PAVE Checklist

P – Pilot

A – Aircraft

V – enVironment

E – External Factors

Fly Today?

I – Illness

M – Medication

S – Stress

A – Alcohol

F – Fatigue

E – External Pressures

Basic Med

7 – 7 seats (6+Pilot)

12 – 12,500lb total weight

18 – 18,000ft msl limitation

24 – 24 mos Complete Course

25 – 250 kt speed limit

48 – 48 months medical exam needed

Pre-Descent Checklist

W – Weather & Altimeter

A – ATIS Code

R – Radio Set

N – Navigation Set

B – Brief the approach / entry

PAX Briefing

S – Seat Belts / no Smoking

A – AC / Heat / Air Flow / Window Controls

F – Fire Extinguisher & How to use it

E – Exits / Egress

T – Talking, Sterile Flight Deck

Y – Your Questions?

P – Placards – must be obeyed

C – Controls – Positive exchange of controls

Flight Planning

N - NOTAMSs

W - Weather

K - Known ATC Delays

R - Runway Lengths

A - Alternate

F - Fuel

T - Takeoff and Landing Distances

Cessna 172 Engine

F – Fuel Injected/

C – Carbureted

4 – 4 Cylinder

L – Lycoming io360/o320/ etc

H – Horizontally Opposed

A – Air Cooled

N – Naturally Aspirated

D – Direct Drive

Engine Combustion

I – Intake

C – Compression

C – Combustion

E – Exhaust

Engine Failure / Emergency

A – Airspeed Best Glide

B – Best Landing Spot

C – Checklists & Flows

D – Declare the Emergency

E – Execute Forced Landing

VFR DAY

A - Altimeter

T - Tachometer

O – Oil Pressure Guage

M – Manifold Pressure Guage

A – Airspeed Indicator

T – Temperature Guage

O – Oil Temperature Guage

F – Fuel Guage

L – Landing Gear Position Indicator Light

A – Anti Collision Lights

M – Magnetic Compass

E – ELT

S – Seat Belts

VFR Night

F – Fuses / Circuit Breakers

L – Landing Light

A – Anti Collision Lights

P – Position Lights

S – Source of Electric Power Required

5 C's of Lost Comms

C – Confess

C – Conserve

C – Climb

C – Communicate

C – Comply

Inspections

A – Airworthiness Directives

V – VOR Check (30 days IFR) 91.171

I – Inspections (100hr, Progressive, Annual) 91.409

A – Altimeter / Pitot Static (24 mos. IFR) 91.411

T – Transponder 24 mos. 91.413

E – ELT (12mos, 1hr cum. Use, ½ life of batt.)

Spin Recovery

P – Power Idle

A – Aileron Neutral

R – Rudder Opposite

E – Elevator Forward

Required Documents

A – Airworthiness Certificate

R – Registration Certificate

R – Radio Station License (plane and pilot for international flights)

O – Operating Limitations (AFM/POH)

W – Weight & Balance for Aircraft

P - Placards

C – Compass Deviation Card

Magnetic Compass

V - Variation

D - Deviation

M – Magnetic Dip

O - Oscillation

N – Northernly Turning Errors

U - Undershoot

N - North

O - Overshoot

S - South

A – Acceleration Errors

A – Accelerate

N - North

D - Decelerate

S - South

Types of Airspeed

I – Indicated

C – Calibrated

E – Equivalent

G – Groundspeed

3Ps

P – Perceive

P - Process

P - Perform

Special Use Airspace   (Not complete List)

M – MOA

C – Controlled Firing Areas

P – Prohibited Areas

R – Restricted

A – Alert Areas

W – Warning Areas

N – National Security Areas

S – SFRA Special Flight Rules Areas

Before Landing General Checklist

G – Gas Proper Tank

U – Undercarriage - Down

M – Mixture Rich

P – Props Forward

S – Seatbelts On

5P's

P - Plan

P – Plane

P - Pilot

P - Plan

P – Passengers

ADM

A – Aeronautical

D – Decision

M – Making

Decide Model

D - Detect

E - Estimate

C - Choose

I - Identify

D - Do

E - Evaluate

Illusions

I - Inversion

C - Coriolis

E - Elevator

F - False Horizon

L – Leans

A – Autokenesis

G – Graveyard Spin/Spiral

S – Somotogravic

GRABCARDD

G – Generator or Alternator

R – Radio / Nav. Appropriate for flight

A – Attitude Indicator

B – Ball

C – Clock (HH:MM:SS = Analog or Digital)

R – Rate of Turn Indicator

D- Directional Gyro

D – DME Above FL240

91.103 Preflight Actions

N – NOTAMS

W – Weather

K – Known ATC Delays

R – Runway Lengths

A – Alternates

F – Fuel Requirements (91.167)

T – Take off & Landing Distances

91.203 Required Documentation

A – Airworthiness Certificate (Visible & Ads/Inspections complete)

R – Registration Certificate – Vaid 7 years

R – Radio Station License (If operated outside U.S.)

O – Operator's Handbook (POH)

W – Current Weight and Balance on the aircraft (not the one you calculated)

P – Placards must be in place and visible

C – Compass Deviation Card

Types of illusions

B – Black Hole

S – Runway Slope illusions

W – Runway Width

I – Inversion Illusions

C – Coriolis Effect Illusion

E – Elevator Illusion

F – False Horizon

L – Leans

A – Autokinesis

G – Graveyard Spin/Spiral

S – Somatogravic Illusion

IFR Required Equipment

G - Generator

R – Radio

A – Attitude Indicator

B – Ball

C – Clock

A – Altimeter

R – Rate of Turn Indicator

D – Directional Gyro

IFR Currency 61.57

6 – 6 approaches in

6 – 6 months

H – Holds

I – Intercepting

T – Tracking

S – source of electronic navigation

PAX Briefing

S – Seat Belts

A – AC / Heat / Air Flow / Window Controls

F – Fire Extinguisher & How to use it

E – Exits / Egress

T – Talking, Sterile Flight Deck

Y – Your Questions?

P – Placards – must be obeyed

C – Controls – Positive exchange of controls

CRAFT Clearance

C – Cleared To

R – Route

A – Altitudes

F – Frequencies

T – Transponder Code

Katherine Wilcoxson

Reporting to ATC (Radar) (91.183 & AIM 5-3-3)

M – Missed approach

A – Airspeed changes more than 10 knots or 5 percent

R – Reaching a holding fix

V – VFR-on-top altitude change

E – ETA change more than 2 mins (3 minutes North Atlantic Tracks) (no radar)

L – Leaving a holding fix

O – Outer marker inbound (no radar)

U – Unforecasted weather

S – Safety of flight issues

V – Vacating an altitude

F – Final approach fix inbound (no radar)

R – Radio or nav failures

C – Compulsory reporting points (no radar)

500 – 500 FPM climb or descent unable.

Reporting to ATC (Non-Radar)

(Includes all of Radar Reporting Points + EUOFC)

E – ETA change more than 2 mins (3 minutes North Atlantic Tracks)

U – Unforecasted weather

O – Outer marker inbound

F – Final approach fix inbound

C – Compulsory Reporting Points

VCOA

V – Visual

C – Climb

O – Over

A – Airport

Katherine Wilcoxson

Lost Procedure 91.185: Altitude & Route

MEA

    M – Minimum

    E – Expected

    A – Assigned

AVEF

    A – Assigned

    V – Vectored

    E – Expected

    F – Filed

123 Rule: Alternate Requirements

1 – 1hr before or after ETA

2 – 2000' AGL ceilings

3 – 3sm visibility

Magnetic Compass

V – Variation

D – Deviation

M – Magnetic Dip

O – Oscillation

N – Northernly Turning Errors

    U - Undershoot

    N - North

    O - Overshoot

    S - South

A – Acceleration Errors

    A – Accelerate

    N – North

    D – Decelerate

    S – South

ODP – Obstacle Departure Procedure

SID – Standard Instrument Departure

DVA – Diverse Vectoring Area

MON – Minimum Operational Network

TORA - Take off Run Available

TODA – Take off Distance Available

ASDA – Accelerate Stop Distance Available

LDA – Landing Distance Available

LPV – Localizer Perforamnce with Vertical

LNAV – Lateral Navigation

VNAV – Vertical Navigation

ILS – Instrument Landing System

LOC – Localizer

LP – Localizer Performance (Uses WAAS)

RNP – Required Navigation Performance

PBN – Performance Based Navigation

RAIM – Receiver Autonomous Integrity Monitoring

WAAS – Wide Area Augmentation System

RNAV – Area Navigation

MDA / MDH – Minimum Descent Altitude / Minimum Descent Height

DA / DH – Decision Altitude / Decision Height

VDP – Visual Descent Point

STAR – Standard Terminal Arrival

EDPCT – Expect Departure Clearance Time

EFC – Expect Further Clearance

FPNM – Foot Per Nautical Mile

MTA - Minimum Turning Altitude

OROCA - Off Route Obstruction Clearance Altitude

MORA - Minimum Off Route Altitude

MRA - Minimum Reception Altitude

MOCA - Minimum Obstruction Clearance Altitude

MAA - Maximum Authorized Altitude

V Speeds

Va - Design maneuvering speed

Vs - Stall speed, clean config.

Vs0 - Stall speed landing config.

Vs1 - Stall speed specific config.

Vfe - Max flap extended speed.

Vno - Max structural cruise speed

Vne - Never Exceed Speed

Vx - Best angle of climb

Vy - Best rate of climb

Altitudes

Indicated airspeed (IAS) – indicated on the airspeed indicator

Calibrated airspeed (CAS) – IAS corrected for instrument & position errors.

Equivalent airspeed (EAS) – CAS corrected for compressibility error.

True airspeed (TAS) – Actual speed through the air. EAS corrected for nonstandard temperature and pressure

Mach number – The ratio of TAS to the local speed of sound.

Ground speed – Actual speed over the ground. TAS corrected for wind conditions

VOR check sign-off (§91.171)

D - Date

E - Error (bearing error)

P - Place

S – Signature

OM – Outer Marker

MM – Middle Marker

IM – Inner Marker

5P's

P – Plan

P – Plane

P - Pilot

P – Plan

P – Passengers

When Not to Fly Procedure Turn

S – Straight In

H – Hold in Lieu

A – DME Arc

P – No PT on Chart

T – Timed Entry

T – Teardrop Entry

6 A - Initial approach checklist

ATIS - obtain

Altimeter - set

Alignment - set DG

Approach - how long how low which way

Avionics - tune and identify

Airspeed - slow to approach speed

6 T - Final approach Fix (GUMPS)

Time (start timer)

Turn (heading)

Twist (omni bearing selector)

Throttle (adjust)

Talk (communicate)

Tires (landing gear down)

TADS - Go Around /Missed approach

Thrust - climb power

Attitude - pitch for climb

Drag - Flaps as required, gear up

Speed - best rate or climb speed

Inoperative Equipment 91.213

T – Type Certificate Data Sheet

P – POH / KOEL / MEL

A – ADs / SBs

9 – 91.205

91.407 – Required Flight Test

No person may carry any person (other than crewmembers) in an aircraft that has undergone maintenance affecting flight characteristics unless a test flight has been completed and logged by someone with at lease a private pilot certificate

"3" Definitions of night

Night: End between end of evening civil twilight and the beginning of morning civil twilight as published in the Air

Almanac, converted to local time

Civil Twilight

Morning civil twilight begins when the geometric center of the sun is 6 degrees below the horizon and ends at sunrise. Evening civil twilight begins at sunset and ends when the geometric center of the sun reaches 6 degrees below the horizon. Usually between 20-35 minutes after sunset or before sunrise.

Sunset to Sunrise

Sunset occurs when the upper edge of the sun - called the "upper limb" - sinks just under the horizon. Sunrise occurs when the upper limb rises just above the horizon.

Positive Static Stability: Initial tendency of the aircraft to return to the original state of equilibrium after being disturbed.

Positive Dynamic Stability: Over time, the motion of the displaced object decreases in amplitude and, because it is positive, the object displaced returns toward the equilibrium state.

Neutral Static Stability: Initial tendency of the aircraft to remain in a new condition after it's equilibrium has been disturbed.

Neutral Dynamic Stability: Once displaced, the displaced object neither decreases nor

increases in amplitude. A worn automobile shock absorber exhibits this tendency.

Negative Static Stability: Initial tendency of the aircraft to continue away from the original state of equilibrium after being disturbed.

Negative Dynamic Stability: Over time, the motion of the displaced object increases and becomes more divergent.

AC 120-12A

Holding Out: Essentially its advertising yourself as a pilot for hire. Holding out can take many forms like agents, word of mouth, advertisements, social media and internet.

Common Carriage:

A carrier becomes a common carriage carrier when it "holds itself out" to the general public as willing to furnish transportation to those who want it.

Generally common carriage consists of 4 elements:

1) holding out or a willingness to

2) Transports persons or property

3) From Place to place

4) For compensation

Private Carriage:

Carriage for hire which does NOT involve "holding out". For a few select customers like contracted clients, generally about one or two.

Operational Control: Who has the authority to initiate, conduct or terminate a flight.

AC 61-142 Compensation

Anything of Value including sharing expenses (don't confuse with 61.113(c) for private pilot regarding pro rata share)

Profit or motive for profit

Good will in the form of expected future economic benefits

Accruing flight time (in some situations)

Value for a third party

Katherine Wilcoxson