



Preflight Briefing

v24.9



Limit 15 min MAX

IMSAFE

- Overview
 - Departure / Routing / Destination
 - Altitudes / Estimated Timeline (ETA, ETE)
 - CFI: Training Objectives (S-M-A-R-T)
- NOTAMs
- Weather
- TFRs / Special Use Airspace
- Alternates / Emergency Airfields
- Takeoff & Landing Distance
- Ops Notes Reviewed



Specific
Measurable
Attainable
Realistic
Timely

- Tail Number
- Inspection Status / MX Discrepancies
 - VOR Inspection (Orange Binder)
- Hours Verified in Flight Circle
- **Reservation Dispatched** in Flight Circle

- Who is Legal PIC
- Who is Acting PIC
- CFI: User Flight Circle Profile Reviewed / Complete

**REFER TO THE FLIGHT CIRCLE COMPLIANCE CHECKLIST
LOCATED ON REAR OF AIRCRAFT ORANGE BINDER**

- Experience
- Passenger Expectations
- Physiological / Mental Concerns

*As Necessary

- GPS Operation
 - RAIM Check / WAAS
- Autopilot
- ADS-B
- Electronic Flight Bag

*As Necessary

Crew Resource Management

- Hazard Avoidance / Clearing
- Sterile Flight Deck
- 3-Way Positive Transfer of Controls
- Who has Radio Control

- Ground Egress Procedures
- Physiological (Airsickness / Dehydration)
- Bird Avoidance
- Radio Failure
- Spatial Disorientation

Risk Assessment

	1	2	3	4	5	Rating
Pilot						
Experience (Hrs TT)	> 1500	500-1500	300-500	100-300	< 100	
Recency (90 days)	> 20 Hours	15-20 Hours	10-14 Hours	5-9 Hours	< 5 Hours	
Time in Model	> 400 Hours	300-400 Hours	200-300 Hours	100-200 Hours	< 100 Hours	
Currency	VFR + IFR		VFR Only		Non Current	
Emotional Condition	Excellent	Good	Average	Poor	Unacceptable	
Aircraft						
Fuel Reserves	Exceeds		Meets		None	
TOLD Performance	Within Limits		At Limits		Outside Limits	
Equipment	GPS + ADS-B	GPS	VOR Only	Minimum Req'd	Does Not Meet	
enVironment						
Airport(s) & Routing	Familiar		Unfamiliar			
Weather (+1 hr ETA)	VFR		MVFR	IFR	LIFR	
Airspace	D / E / G		Complex (B/SFAR)			
Runway Condition	Dry / Hard / Long	Dry / Hard / Short	Dry / Soft / Short	Wet / Hard / Short	Wet / Soft / Short	
Lighting	RWY + TWY		RWY Only		None	
Terrain	Flat / Populated		Flat / Sparce		Mountainous	
External Pressures						
Delays / Diversions	None		Inconvenient		Not Possible	
Alternate Plans	None		Inconvenient		Not Possible	
Personal Equipment	Emergency Kit		Cell Phone Only		None	
Total Risk Rating →						

Ref: PHAK Chap 2 - PAVE Checklist



Risk Rating	
16-33	Risk within normal parameters. Do not take unnecessary risk and examine your own personal minimums.
34-55 or any 5 rating	Elevated Risk. Take extra time to plan your flight. Carefully analyze and mitigate all risks. Delay any flight that exceeds your personal minimums until conditions improve.
56-80 or any two 5's	High Risk. Take extra time to plan and mitigate all risks and ensure regulatory compliance. Delay or cancel the flight if you cannot reduce risks to acceptable levels.

Daily Discussion Items – PVT/COM

Date	System Review*	General Knowledge	Emergency Procedures - 1	Emergency Procedures - 2
1	Vacuum	Airport Signs and Markings	Forced Landing > 3000A	Spin Recovery
2	Pitot-Static	Chart Symbolology	Engine Fire During Start	Power Loss After T/O < 1000A
3	Electrical	Weather Reports	Electrical Fire In Flight	Electrical Failure
4	Fuel	FAR / AIM	Engine Failure During T/O	Loss of Fuel Pressure
5	Environmental	Nat'l Airspace System	Engine Fire in Flight	High Oil Temp
6	Brakes	Any CRM Topic*	Cleaning Fouled Spark Plugs	Power Loss After T/O >1000A
7	Landing Gear	Performance / Limits	Landing with a Flat Main Tire	Vacuum Failure
8	Propeller	Airworthiness Reqmts	Smoke in Cabin	Loss of Oil Pressure
9	Engine	Illusions / Human Factors	Lost Communications	Alternator Failure
0	Carburetor	Weather Theory	Inadvertent Icing Encounter	Engine Roughness

*Reference Playbook for these areas

PRE SOLO REQUIREMENTS

Daily Discussion Items – IR

Date	Systems Review	General Knowledge	IR Emergency Procedures
1	Electrical + TC	Airport Signs and Markings	Hypoxia
2	Airspeed Indicator	Chart Symbology	Lost Comms in IMC
3	Vacuum	Weather Reports	Partial Panel Ops
4	Altimeter / VSI	Airman Certification	Visual Illusions
5	Anti / De-Icing / FIKI	Arrival Procedures	Alternator Fail in IMC
6	GPS	Holding	Pitot Static Blockage
7	WAAS	Instrument Appr Procedures	Loss of Situational Awareness
8	ADS-B	Circling	Inadvertent IMC
9	Mag Compass Errors	Airworthiness Reqmts	Inadvertent T-storm Encounter
0	VOR / ILS / DME	Departure Procedures	Inadvertent Icing Encounter

Flight Training Debrief

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Time as Required

- Review Training Objectives (S-M-A-R-T) →
- Sequence of Events
 - Plan / Preflight Briefing
 - Ground Operations
 - Departure / Enroute
 - Practice Area Work
 - Arrival / Approach
 - Ground Operations / Shutdown
- Safety / CRM Concerns ?

Specific
Measurable
Attainable
Realistic
Timely

1. IDENTIFY THE DFP

- ID a Failed Objective
- Result (ex: Outside ACS, Safety, etc)

2. ACCESS THE DFP

- ID Contributing Factors
- Determine Root Cause

3. INSTRUCT / FIX THE DFP

- ID Error Type
- Provide Instructional Fix

Execution Error	
EXAMPLES	INSTRUCTIONAL FIX
“Slips and Lapses”	Prioritize Actions (A-N-C)
“Mistakes” or wrong applications	General Knowledge / Procedures Training
CONTRIBUTING FACTORS	
Fatigue	Workload
Familiarity	Training / Experience

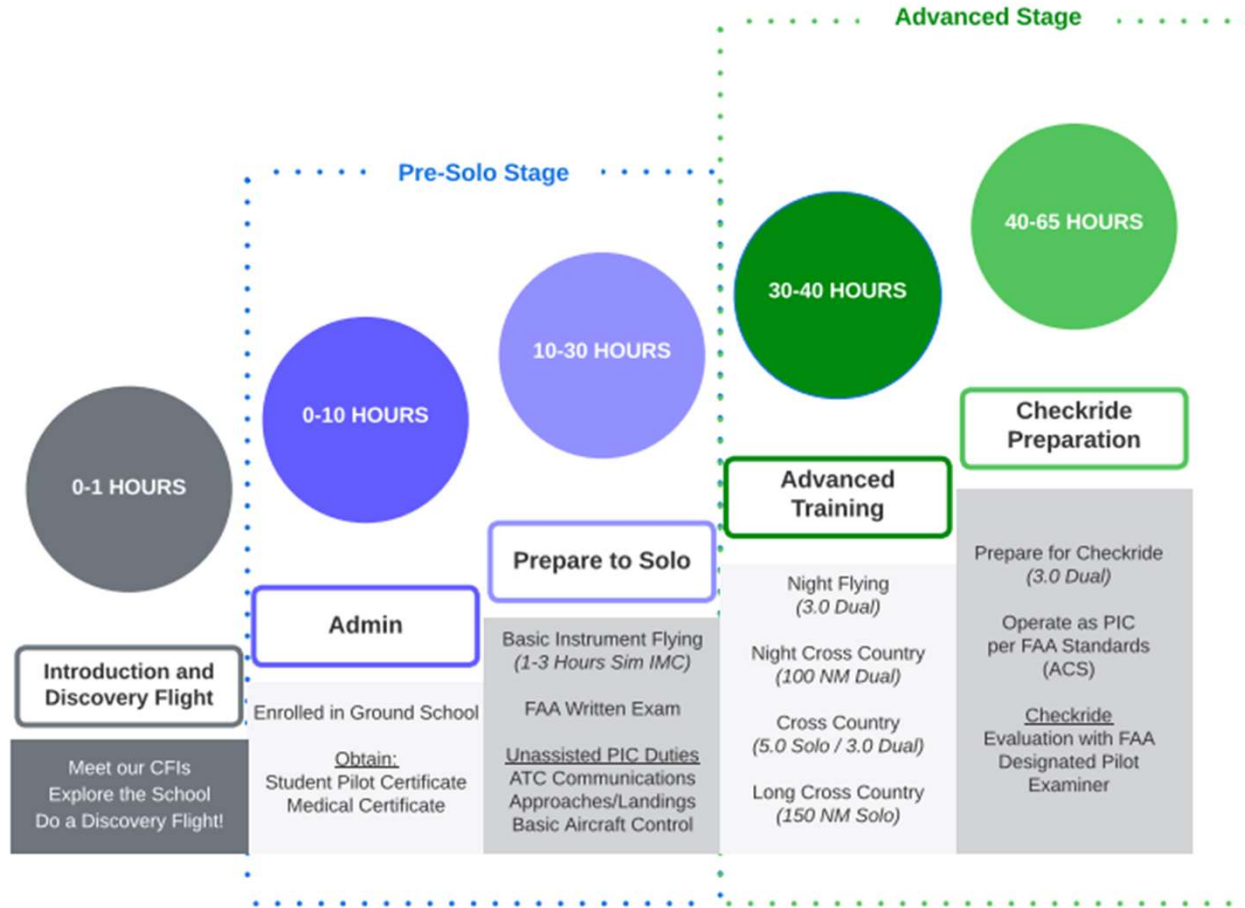
Perception Error	
EXAMPLES	INSTRUCTIONAL FIX
Low Situational Awareness	Preflight / Route Study
Low Positional Awareness	Instrument Scan
Reliance on Visual Illusions	Instrument Confidence
Poor Communication	Proper ATC Phraseology

Process (Decision) Error	
EXAMPLES	INSTRUCTIONAL FIX
Poor ADM	Review FARs / AIM
Performance Outside ACS	Review of Standards
PIC Deviation or Violation	Review FARs / AIM

- CFI's Overall Assessment of Progression
- Focus Areas for Next Flight / Lesson
- Student's Questions / Concerns
- Student's Feedback for CFI and Flight School

PPL Progression Timeline

*This is a general estimate based on national averages reported by the FAA and other sources.



Do not hesitate to address any concerns with your training and progression to your CFI or the Senior Flight Instructor (SFI) Cadre!

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