

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)

A – Altimeter

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

91.185 Lost Procedure: Altitude & Route

MEA

M – Minimum

E – Expected

A – Assigned

AVEF

A – Assigned

V – Vectored

E – Expected

F – Filed

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

W – Runway Width

L – Runway Length

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 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 + FOCUE)

F – Final approach fix inbound

O – Outer marker inbound

C – Compulsory Reporting Points

U – Unforecasted weather

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

CRAFT Clearance

C – Cleared To

R – Route

A – Altitudes

F – Frequencies

T – Transponder Code

When Not to Fly Procedure Turn

S – Straight In
H – Hold in Lieu
A – DME Arc
R – Radar Vektored
P – No PT on Chart
T – Timed Entry
T – Teardrop Entry

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

VOR check sign-off (§91.171)

D - Date
E - Error (bearing error)
P - Place
S – Signature

VFR DAY

A - Altimeter
T - Tachometer
O – Oil Pressure Gauge
M – Manifold Pressure Gauge
A – Airspeed Indicator
T – Temperature Gauge
O – Oil Temperature Gauge
F – Fuel Gauge
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

5P's

P – Plan
P – Plane
P - Pilot
P – Plan
P – Passengers

Basic Med Part 68

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

VCOA

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

OM – Outer Marker

MM – Middle Marker

IM – Inner Marker

NA – Not Authorized

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