

# G-FORCE AVIATION

## PREFLIGHT PLANNING FORM

Complete this form prior to flight and carry it with you to reference during the flight

(Pilot Name) PLEASE PRINT

(Aircraft N number)

(Date)

Purpose of the flight:

Initial Equipment Training  Recurrent Training  Mentor Pilot  Ferry Flight  Business Leisure Flight

PAVE

**Pilot:** IMSAFE.  **Aircraft:** AV1ATE + ARROW  **Environment:** NWKRAFT  **External:**

**NOTES**

**CARE**

**Consequences**  **Alternatives**  **Reality**  **External pressures**

**NOTES**

## **Perceive with P.A.V.E**

AVIATE is an acronym for remembering the various types of inspections that a general aviation aircraft must have current in order to be legally operated in the United States.

A - Annual inspection (once per year, as the name implies).

V - VOR (every 30 days). This applies to IFR flights

1 - 100 hours. If the aircraft is operated for hire

A - Altimeter and static air system (every 24 months).

T - Transponder (every 24 months).

E - ELT (every 12 months, or after 1/2 the listed battery lifetime or after 1 hour of continuous use).

## NWKRAFT

N – NOTAMS

W – Weather

K – ATC Known delays

R – Runway lengths

A – Alternates

F – Fuel

T – Takeoff & landing distances

## IMSAFE

I – Illness

M – Medications

S – Stress

A – Alcohol

E – Emotions

## ARROW

A – Airworthiness

R – Registration

R – Radio permits

O – Operating handbook

W – Weight and Balance

## **Perform with C.A.R.E**

Consequences, Alternatives, Reality, External Pressures

C - As the flight continues things are constantly changing. We, as pilots, need to evaluate these changes and decide what consequences they are going to have on the safe outcome of this flight

A - As the flight progresses, always be thinking of alternatives in case something out of the ordinary or unexpected occurs

R - Don't deny that things are starting to go south. Recognize the situation, accept it and then develop an alternative plan.

E – Get Home "its"