration (NOAA)
and National Weather Service (NWS)

<http://www.asa2fly.com/>

Private Pilot Oral Exam Guide Published
by ASA (Aviation Supplies & Academics)

<http://www.duats.com/>

CSC DUATS FAA Weather, Flight Planning and Flight Plan Filing

<http://www.FLTPlan.com>

An excellent on-line full featured flight planning tool

<http://www.wunderground.com/ndfdimage/viewimage>

Long term (7 day) weather forecasting

<http://www.aopa.org/>

Airplane Owners and Pilots Association

<http://www.eaa.org/>

Experimental Aircraft Association

There are several FAA test prep Apps and Web Sites available. Most have a fee but some are free. But if you are going to use one you must be careful to get an app that is up-to-date and is being supported. The only way to do this is to search the current FAA Test Preps available. The FAA maintains a useful list at www.FAA.gov.

CAUTION: New Apps and other Web Sites and programs are being developed continually and ones that have been relied upon are sometimes disturbingly discontinued or left unsupported with updates. Keep well informed about what is available and what may be have been abandoned.

The Private Pilot Training

The basis of the Private Pilot Training Program is the **Progress Checklist** which follows in this workbook. As the student progresses through the training program, the instructor will check off the various units started and completed allowing for a quick reference as to where the student stands in their training.

The student will progress through the **Discovery Phase** then the **Preparation Phase** at the end of which the student will be ready to take the FAA Practical Test with an FAA Examiner and earn a FAA Private Pilot Certificate.

Each phase of the training program is made up of several “Units of Instruction.” Some of these units are mandatory for the phase; others are **Discretionary** as depicted on the **Progress Checklist**. The instructor will make the decision as to whether **Discretionary** units of Instruction will be addressed in the **Discovery Phase** or in the **Preparation Phase**. All units shall be completed.

In the **Discovery Phase** the student will be expected to complete each unit and demonstrate it to an acceptable degree of safe operation. In the **Preparation Phase** the student will be expected to complete each unit and demonstrate it to Practical Test Standards (PTS); i.e. to the standards expected by an FAA Examiner.

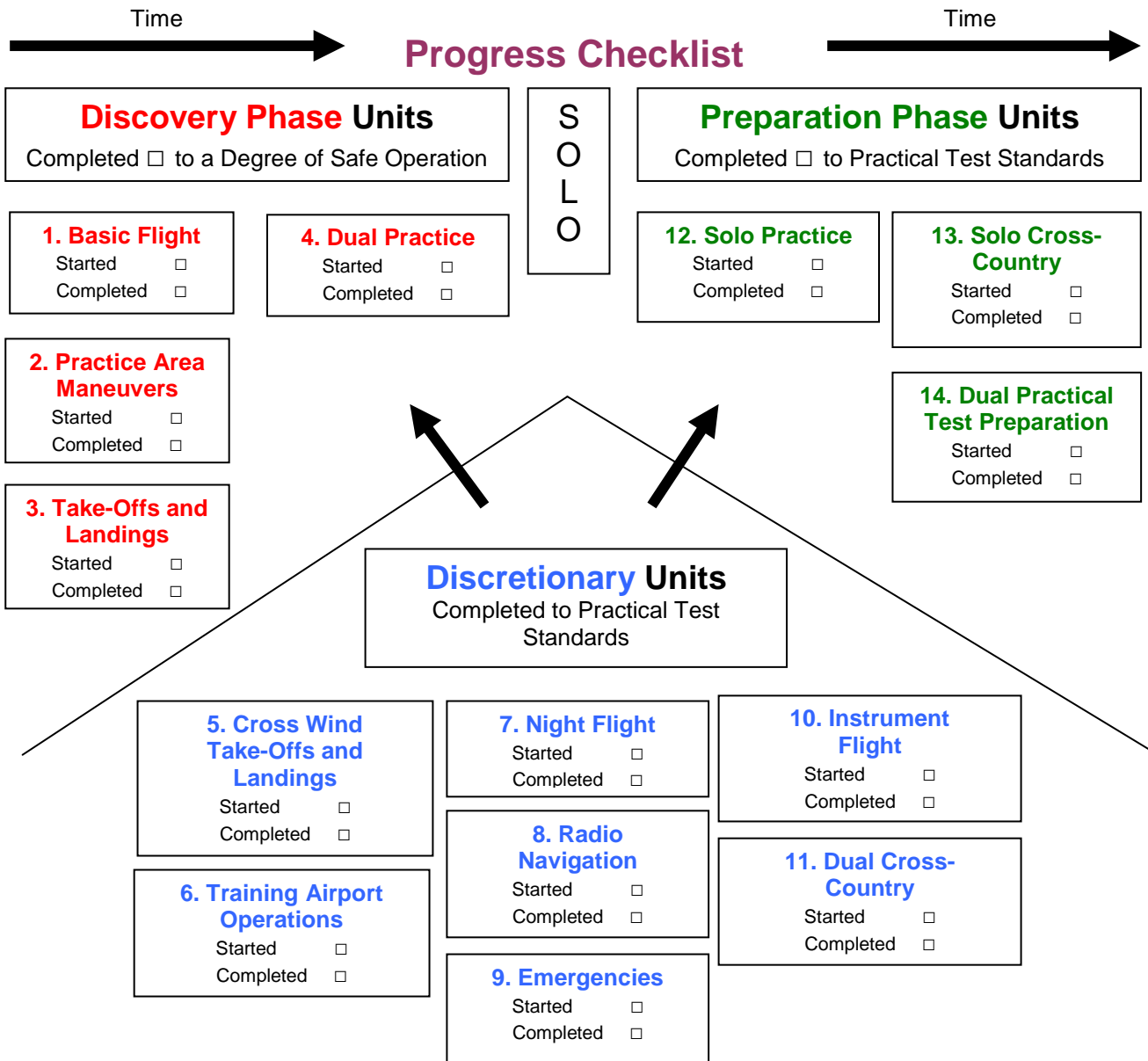
The **Progress Checklist** is supplemented by a more detailed description of the content of each unit of Instruction. This detailed description of unit content is described in the **Outline of Unit Content and Completion**. In this outline each unit is composed of Flight Maneuvers and Ground Discussions and may take only one lesson to complete. However, many of the units may take several lessons to complete satisfactorily. The flight instructor will be the judge as to the completion of each unit to the required standard.

Key to the training program is that the completion of a particular unit of instruction is not necessary to the commencement of another unit of instruction. Your Flight Instructor will make the decision as to the content of each lesson and from which unit of instruction the lesson will be based.

Each lesson will be preceded and concluded by a ground discussion of varying length. Some may be quite lengthy; others may be only a few minutes. At the end of each lesson the flight instructor will discuss with the student the next lesson and a “next lesson plan” will be assigned.

There are sure to be occasions where following the “next lesson plan” may not be possible for various reasons. When these occasions occur it will be the responsibility of the student to have such a working knowledge of the entire training program so as to be able to absorb unplanned material.

Progress Checklist Diagram



Although the above depicted **Progress Checklist** can be interpreted to imply that solo is expected half way through the training program. This is seldom the case. Many times your flight instructor may not schedule your first solo flight until late in your training. This may be the case when dealing with inclement weather, scheduling issues and/or aircraft maintenance problems.

Outline of Unit Content and Completion

1. Basic Flight

- a. Flight Maneuvers
 - 1) Checklists and their use Needs Work Completed
 - 2) Taxiing Needs Work Completed
 - 3) Run-ups Needs Work Completed
 - 4) Straight and Level Flight Needs Work Completed
 - 5) Coordinated Cruising Turns Needs Work Completed
 - 6) Dutch Rolls for Coordination Needs Work Completed
 - 7) Climbs and Descents With Turns Needs Work Completed
 - 8) Climbing and Descending Turns With Flaps Needs Work Completed
 - 9) Airspeed Control on Landings Needs Work Completed
- b. Ground Discussion
 - 1) Air Traffic Control Communications Completed
 - 2) Preflight Walk Around Preparation Completed
 - 3) Aerodynamics of Lift Completed
 - 4) Aerodynamics of Turns Completed
 - 5) Right Rudder Use Completed
 - 6) Aircraft Systems Completed
 - 7) Equipment Malfunction Including Radio Failure Completed
 - 8) Aircraft Powerplants Completed

2. Practice Area Maneuvers

- a. High-Altitude Maneuvers Performance Maneuvers (Above 3,500 ft AGL)
 - 1) Slow Flight With and Without Flaps Needs Work Completed
 - 2) Steep Turns Needs Work Completed
 - 3) Power-Off Stalls-Approach Stalls-
Recovery at First Indication
at Full Stall and With Banks Needs Work Completed
 - 4) Power-On Stalls-Departure Stalls-
Recovery at First Indication
at Full Stall and With Banks Needs Work Completed
 - 5) Emergencies Needs Work Completed
- b. Low-Flight Maneuvers Ground-Reference Maneuvers (At 1000 ft AGL)
 - 1) Rectangular Patterns Needs Work Completed
 - 2) Turns Around a Point Needs Work Completed
 - 3) "S" Turns over a road or power line Needs Work Completed
- c. Ground Discussion
 - 1) Pre-flight Weather Planning and NOTAMS Completed
 - 2) Wind and Its effects (Crab Angle) Completed
 - 3) Aerodynamics of Stalls Completed
 - 4) VFR Flight and Flight Following Completed
 - 5) Collision Avoidance, Wind Shear Avoidance
and Wake Turbulence Completed

3. Takeoffs and Landings

- a. **GUMPS Checklist** - Do this before every takeoff and on every landing approach and on short final. It must be automatic! Needs Work Completed
- b. Lining up with runway Needs Work Completed
- c. Takeoffs
 - 1) Normal Takeoffs Needs Work Completed
 - 2) Specialty Takeoffs
 - A) Short Field Takeoffs Needs Work Completed
 - B) Soft Field Takeoffs Needs Work Completed
- d. Landings
 - 1) Normal Landings Needs Work Completed
 - 2) Specialty Landings
 - A) Short Field Landings Needs Work Completed
 - B) Soft Field Landings Needs Work Completed
- e. Slips to a Landing and Slips to lose altitude Needs Work Completed
- f. Introduction to Cross-Wind Takeoffs and Landings Needs Work Completed
- g. Drag the Runway Needs Work Completed
- h. Go Arounds Needs Work Completed
- i. Ground Discussions
 - 1) Traffic Patterns With Entries and Departures Completed
 - 2) Approaches Completed
 - 3) Flares Completed
 - 4) Burn-Offs (see Landing Diagram page 23) Completed
 - 5) Touch Downs Completed
 - 6) Takeoff and Landing Performance Charts Completed
 - 7) Effects of Wind Completed

4. Dual Practice

- a. Flight Maneuvers
 - 1) Best Rate V_y and Best Angle V_x Climbs Needs Work Completed
 - 2) Review of Introduced Maneuvers Needs Work Completed
- b. Ground Discussions
 - 1) Estimating Visibility in Flight Completed
 - 2) Lost Procedures Completed
 - 3) Loss of Radio Communications Completed
 - 4) Emergencies Completed
 - 5) Pilot-in-Command Attitude Completed

5. Cross-Wind Takeoffs and Landings

- a. Cross-Wind Takeoffs
 - 1) Ground Roll Needs Work Completed
 - 2) Climb Out Wind Correction Needs Work Completed
- b. Cross-Wind Landings
 - 1) Wing Low Final Approach Needs Work Completed
 - 2) Wing Low Touch Down Needs Work Completed
 - 3) Go Arounds Needs Work Completed
 - 4) Ground Roll Needs Work Completed

- c. Ground Discussions
 - 1) Wind Speed and Intensity Completed
 - 2) Wind Changes in Pattern Completed
 - 3) Wing Low Touch Down vs. Rudder Kick Methods Completed
 - 4) Discussions of higher speed aircraft Completed

6. Training Airport Operations

- a. Flight Maneuvers
 - 1) Pattern Entries Right and Left Needs Work Completed
 - 2) Radio Communications Needs Work Completed
 - 3) Short and Soft Field Operations Needs Work Completed
- b. Ground Discussions
 - 1) Standard and Non Standard Patterns Completed
 - 2) Fly Over Inspections Completed
 - 3) Taxi-back Operations Completed
 - 4) Low Level Wind Changes Completed

7. Night Flight

- a. Flight Maneuvers
 - 1) Radio Navigation Cross-Country Needs Work Completed
 - 2) Full Stop Landings Needs Work Completed
 - 3) Landing Light out Operation Needs Work Completed
- b. Ground Discussions
 - 1) Optical Illusions Completed
 - 2) Walk-around Inspections at night Completed
 - 3) Cockpit Lighting Completed
 - 4) Aircraft Lighting and Electrical Systems Completed

8. Radio Navigation

- a. Flight Maneuvers
 - 1) Use of VOR Radios Needs Work Completed
 - 2) Use of GPS "Direct To" Function Needs Work Completed
 - 3) ASR Approach Needs Work Completed
- b. Ground Discussions
 - 1) ATC Help Available Completed
 - 2) VOR Theory Completed
 - 3) GPS Theory Completed

9. Emergencies

- a. Flight Maneuvers
 - 1) Before climb out Needs Work Completed
 - 2) On Climb out Needs Work Completed
 - 3) En-route Needs Work Completed
- b. Ground Discussions
 - 1) Aircraft systems Completed
 - 2) Checklist use Completed

- 3) Emergencies from power application to cruise Completed
- 4) Off airport precautionary landings Completed

10. Instrument Flight

- a. Flight Maneuvers
 - 1) Basic Hooded Turns Needs Work Completed
 - 2) Basic Hooded Climbs and Descents Needs Work Completed
 - 3) Hooded 180° Weather Turns Needs Work Completed
 - 4) Hooded Unusual Attitudes Needs Work Completed
 - 5) IFR Flight Opportunity Needs Work Completed
- b. Ground Discussions
 - 1) Instrument Flight Rules Completed
 - 2) IFR Clearances Completed
 - 3) Instrument Scans Completed
 - 4) Dead Man's Spiral Completed

11. Dual Cross-Country

- a. Flight Maneuvers
 - 1) Into Towered Airports Needs Work Completed
 - 2) Into Non-Towered Airports Needs Work Completed
 - 3) File VFR Flight Plan Needs Work Completed
 - 4) VOR Deviation to Alternate Airport Needs Work Completed
- b. Ground Discussions
 - 1) Use of Compass Completed
 - 2) Use of Charts and A/F Directory Completed
 - 3) Pilotage, Dead Reckoning and Flight Planning Completed
 - 4) Lost Procedures Completed
 - 5) METARS and Forecasts Completed
 - 6) Weather Briefings and NOTAM Briefings Completed
 - 7) Critical Weather Situations Completed
 - 8) Hazardous Terrain Features Completed
 - 9) Web Weather, AOPA and other Web Sites Completed
 - 10) Loss of Radio Communications Completed

12. Solo Practice

- a. Flight Maneuvers
 - 1) Review Introduced Maneuvers Needs Work Completed
- b. Ground Discussions
 - 1) Discuss Solo Limitations Completed
 - 2) 1,000 ft AGL Minimum-Ground Reference Maneuvers Completed
 - 3) 3,500 ft AGL Minimum Performance Maneuvers Completed
 - 4) Lost Procedures Completed
 - 5) Loss of Radio Communications Completed

13. Solo Cross-Country

- a. Flight Maneuvers
 - 1) Flight Preparation Needs Work Completed
- b. Ground Discussions
 - 1) Emergencies Completed

- 2) Loss of communications Completed
- 3) 121.5 MHz - 7700 and 7600 Transponder Codes Completed

14. Dual Practical Test Preparation

- a. Flight Maneuvers
 - 1) Review All PTS Maneuvers Needs Work Completed
 - 2) Practice Practical Test Needs Work Completed
- b. Ground Discussions
 - 1) Review in detail the PTS Completed
 - 2) Review of Aircraft Maintenance Records Completed
 - 3) Practical Test Realities Completed

Pre-Solo Knowledge Test

Airplane make/model: _____

You will need:

14 CFR (FAR's)

Aeronautical Information Manual (AIM) with Pilot/Controller Glossary

Aviation Sectional Chart

Private Pilot Practical Test Standards for Single-Engine Land Airplanes

Airport/Facility Directory

Pilot's Operating Handbook for the airplane in which you are training (POH)

1. Who is ultimately responsible for the operation of an aircraft and what does that responsibility entail? 14 CFR 91.3 and 14 CFR 1.1 (Pilot-in-Command)
2. What personal documents must a Student Pilot carry when flying cross country? 14 CFR 61.51 (i)(2)
3. What must a student pilot have on his/her Student Pilot Certificate and in his/her logbook in order to solo an airplane? 14 CFR 61.93 (c)
4. What is a cross country flight? 14 CFR 61.1 (b)(3) (i) and 14 CFR 61.1 (b)(3) (ii)
5. What must a student pilot have on his/her student pilot certificate and in his/her logbook in order to solo an airplane on cross country flight of more than 50 nm from the training airport for the first time? 14 CFR 61.93 (c)(1) and (2)(i)
6. What must a student pilot have in his/her logbook in order to solo an airplane on repeated cross country flights of less than 50 nm from the training airport? 14 CFR 61.93 (b)(2)
7. What must a student pilot have in his/her logbook in order to solo an airplane doing touch and go takeoff and landing practice at an airport within 25 nm from the training airport? 14 CFR 61.93 (b)(1)
8. What must a student pilot have in his/her logbook in order to solo an airplane on all cross country flights of more than 50 nm from the training airport? 14 CFR 61.93 (c)(2)(ii)
9. What are the limitations for a student pilot carrying passengers? 14 CFR 61.89
10. You may not fly an airplane within _____ hours after the consumption of an alcoholic beverage or with ____ % by weight or more of alcohol in your blood. 14 CFR 91.17
11. What airplane documents must be onboard the airplane for every flight? 14 CFR 91.9 and 14 CFR 91.203
12. Explain preflight action requirements necessary before flying an airplane. 14 CFR 91.7 and 14 CFR 91.103
13. Are you allowed to fly in Restricted Airspace? Are you allowed to fly in Prohibited Airspace? 14 CFR 91.133 and AIM 3-4-2 and 3
14. How are Restricted and Prohibited airspace depicted a Sectional Chart? See the legend of any Sectional Chart
15. Are all Restricted and Prohibited airspace depicted on Sectional Charts? 14 CFR 91.139
16. If you have concern over the safety of a proposed flight path, where can you go for help? AIM 4-1-3 and AIM 5-1-3
17. What are the day-Visual Flight Rule (VFR) fuel requirements? 14 CFR 91.151

18. Explain the use of safety belts and shoulder harnesses for crew members? 14 CFR 91.105
19. Explain the use of safety belts and shoulder harnesses for passengers? 14 CFR 91.107 (a)(3)
20. What are the basic Visual Flight Rule (VFR) weather minimums? 14 CFR 91.155
21. For a student pilot are there more restrictive visibility requirements than basic VFR visibility minimums? 14 CFR 61.89
22. For a student pilot are there more restrictive flight-above-cloud requirements than basic VFR visibility and cloud separation requirements? 14 CFR 61.89
23. What are the minimum safe altitudes for the operation of an airplane? 14 CFR 91.119
24. When two airplanes are approaching at right angles to each other at the same altitude what action should each take? 14 CFR 91.113 (d)
25. When practicing performance maneuvers such as steep turns, slow flight, power-on or power-off stalls you should do so at an altitude of at least _____? Practical Test Standards V (A) Steep Turns (2), V (A) Maneuvering During Slow Flight (2), V (B) Power-Off Stalls (2), and V (C) Power-On Stalls (2)
26. List the meaning of the following ATC light gun signals: 14 CFR 91.125

	IN FLIGHT	ON GROUND
Steady Green	_____	_____
Flashing Green	_____	_____
Steady Red	_____	_____
Flashing Red	_____	_____
Flashing White	_____	_____
Alternating Red & Green	_____	_____

27. What is the difference between a towered and a non-towered airport and is the training airport a towered or a non-towered airport? Pilot/Controller Glossary See-TOWER, AIM 4-3-2 (a) and AIM 4-1-9 (a) through (c)
28. Explain the procedures you would use to land at the training airport if your communication radios failed in flight? 14 CFR 91.185 (b), AIM 6-4-1 and 6-4-2
29. Draw the runway configuration and the major taxiway configuration of the training airport. See Airport/Facility Directory
30. What are the normal traffic patterns and traffic pattern altitudes around the training airport? Airport/Facility Directory - and AIM 4-3-4 (including FIGs 4-3-2 and 4-3-3)
32. What are the following radio frequencies at the training airport? Airport/Facility Directory

ATIS	_____
Ground Control	_____
Tower	_____
Approach Control	_____
Departure Control	_____
Common Traffic Advisory Frequency (CTAF)	_____
UNICOM	_____
Flight Service Station (FSS)	_____

33. List the airspeeds and their definitions for your training airplane: 14 CFR 1.2 and POH Section 2

	<u>Airspeed</u>	<u>Definition</u>
VSO	_____	_____
VS1	_____	_____
VR	_____	_____
Vx	_____	_____
VY	_____	_____
VFE	_____	_____
VA	_____	_____
VNO	_____	_____
VNE	_____	_____

34. What is the maximum ramp (gross) weight for your training airplane? POH
35. What is the maximum takeoff weight for your training airplane? POH
36. What is the maximum fuel capacity for your training airplane and how much of that capacity is usable? POH
37. What is the minimum and maximum oil capacity of your training airplane? POH
38. What is the best glide speed for your training airplane? POH
39. When is carburetor heat recommended in your training airplane? POH
40. Explain the recommended use of flaps for the normal landing of your training airplane? POH
41. Explain the procedures you would follow if the engine failed in your training airplane immediately after takeoff? POH
42. Explain the procedures you would follow if the engine failed in your training airplane on takeoff after crossing the end of the runway and before you reached 400 feet? POH
43. Explain the procedures you would follow if the engine failed in your training airplane at 3,500 feet AGL while you are flying over sparsely populated terrain? POH
44. Compute the location of the center of gravity (CG) for a solo flight with full fuel in the training airplane. Is the CG within acceptable limits? POH Section 6
45. What true airspeed can you expect when operating your training aircraft at full gross weight and at:
 - a. a Pressure altitude of 4,000 feet, and
 - b. at 2400 RPM?
 POH (for a C-152-Section 5, Figure 5-7. if you are flying a different training aircraft then different calculations and tables may apply)
46. What is the distance your training aircraft can be expected to travel on takeoff to clear a 50' obstacle with 10° of flaps, full throttle prior to break release, a level, dry paved runway and no wind, if the:
 - a. aircraft is at full gross weight,
 - b. liftoff speed is 50 kts,
 - c. the temperature is 20°C, and
 - d. the pressure altitude is 2,000 feet?
 POH (for a C-152-Section 5, Figure 5-4. if you are flying a different training aircraft then different calculations and tables may apply)

Date Reviewed: _____

CFI

Student

Pre-Solo Flight Training Certification-14 CFR 61.87 (d)

- 1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;
- 2) Taxiing or surface operation, including run-ups;
- 3) Takeoffs and landings, including normal and cross wind;
- 4) Straight and level flight, including turns in both directions;
- 5) Climbs and climbing turns;
- 6) Airport traffic patterns, including entry and departure procedures;
- 7) Collision avoidance, wind shear avoidance, and wake turbulence;
- 8) Decent, with and without turns, using high and low drag configurations;
- 9) Flight at various airspeeds from cruise to slow flight;
- 10) Stalls from various flight attitudes and power combinations with recovery initiated at first indication of a stall, and recovery from a full stall;
- 11) Emergency procedures and equipment malfunctions;
- 12) Ground reference maneuvers;
- 13) Approach to a landing area with simulated engine malfunction;
- 14) Slips to a landing; and
- 15) Go-Arounds.

I hereby certify that my flight instructor and I have reviewed and practiced the subjects and procedures above checked and that I am comfortable with my knowledge and flight competence in those areas.

Date: _____

CFI

Student

Pre-Solo Cross-Country Training Certification-14 CFR 61.93 (e)

- 1) Use of aeronautical charts for VFR navigation using pilotage and dead reckoning with the aid of a magnetic compass;
- 2) Use of performance charts pertaining to cross-country flight;
- 3) Procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
- 4) Emergency Procedures;
- 5) Traffic pattern procedures that include area departure, area arrival, entry into the traffic pattern, and approach;
- 6) Procedures and operation procedures for collision avoidance, wake turbulence precautions, and wind shear avoidance;
- 7) Recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the cross-country flight will be flown;
- 8) Procedures for operating the instruments and equipment installed in the aircraft to be flown, including recognition and use of the proper operational procedures and indications;
- 9) Use of radios for VFR navigation and two-way communications;
- 10) Takeoff, approach, and landing procedures, including short-field, soft-field and cross-wind takeoffs, approaches, and landings;
- 11) Climbs at best angle and best rate;
- 12) Control and maneuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and ATC directives.

I hereby certify that my flight instructor and I have reviewed and practiced the subjects and procedures above checked and that I am comfortable with my knowledge and flight competence in those areas.

Date: _____

CFI

Student

Pre-Training US Citizen Certification

_____, holder of Pilot Certificate # _____ has presented to me
Driver's License # _____ from the State of _____ and:

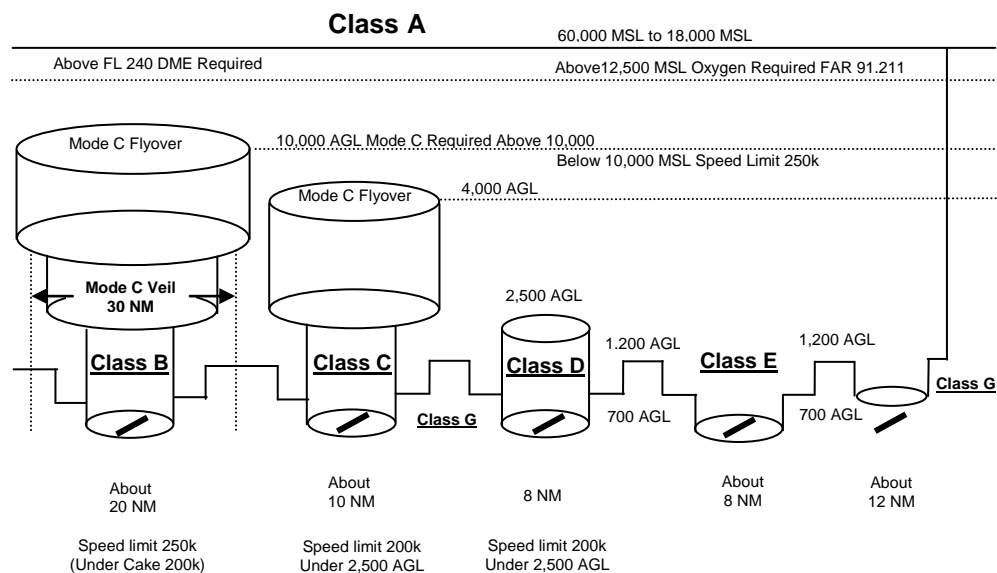
- 1) a certificated US birth certificate from the State of _____ County of _____ being # _____, or
- 2) a USA Passport bearing Certificate # _____,

establishing US citizenship in accordance with 49 CFR 1552.3(h).

Date: _____

Signed: _____
CFI Certificate #: _____
Expiration Date: _____

Airspace



Features	Class A	Class B	Class C	Class D	Class E	Class G
Entry Prerequisites	ATC Clearance	ATC Clearance	IFR: Clearance VFR: Radio Contact	IFR: Clearance VFR: Radio Contact	IFR: Clearance VFR: None	None
Required Pilot Certificate or Rating	Instrument Rating	Private Certificate or Student with Endorsement*	Student Certificate	Student Certificate	Student Certificate	Student Certificate
Two-Way Radio Communication	Yes	Yes	Yes	Yes	IFR Only	No
Mode C Required	Yes	Yes	Yes	IFR Only	IFR Only	No
VFR Minimum Visibility Below 10,000 MSL	N/A	3 Miles	3 Miles	3 Miles	3 Miles	Day: 1 Mile Night: 3 Miles
VFR Minimum Visibility 10,000 MSL and Above	N/A	3 Miles	3 Miles	3 Miles	5 Miles	5 Miles **
VFR Cloud Clearance Below 10,000 MSL ***	N/A	Clear of Clouds	500 below 1,000 above 2,000 horizontal	500 below 1,000 above 2,000 horizontal	500 below 1,000 above 2,000 horizontal	500 below ** 1,000 above 2,000 horizontal
VFR Cloud Clearance 10,000 MSL and Above ***	N/A	Clear of Clouds	500 below 1,000 above 2,000 horizontal	500 below 1,000 above 2,000 horizontal	1,000 below 1,000 above 1 Mile horizontal	1,000 below ** 1,000 above 1 Mile horizontal

* Student Pilot operations at some Class B airports are prohibited.

** When flying 1,200 AGL or below: Day 1-mile visibility and clear of clouds, Night-3 miles visibility and 500 below, 1,000 above and 2,000 horizontal of clouds

*** Ceilings Required under Controlled Airspace-More than 1,000 foot Ceilings

Minimum Altitudes: Congested Areas- 1,000 ft above highest obstacle within 2,000 horizontal feet
 Non-Congested Areas- No Closer than 500 feet

Special Use Airspace

FAA Aeronautical Information Manual (AIM)

Part 3-4-1 General

- a. Special use airspace consists of that airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both. Except for controlled firing areas, special use airspace areas are depicted on aeronautical charts.
- b. Prohibited and restricted areas are regulatory special use airspace and are established in 14 CFR Part 73 through the rulemaking process.
- c. Warning areas, military operations areas (MOAs), alert areas, and controlled firing areas (CFAs) are nonregulatory special use airspace.
- d. Special use airspace descriptions (except CFAs) are contained in FAA Order JO 7400.8, Special Use Airspace.
- e. Special use airspace (except CFAs) are charted on IFR or visual charts and include the hours of operation, altitudes, and the controlling agency.

Part 3-4-2 Prohibited Areas

Prohibited areas contain airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft is prohibited. Such areas are established for security or other reasons associated with the national welfare. These areas are published in the Federal Register and are depicted on aeronautical charts.

Part 3-4-3 Restricted Areas

- a. Restricted areas contain airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature or limitations imposed upon aircraft operations that are not a part of those activities or both. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants. Restricted areas are published in the Federal Register and constitute 14 CFR Part 73.
- b. ATC facilities apply the following procedures when aircraft are operating on an IFR clearance (including those cleared by ATC to maintain VFR-on-top) via a route which lies within joint-use restricted airspace.
 1. If the restricted area is not active and has been released to the controlling agency (FAA), the ATC facility will allow the aircraft to operate in the restricted airspace without issuing specific clearance for it to do so.
 2. If the restricted area is active and has not been released to the controlling agency (FAA), the ATC facility will issue a clearance which will ensure the aircraft avoids the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

NOTE-

The above apply only to joint-use restricted airspace and not to prohibited and nonjoint-use airspace. For the latter categories, the ATC facility will issue a clearance so the aircraft will avoid the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

- c. Restricted airspace is depicted on the en route chart appropriate for use at the altitude or flight level being flown. For joint-use restricted areas, the name of the controlling agency is shown on these charts. For all

prohibited areas and nonjoint-use restricted areas, unless otherwise requested by the using agency, the phrase "NO A/G" is shown.

Part 3-4-4 Warning Areas

A warning area is airspace of defined dimensions, extending from three nautical miles outward from the coast of the U.S., that contains activity that may be hazardous to nonparticipating aircraft. The purpose of such warning areas is to warn nonparticipating pilots of the potential danger. A warning area may be located over domestic or international waters or both.

Part 3-4-5 Military Operations Areas

- a. MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by ATC. Otherwise, ATC will reroute or restrict nonparticipating IFR traffic.
- b. Examples of activities conducted in MOAs include, but are not limited to: air combat tactics, air intercepts, aerobatics, formation training, and low-altitude tactics. Military pilots flying in an active MOA are exempted from the provisions of 14 CFR Section 91.303(c) and (d) which prohibits aerobatic flight within Class D and Class E surface areas, and within Federal airways. Additionally, the Department of Defense has been issued an authorization to operate aircraft at indicated airspeeds in excess of 250 knots below 10,000 feet MSL within active MOAs.
- c. Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently. Therefore, pilots should contact any FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.
- d. MOAs are depicted on sectional, VFR Terminal Area, and Enroute Low Altitude charts.

Part 3-4-6 Alert Areas

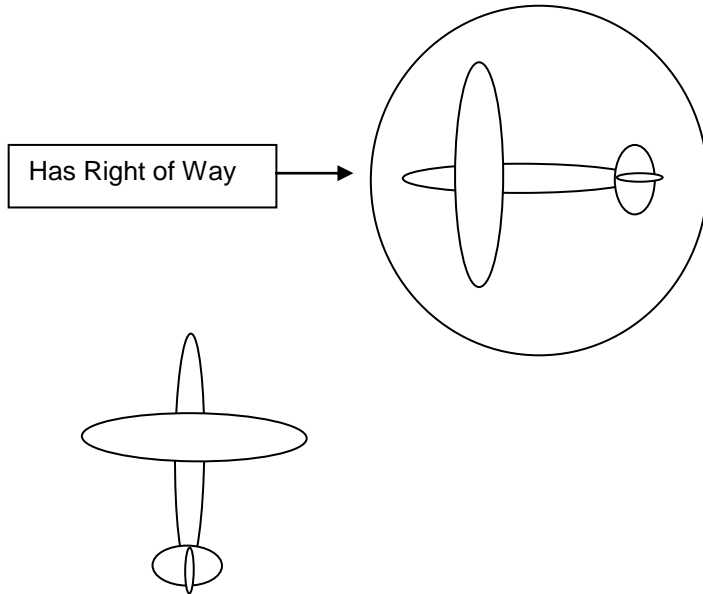
Alert areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. Pilots should be particularly alert when flying in these areas. All activity within an alert area must be conducted in accordance with CFRs, without waiver, and pilots of participating aircraft as well as pilots transiting the area must be equally responsible for collision avoidance.

Part 3-4-7 Controlled Firing Areas

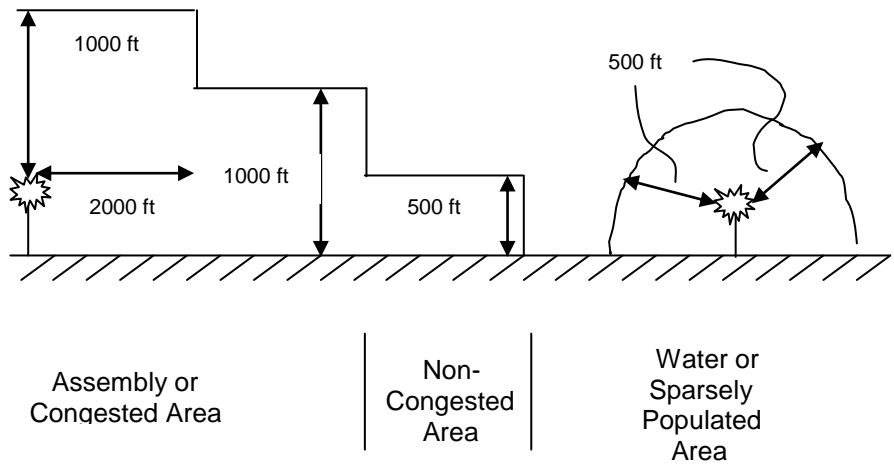
CFAs contain activities which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The distinguishing feature of the CFA, as compared to other special use airspace, is that its activities are suspended immediately when spotter aircraft, radar, or ground lookout positions indicate an aircraft might be approaching the area. There is no need to chart CFAs since they do not cause a nonparticipating aircraft to change its flight path.

Right-of-Way and Minimum Altitude Diagrams

Converging Right -of-Way Rules
FAR 91.113 (d)

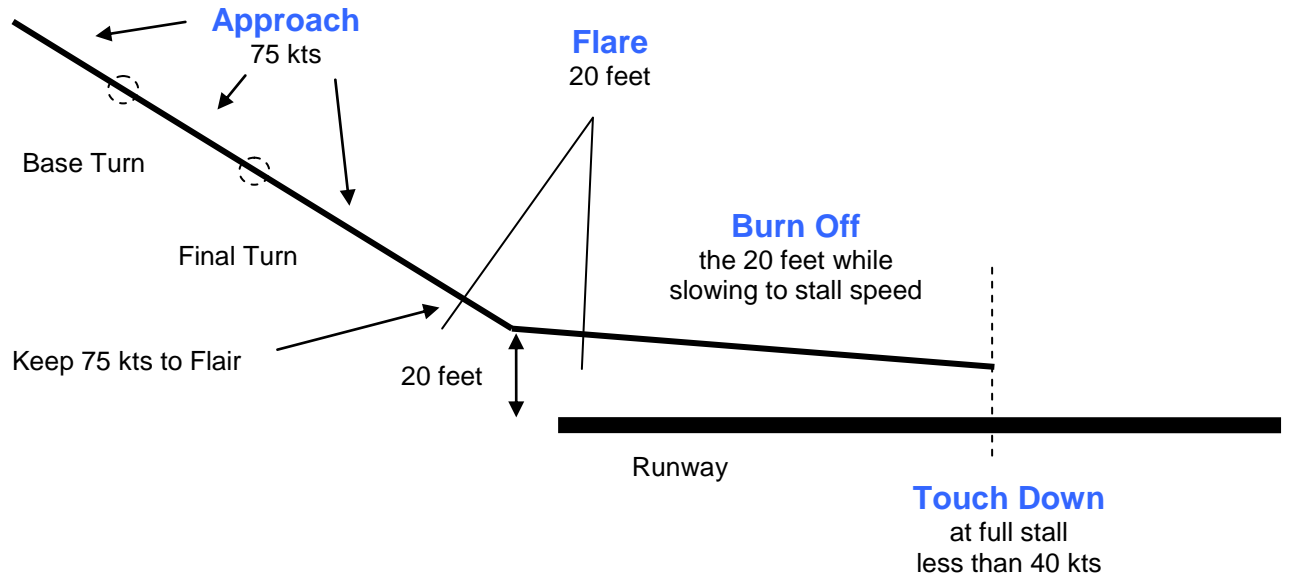


Minimum Safe Altitudes-FAR 91.119



Full Stall Landing Profile

Stabilized Approach



Setup Abreast of Target Point:

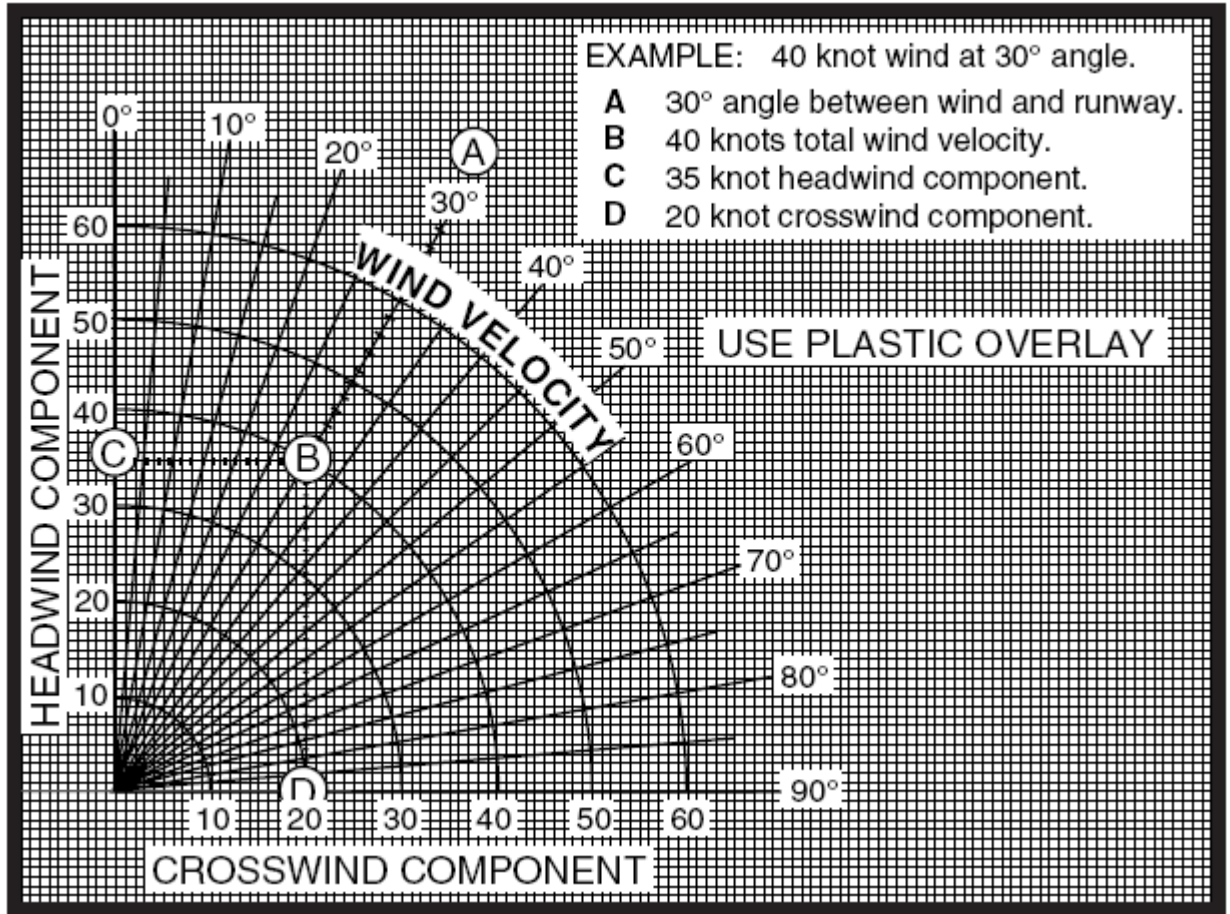
- 1) Power 1700 RPM
- 2) Hold Altitude to White Arc
- 3) 1 Notch of Flaps
- 4) Slow to 75 kts & descend

Judgment Calls After Setup:

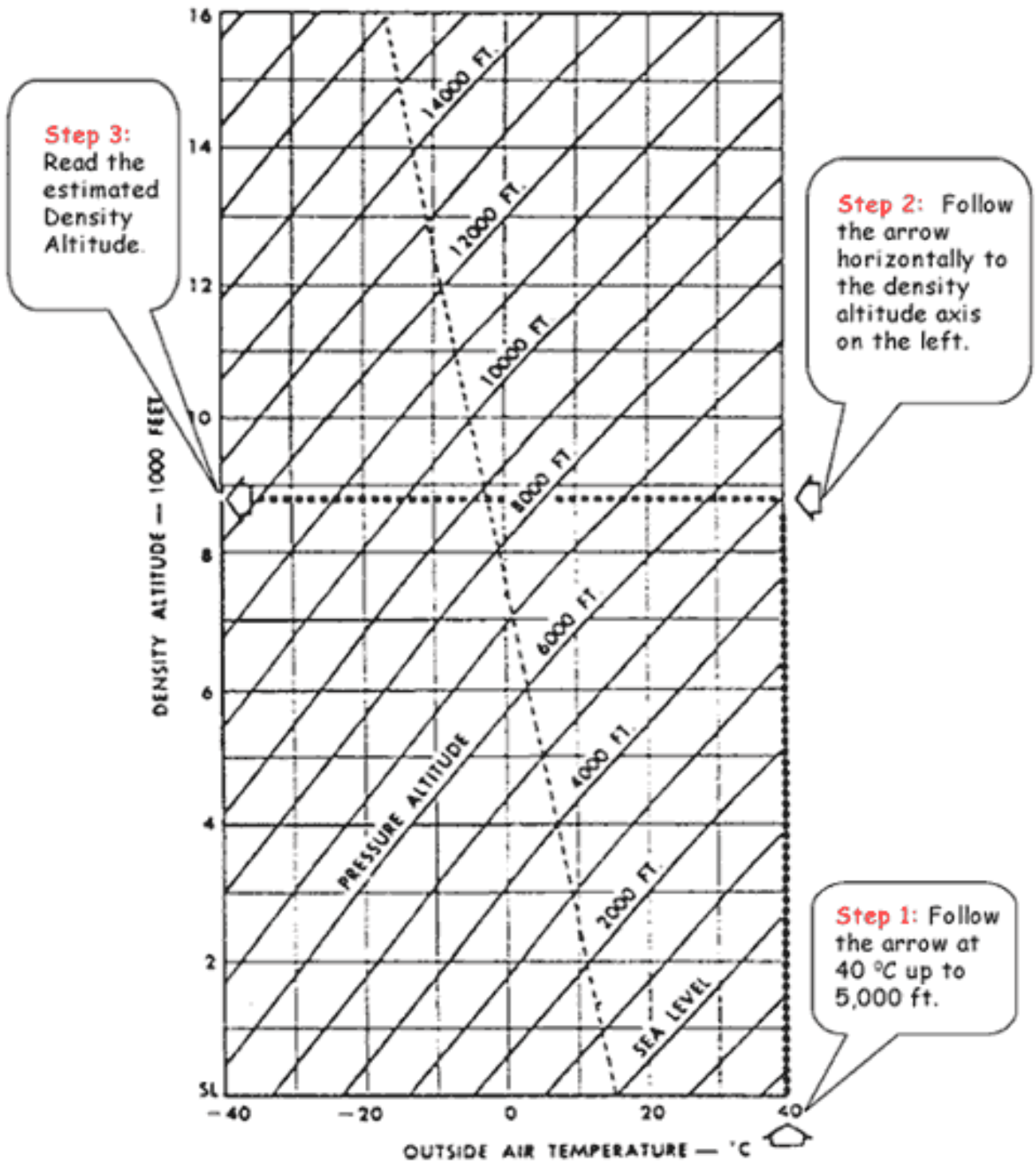
- 1) Additional Flap Extensions
- 2) Power Reductions
- 3) Initiating Turns

GOAL Touch Down at Target Point

Crosswind Component Chart



Temperature- Pressure Altitude-Estimated Density Altitude



Estimated because this calculation does not account for Humidity (Water Content)

Private Pilot Practical Test Review

Dutch Rolls

Clearing Turns

Climb out Turns

Straight and Level

Steep Turns

Slow Flight Constant Altitude

 Descent

 Climb

Stalls (Wings Level & Bank)

 Power-off (Approach)

 Power-on (Departure)

Hood Turns (360°)

 Unusual Attitudes

VOR Tracking

Arrival Descent

Emergency

S-Turns

Turns Around A Point

Normal Landing (X-Wind)

Go Arouds

Slips to a Landing

Soft Field Landing

Short Field Landing

Review PTS/Task Failure

WINGS - Pilot Proficiency Program

The **WINGS** - Pilot Proficiency Program is based on the premise that **pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience**. The program consists of the establishment of minimum training requirements in the form of 1) ground training (knowledge) and 2) flight maneuvers from the appropriate FAA Practical Test Standards for various classes and categories of aircraft.

The Pilot Proficiency Program is administered on-line at www.FAASafety.gov. You must "sign-up" and get the required ID and password.

The program is designed to encourage an on-going training program that will allow a pilot to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year thus affording a pilot the opportunity to fly in different seasons and in different flight conditions. There are three phases (or levels) of the program designed to allow for flexibility in obtaining the level of proficiency a pilot wishes to maintain: Basic, Advanced and Master.

- a. **Basic Level.** This phase level is designed for those pilots who want to establish a recurrent training program that will provide them a higher level of proficiency than merely preparing for a normal Flight Review every two years.

Each pilot must complete three knowledge credits of instruction and complete three credits of flight instruction at the Basic phase level using the Private Pilot Practical Test Standards. A listing of course material, subject matter, FAASTeam seminars, activities, flight requirements, and credit values can be found by going to your "My WINGS" page when you are registered on FAASafety.gov. This list may change periodically, reflecting the dynamic nature of aircraft accident causal factors and FAASTeam emphasis areas.

- b. **Advanced Level.** This level is designed for those pilots who want to design a program that will take them a step above the Basic level. To participate at the Advanced level, each pilot must participate at the Basic level and requires an additional three credits of knowledge instruction and an additional three credits of flight instruction using the Commercial Practical Test Standards. Again course materials and flight requirements can be found at FAASafety.gov.
- c. **Master Level.** This level is designed to give even more flexibility to a pilot's need for specialized training. While most often this level will require the use of higher Practical Test Standards it will also allow for the addition of specialized equipment. To participate at the Master level, each pilot must participate at the Advanced level and requires an additional three credits of knowledge instruction and an additional three credits of flight instruction using the ATP Practical Test Standards. Once again course materials and flight requirements can be found at FAASafety.gov.

WINGS - Pilot Proficiency Program - Incentives for Participation

The most significant incentive to participating pilots is the added level of safety and professionalism that is obtained through adoption of a consistent recurrent training program.

Pilots participating in the **WINGS** - Pilot Proficiency Program to at least the Basic Phase within each 2 year period need not accomplish an otherwise required Flight Review by authorized flight instructor every two years.

Additionally Industry participants in the **WINGS** - Pilot Proficiency Program may provide incentives for participating pilots in the form of reduced charges for insurance and the like.

Generic Aircraft Checklist – Always Check Your Aircraft’s POH

INITIAL

WX & Den Altitude
Weight & Balance
Flight Plan-File
Papers-A.R.O.W.
Flaps-Extend
Master/Alt -ON
Fuel Gauges-True
Pitot Heat-Test
Stall Indicator-Test
All Lights-Test
Master-OFF

Walk Around

Fuel Quantity
Fuel Quality
Caps/Drains/Vents
Engine/Oil/Belt
Prop/Air Intake
Exhaust System
Surfaces & Controls
Pitot Static Ports
Gear/Tire/Breaks
Antennas
Tires/Chocks
Baggage Door
Final Look

INTERIOR

Seat Belts
Seat track/back-Lock
Headsets hookup
Put Key In Ignition
Flaps-UP
Passenger Brief
Hobbs/Tach Time
Fuel-Proper Tank
Circuit Breakers
Alternate Static
ELT-Armed
Breaks-Pedal Test

START

Brakes-Set
Radio Master-OFF
Carb Heat-OFF
Strobe Lights-ON
Master/Alt-ON
Mixture-Full Rich
Prime-As Req
Fuel Pump-?
Throttle-Slight
Prop-Clear

Start- Mags

Oil Pressure-Check
Fuel Pump-OFF
Radio Master-ON
Fuel Pressure-Check
Nav Lights-As Req
Strobe-OFF?
Mixture-As Req
Idle at 1000 RPM

Pre-Taxi

Transponder-STBY
Radios-Start/Test
ATIS/AWOS
Altimeter-Set
Get Taxi Clearance
Breaks-Test
Heat/Vents/Defrost

Taxi
HI to Compass-Set
Attitude Indicator-OK
Turn Coordinator-OK

Run-up

Brakes-Set
Fuel-Proper Tank
Trim-For Takeoff
Flight Controls-Free
Annunciator Lights
Instruments-Check
Mixture-Best Power
1500 to 2000 RPM
Mags L&R-Check
Carb Heat-Check
Vacuum-Check
Alt Vacuum-Check
Amps/Volts-Check
Fuel Pressure-Check
Oil Pressure-Check
Oil Temp-Check
Idle-Check
Friction Lock-Check

PRE-TAKEOFF

IFR Re-Check?
Navigation-Set
Flaps
Fuel Pump-?
Mixture-Best Power
Carb Heat-OFF
Door/Windows Lock
Nav Lights-As Req
Landing Light-ON
Strobe Lights-ON
Transponder-ALT
Abort Plan
Take-off Clearance
Time-Note

TAKEOFF

GUMPS
HI to Compass-Set
Full Throttle
Minimum RPM
Oil Pressure-Check
Rotate Airspeed
Flaps
Vx Airspeed
Vy Airspeed

CRUSE CLIMB

Power-Maximum
Cruse Climb Airspd
Fuel Pump- As Req
Land Light-As Req
Mixture-As Req
Instruments-Check
Flight Plan-Open
GUMPS

CRUISE

Power-As Req/POH
Mixture-As Req
Instruments-Check
HI to Compass set
Fuel-Proper Tank
Fuel Pump-for Switch
GUMPS

Descent

ATIS/AWOS
Mixture- As Req
Carb Heat-As Req
Fuel-Proper Tank
Fuel Pump for Switch
Altimeter-Set
Instruments-Check
HI to Compass set
GUMPS

PRE-LANDING

Landing Light-ON
Seat Belts/Harness
Carb Heat-As Req
Mixture-Best Power
Fuel Pump
Fuel-Proper Tank
Flaps-As Req
GUMPS

LANDING

Flap Choice
Adjust for X-Wind
Short Final
Adjust for X-Wind
GUMPS

GO AROUND

Power- As Req
Carb Heat- As Req
Positive Climb Rate
Flaps-Up
GUMPS

AFTER LANDING

Flaps-UP
Carb Heat-OFF
Fuel Pump-OFF
Strobe Lights-OFF
Landing Light-OFF
Pitot Heat-OFF
Transponder-STBY

SECURING

ELT-Verify Silent?
Radio Master-OFF
All Lights-OFF
Mixture-Lean
Mags-OFF
Master/Alt-OFF
Hobbs/Tach Time
Secure Yoke
Windows-Closed
Sun Screen-ON
Tie Down-Tied
Baggage Door-Shut
Cabin door-Closed
Close Flight Plan

Take Your Trash

GUMPS

Gas-Pump/Tanks
Undercarriage-Flaps/Gear
Mixture
Propeller
Seat Belts

Generic **Emergency** Checklist – Always Check Your Aircraft's POH

1) Power Loss On Climb Out – No Restart

Maintain Aircraft Control/Best Glide ___ kts at _____ # wt

FIRST IF TIME PERMITS

Mixture – Full Rich

Fuel Selector – Check/Switch (Note Gauges)

Fuel Pump – ON

Carburetor Heat - ON (Also supplies alternate Air)

THEN IF IT DOES NOT RE-START

Fuel Selector – OFF

Master/Alternator and Magnetos – OFF

Mixture - Full Lean/Idle cutoff

Seatbelts/Harness

Unlatch Door

Flaps – As Needed (Full flaps OK when field assured)

GUMPS

Land slightly Tail Low

Protect Body

2) Power Loss With Altitude – Restart a Possibility

Maintain Aircraft Control/Best Glide ___ kts at _____ # wt

Mixture – Full Rich

Fuel Selector – Check/Switch (Note Gauges)

Fuel Pump – ON

Carburetor Heat - ON (Also Supplies Alternate Air)

Magnetos – Check All

Master/Alternator – ON

Squawk 7700

Declare Emergency (Tower, Approach control Unicom, 121.5)

ELT – ON

Note Wind Direction and Velocity

Pick Landing site

GUMPS

If time permits Troubleshoot

Go to EMERGENCY CHECKLIST 1) ABOVE

4) Electrical Fire in Flight

All Electrical Devices and Master/Alternator – OFF (Magnetos ON)

Cabin Heat and Air – OFF

If Fire Out – Master on only if Critical (Vents – Open)

Then One essential Electrical Device at a Time

Reset Circuit Breakers Only if Critical – Land ASAP

5) Engine Fire In Flight

Throttle – Closed

Mixture – Full Lean / Idle Cutoff

Fuel Selector – OFF

Master / Alternator – OFF

Cabin Heat & Air – OFF (Vents OPEN)

Increase Airspeed to Extinguish – Land ASAP

6) Engine Fire During Start

Continue Cranking Engine

If Start – Run a Few Seconds – Shutdown – Inspect

If NO Start – Idle Mixture Cutoff & Fuel Selector

Throttle Full Open

Continue Cranking Engine a Few Seconds

Master / Alternator & Magnetos – OFF

Evacuate / Fire Extinguisher

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7) Icing

Pitot Heat – ON

Carburetor Heat – ON or as Required

Deicing Equipment - ON

Cabin Heat and Defrost – ON

Strongly Consider 180° Turn

Attain Higher or Lower Altitude

Increase Engine Speed

Flaps – Not Recommended for Landing

Land Faster as Needed

8) Radio Out

Check Radio Volume

Check Circuit Breakers

Recycle Alternator Switch

If you were NOT in Radio Contact with Approach/Tower

Do NOT fly in Class B, C or D Airspace

Other Information

Usable Fuel Onboard _____ gal

Oil At least _____ Quarts

Electrical _____ Volts – ___ Amp System

Tire Pressure Nose Gear _____ psi - Main Gear _____ psi

Light Gun Signals		
COLOR	ON GROUND	IN FLIGHT
STEADY GREEN	CLEARED FOR TAKEOFF	CLEARED TO LAND
FLASHING GREEN	CLEARED FOR TAXI	RETURN FOR LANDING
STEADY RED	STOP	YIELD TO OTHER AIRCRAFT, CONTINUE CIRCLING
FLASHING RED	TAXI CLEAR OF RUNWAY	AIRPORT UNSAFE, DO NOT LAND
FLASHING WHITE	RETURN TO STARTING POINT	NOT APPLICABLE
ALTERNATING RED & GREEN	EXERCISE EXTREME CAUTION	EXERCISE EXTREME CAUTION

SHORT FIELD TAKEOFF PROCEDURE

Flaps _____ Rotate _____ kts Then _____ kts Until

Over Obstacle Nose Down Flaps _____

SOFT FIELD TAKEOFF

Flaps _____ Rotate as Early as Possible Nose

Down Flaps _____

CRUISE PERFORMANCE

Economy ___ kts ___ RPM ___ gph 55%

Normal ___ kts ___ RPM ___ gph 65%

Maximum ___ kts ___ RPM ___ gph 75%

Gas

Fuel Tanks
Boost Pump

Undercarriage

Landing Gear
Flaps
Cowl Flaps

Mixture

Richen Fuel Mixture

Prop

Prop Forward

Safety

Seat Belts
Lights

Emergency-

- 1-Control Pitch
- 2-Start to Best Glide
- 3-Fuel Selector & Pump
- 4-Mags Switch
- 5-Fuses
- 6-Landing Area-Wind
- 7-Communications
- 8-121.5 7700
- 9-Flaps when Made

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Tallahassee, FL 32312
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Pilot's X-Country Planning Sheet													Red = Complete before day of Flight					
Airport/ Check Point	ALT	TC	Temp	Wind		WCA + or -	TH	VAR + or -	MH	DEV + or -	CH	DIST	TAS	GS	Elapsed Time	Fuel Rate	Fuel Used	Actual Time
				From	Knots													
Totals																		

FREQUENCIES, SQUAWKS ETC.			
Departure Airport		Fourth Airport	
ATIS		ATIS	
Ground		Ground	
Tower		Tower	
Departure		Departure	
CTAF		CTAF	
UNICOM		UNICOM	
Runway Length		Runway Length	
Second Airport			
ATIS			
Ground		EMERGENCY	121.5
Tower		EMERGENCY SQUAWK	7700
Departure		LOST COMMUNICATIONS	7600
CTAF		FLIGHT WATCH	122.0
UNICOM		FLIGHT SERVICE STATION (FSS) (or as published)	122.2
Runway Length			
Third Airport		AIR TO AIR	122.75 or .85
ATIS			
Ground			
Tower			
Departure			
CTAF			
UNICOM			
Runway Length			

IFR Departure Airport	Approach	A	F	A	T	C	A	T

IFR Land Short Airport	Approach	A	F	A	T	C	A	T

IFR Destination Airport	Approach	A	F	A	T	C	A	T

IFR Alternate Airport	Approach	A	F	A	T	C	A	T

Flight Planning							
IFR / VFR / DVFR		Destination					
Aircraft Identification		Est Time Enroute					
Aircraft Type/Equipment		Remarks					
True Airspeed Kts		Fuel on Board					
Departure Point		Alternate Airport					
Departure Time		Name & Phone #					
Initial altitude		# on Board					
Route		Aircraft Color					
1-800-WX-Brief—1-800-992-7433							
Briefing: ___ Standard; ___ Abbreviated; ___ Outlook							
Adverse Conditions—VFR Not Recommended							
Synoptic Situation:							
Current Departure Airport Weather:							
Enroute Weather:							
Destination Airport Weather (IFR-1 hour before-1 hour after-2000'/3sm):							
IFR-Alternate Weather (900'-2sm or 800'-2sm):			PIREPS:				
NOTAMS / FDC NOTAMS / Temporary Flight Restrictions (TFRs)							
IFR-Clear Area:		Winds Aloft:		Location 1:		Location 2:	
		3000'		Direction		Speed	
		6000'		Direction		Speed	
		9000'		Direction		Speed	
/X -No Transponder; /U -Transponder; /A -DME & Transponder; /G -GPS							

METAR WEATHER REPORT FORMAT							
LOCATION ID	DATE/TIME	WIND	VIS	WEATHER & OBSTRUCTION	SKY CONDITION	TEMP	ALTIMETER
KOKC	011955Z	22015KT	3/4SM	TSRA BR	BKN015	06/05	A2990

METAR/TAF WEATHER REPORT CODES					
PRECIPITATION & OBSTRUCTIONS TO VISIBILITY			SKY COVER		
CODE	DEFINITION	THINK	CODE	DEFINITION	AMOUNT
TS	Thunderstorm	Thunder Storm	SKC	Clear	0
DR	Low Drifting	Low DRifting	CLR	Clear	0
SH	Showers	SHowers	FEW	Few	1/8-2/8
FZ	Freezing	FreeZing	SCT	Scattered	3/8-4/8
MI	Shallow	Minimal	BKN	Broken	5/8-7/8
BC	Patches	Bits & Chunks	OVC	Overcast	8/8
BL	Blowing	BLowing	VV	Vertical Vis	8/8
OBSTRUCTIONS TO VISIBILITY			PRECIPITATION		
CODE	DEFINITION	THINK	CODE	DEFINITION	THINK
FG	Fog < ½ Mi Vis	FoG	RA	Rain	RAin
BR	Mist > ½ Mi Vis	Baby Rain	DZ	Drizzle	DRizzle
FU	Smoke	FUMes	SN	Snow	SNow
DU	Dust	DUst	PE	Ice Pellets	Ice PEllets
SA	Sand	SAnd	SG	Snow Grains	Snow Grains
HZ	Haze	HaZe	IC	Ice Crystals	Ice Crystals
PY	Spray	sPraY	UP	Unknown	Unknown Precip
VA	Volcanic Ash	Volcanic Ash	GR	Hail	Granite Rain
			GS	Small Hail	Granite Small

Light Gun Signals		
COLOR	ON GROUND	IN FLIGHT
STEADY GREEN	CLEARED FOR TAKEOFF	CLEARED TO LAND
FLASHING GREEN	CLEARED FOR TAXI	RETURN FOR LANDING
STEADY RED	STOP	YIELD TO OTHER AIRCRAFT, CONTINUE CIRCLING
FLASHING RED	TAXI CLEAR OF RUNWAY	AIRPORT UNSAFE, DO NOT LAND
FLASHING WHITE	RETURN TO STARTING POINT	NOT APPLICABLE
ALTERNATING RED & GREEN	EXERCISE EXTREME CAUTION	EXERCISE EXTREME CAUTION

Emergency

- 1-Best Guild Attitude
- 2-Fuel Selector/Pump
- 3-Landing Area-Wind
- 4-Communications
- 5-121.5 7700
- 6-Fuses
- 7-Flaps
- 8- **GUMPS**

Lost

- Climb
- Communicate
- Confess
- Comply