

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

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

Pre-Descent Checklist

W – Weather & Altimeter
A – ATIS Code
R – Radio Set
N – Navigation Set
B – Brief the approach / entry

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

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, $\frac{1}{2}$ life of batt.)

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 Altitude

- I – Indicated
- P - Pressure
- D - Density
- A - Absolute
- T - True

Types of Airspeed

- I – Indicated
- C – Calibrated
- E – Equivalent
- G – Groundspeed

3Ps

- P – Perceive
- P - Process
- P - Perform

Spin Recovery

- P – Power Idle
- A – Aileron Neutral
- R – Rudder Opposite
- E – Elevator Forward

Special Use/Other 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
- S – SATR Special Air Traffic 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 – Somotogravie

UPRTS (of Stall Recovery)

U – Upset (Call out)

P – Push

R – Roll

T – Thrust

S – Stabilize