

Session Preparation Sheet PPL A01:

To maximize your learning in this session, please complete the following preparations beforehand:

- 1.) You will check the aircraft together with your flight instructor during this session. To prepare, please review the DV20E Intro documents and the Aircraft Flight Manual (AFM) once more. In subsequent sessions, you should complete your pre-flight checks independently before the "ready briefing."
- 2.) It's crucial that you familiarize yourself with and study the FIM beforehand, as it provides a better knowledge and understanding of all practical exercises we'll be performing.
- 3.) Develop a comprehensive briefing, including NOTAMs and weather.
- 4.) Prepare your mass and balance calculations, performance calculations, the navigation log, and the Operational Risk Management (ORM) sheet.
- 5.) You should be prepared to deliver a thorough weather briefing to your instructor for LOAN and its surrounding training areas, specifically for your scheduled session time.
- 6.) AIP Knowledge: To do this, study AIP AD2 for all VFR procedures. Try to understand these in conjunction with the approach chart, and examine the waypoints using Google Earth. You should already possess a solid knowledge of VFR arrival and departure procedures, along with all associated waypoints.
- 7.) Airspace Knowledge: You should already possess a solid understanding of all airspace located above and around LOAN.

During this session, we'll be reinforcing the following key areas:

- 1) Correct checklist usage: It's important that your thumb remains on the specific checklist item you are currently working on. When operating switches, it's also important that all switches located to the left of the PFD/MFD divider are operated with your left hand, with your right thumb on the checklist item, and vice versa. Also, use the DV20E checklist supplement you received from Robert Horvath.
- 2) Study all pre-takeoff checks and briefings, and practice them using chair flying (including Engine Start, Instrument Setup and Check, Taxi Check, Before Takeoff Check, etc.). Prepare as thoroughly as possible for all pre-takeoff checks by chair flying. Use a cockpit photo and try to practice the sequences with the checklist so you don't have to search for switch locations later in the aircraft.

3) We will, of course, perform the takeoff and landing together in this session, but you should review the exact procedures for the acceleration and abeam checks beforehand to better follow the sequences during the session itself.

4) In this session, we will learn how to properly handle the throttle and propeller levers and effectively set the correct values. Prepare the necessary values from the Performance Table beforehand.

5) We will also learn how to properly trim the aircraft in this session. (Remember, always establish the new flight condition with the stick first, and only then trim. And don't forget; we always trim for airspeed.)

6) We will also practice transitions between cruise flight and climbs, and vice versa. It's important to review the procedures in the FIM beforehand and practice the transitions with chair flying.

7) Executing basic 25° bank turns. (Crucially, pay attention to the correct visual scanning technique when rolling out of a turn; for the DV20E, a straight gaze is slightly to the left of the trim indication. This visual technique is also important during taxi, takeoff, and landing; otherwise, you won't be able to land the aircraft straight and on the centerline, or you will drift to the left of the centerline during taxi and takeoff.)

8) Flying various types of descents (descent with cruise power, cruise speed, and a descent at a predetermined speed).

9) Area knowledge around LOAN: We will learn to identify visual reference points like Hohe Wand, Schneeberg, Semmering, the Sebenstein highway interchange, and the Rosaliengebirge. Google Earth is an excellent tool for reviewing these landmarks.

10) Prepare all after-landing checks again with chair flying.

11) Upon exiting past Waypoint G, we will focus on switching the frequency from LOAN Radio to Wien Info. (You should review your radio communication procedures for this.) After the frequency change, we'll perform the climb check using the checklist.

12) Afterward, we'll fly back to LOAN, passing over the Sebenstein highway interchange and the Rosaliengebirge. During this return leg, we'll primarily concentrate on descent planning and workload management (covering the Approach Briefing, checklist, and frequency change).

Good luck with your preparation.