

### **91.205 Required Equip.**

#### **IFR = VFR Day + Night + GRABCARD**

- 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

### **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

## 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

## 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

## 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

## VCOA

- V – Visual
- C – Climb
- O – Over
- A – Airport

**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 Performance 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