

<p style="text-align: center;"><b>Weather Minimums</b></p> <p style="text-align: center;"><b>5 Exceptions to the 3-152 Rule</b></p> <ol style="list-style-type: none"> <li>1. Class B: 3mi Visibilty, Clear of Clouds</li> <li>2. &gt;10kft: 5mi Visibility, 1000ft below and above the clouds, 1mi horizontal</li> <li>3. Class G (SFC-1200ft AGL): 1mi Visibility, Clear of Clouds</li> <li>4. Class G ((1200ft-10kftAGL): 1-152</li> <li>5. Class G night within 1/2mi of the runway centerline (1mi Visibility, Clear of Clouds)</li> </ol>	<p style="text-align: center;"><b>Aircraft Documents to be Legal</b></p> <p><b>A</b> - Airworthiness Certificate  <b>R</b> - Registration Certificate  <b>O</b> - Operating Handbook  <b>W</b> - Weight &amp; Balance Data</p>
<p style="text-align: center;"><b>Daylight Visual Illusions</b> <b>(AIM 8-1-5)</b></p> <ol style="list-style-type: none"> <li>1. Empty Field Myopia in Haze (eyes focus only a few feet in front of airplane)</li> <li>2. Downsloping/Upsloping Runway</li> <li>3. Wide vs Narrow Runway</li> </ol>	<p style="text-align: center;"><b>Aircraft Inspections to be Legal</b></p> <p><b>A</b> - Annual: Every 12 calendar months (91.409)  <b>V</b> - VOR every 30 days for IFR. (91.171)  <b>I</b> - 100hr inspection if for hire (91.409)  <b>A</b> - Altimeter (pitot static) 24 calendar months for IFR. (91.411)  <b>T</b> - Transponder every 24 calendar months. (91.413)  <b>E</b> - ELT: Every 12 cal months or ½ battery life (91.207)</p>
<p style="text-align: center;"><b>Night Visual Illusions</b> <b>(AIM 8-1-5)</b></p> <ol style="list-style-type: none"> <li>1. Horizon. Stars may look like lights on the ground</li> <li>2. Looking straight at a light, and it begins to move (Auto Kinesis)</li> </ol>	<p style="text-align: center;"><b>Pilot Documents to be Legal</b></p> <ol style="list-style-type: none"> <li>1. Pilot Certificate</li> <li>2. Medical</li> <li>3. Govt Issued Photo ID.</li> </ol>
<p><b>Pilotage:</b> Land Mark to Land Mark Flying</p> <p><b>Dead Reckoning:</b> Using NAVAIDs , wind correction, time, etc (instruments and cross country planning calculations)</p>	<p style="text-align: center;"><b>Pilot Currency to be Legal</b></p> <ol style="list-style-type: none"> <li>1. 3 take offs/lands in last 90 days if passengers are carried</li> <li>2. BFR (Flight Review with Instructor or checkride every 2 years)</li> <li>3. For Night, 3 takeoffs/lands in last 90days at night (1 hr after sunset, 1hr b4 sunrise to full stop)</li> </ol>

<p><b>Medical Requirements (61.23)</b></p> <p>1<sup>st</sup> Class: (Airline Transport Pilot)</p> <ul style="list-style-type: none"> <li>- &lt;40yrs 12 calendar months</li> <li>- &gt;= 40 yrs 6 calendar months</li> </ul> <p>2<sup>nd</sup> Class: (Commercial)</p> <ul style="list-style-type: none"> <li>- 12 calendar months</li> </ul> <p>3<sup>rd</sup> Class:</p> <ul style="list-style-type: none"> <li>- &lt;40yrs 60 calendar months</li> <li>- &gt;= 40 yrs 24 calendar months</li> </ul>	<p><b>Carbon Monoxide Poisoning (AIM 8-1-4)</b></p> <ol style="list-style-type: none"> <li>1. Most likely from the exhaust having a leak.</li> <li>2. Headache</li> <li>3. Blurred vision</li> <li>4. Dizziness</li> <li>5. Drowsiness</li> </ol> <p>Corrective action: Turn off heater, open fresh air vents, side windows, oxygen if available.</p>												
<p><b>Supplemental Oxygen (91.211)</b></p> <p>&gt;12,500 -14kft and &gt;30 minutes at that level</p> <ul style="list-style-type: none"> <li>- Flight Crew requires oxygen</li> </ul> <p>&gt;14kft: Flight Crew requires oxygen</p> <p>&gt;15kft: Passengers must be offered oxygen</p>	<p><b>Lost Procedure (5 C's)</b></p> <ol style="list-style-type: none"> <li>1. <b><u>C</u>onfess</b> to yourself that you are lost</li> <li>2. <b><u>C</u>limb</b> to minimum safe altitude</li> <li>3. <b><u>C</u>onserve</b> fuel (slow down)</li> <li>4. <b><u>C</u>ommunicate</b> to controlling agency. Start with FSS.</li> <li>5. <b><u>C</u>omply</b> with instructions (fuel permitting)</li> </ol>												
<p><b>Hypoxia Symptoms (Lack of Oxygen) (AIM 8-1-4)</b></p> <ol style="list-style-type: none"> <li>1. Headache</li> <li>2. Euphoria</li> <li>3. Visual Impairment</li> <li>4. Drowsiness</li> <li>5. Lightheaded</li> </ol> <p>Note: These are the same as hyperventilation</p>	<p><b>Minimum Equipment List (MEL) VFR Flight Day (Tomato Flames) 91.205</b></p> <table border="1" data-bbox="824 1142 1432 1381"> <tr> <td><b><u>T</u></b>ach</td> <td><b><u>F</u></b>uel Guage</td> </tr> <tr> <td><b><u>Q</u></b>uil Pressure</td> <td><b><u>L</u></b>anding indicator lights</td> </tr> <tr> <td><b><u>M</u></b>ultiplex</td> <td><b><u>A</u></b>ltimeter</td> </tr> <tr> <td><b><u>A</u></b>irspeed Indicator</td> <td><b><u>M</u></b>agnetic compass</td> </tr> <tr> <td><b><u>T</u></b>emp Guage (liquid)</td> <td><b><u>E</u></b>LT</td> </tr> <tr> <td><b><u>Q</u></b>uil temp</td> <td><b><u>S</u></b>afety Belts</td> </tr> </table>	<b><u>T</u></b> ach	<b><u>F</u></b> uel Guage	<b><u>Q</u></b> uil Pressure	<b><u>L</u></b> anding indicator lights	<b><u>M</u></b> ultiplex	<b><u>A</u></b> ltimeter	<b><u>A</u></b> irspeed Indicator	<b><u>M</u></b> agnetic compass	<b><u>T</u></b> emp Guage (liquid)	<b><u>E</u></b> LT	<b><u>Q</u></b> uil temp	<b><u>S</u></b> afety Belts
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<p><b>Safe to Fly? IMSAFE (AIM 8-1-1)</b></p> <p><b><u>I</u></b>llness</p> <p><b><u>M</u></b>edicine</p> <p><b><u>S</u></b>tress</p> <p><b><u>A</u></b>lcohol</p> <p><b><u>F</u></b>atigue</p> <p><b><u>E</u></b>ating</p>	<p><b>Minimum Equipment List (MEL) VFR Flight Night (FLAPS)</b></p> <p><b><u>F</u></b>uses</p> <p><b><u>L</u></b>anding light if for hire</p> <p><b><u>A</u></b>nti collision lights (day also if plane is '96 or newer)</p> <p><b><u>P</u></b>osition Lights</p> <p><b><u>S</u></b>ource of Energy</p>												

<p><b>Pilot Privileges and Limitation (CFR 61.113)</b></p> <ol style="list-style-type: none"> <li>1. Cannot fly for hire</li> <li>2. Pilot must pay Pro Rata Share</li> <li>3. Pilot can fly for a charity if certain rules are followed</li> <li>4. Pilot can get reimbursed from the govt for search and rescue.</li> <li>5. Can tow a glider if meet CFR requirements</li> </ol>	<p><b>Medical Certificate Class &amp; Duration (CFR 61.23)</b></p> <ol style="list-style-type: none"> <li>1. Must have at least a 3<sup>rd</sup> Class</li> <li>2. Took medical at &lt;40yrs old, good for 60 calendar months</li> <li>3. Took medical at &gt;=40yrs old, good for 24 calendar months</li> <li>4. You can get a 1<sup>st</sup> or 2<sup>nd</sup> Class Medical and it will function as your 3<sup>rd</sup> class for the above time.</li> </ol>
<p><b>Pilot Logbook &amp; Currency</b></p> <ol style="list-style-type: none"> <li>1. Must log time that proves you are current to fly and/or take passengers</li> <li>2. Not required to log all flights, just ones that prove you are legal and current to fly</li> </ol>	<p><b>Special Flight Permits</b></p> <ol style="list-style-type: none"> <li>1. Also called a Ferry Permit</li> <li>2. Needed if a plane isn't airworthy such as missing an inspection, etc.</li> <li>3. Fill out form and get approval from the local FSDO.</li> </ol>
<p><b>METAR (AIM Chap 7)</b></p> <ol style="list-style-type: none"> <li>1. AWOS, ASOS, ATIS</li> <li>2. Reports ground conditions at an airport</li> <li>3. Written METARs from internet of FSS or a radio ATIS is updated every hour unless there is a special weather issue</li> <li>4. Radio AWOS or ASOS is updated real time</li> </ol>	<p><b>AWOS:</b> Automatic Weather Observation System</p> <p><b>ASOS:</b> Automatic Surface Observation System</p> <p><b>ATIS:</b> Recorded voice weather info every hour (unless a major chg happens) located at towered airports</p>

<p style="text-align: center;"><b>TAF</b></p> <ol style="list-style-type: none"> <li>1. Terminal Aerodrome Forecast</li> <li>2. Published four times a day (every 6 hrs).</li> <li>3. Legally only good for 5NM from the airport it is reported for</li> <li>4. P6SM stands for Plus 6 statute miles and is the highest visibility it will report</li> </ol>	<p style="text-align: center;"><b>FA</b></p> <ol style="list-style-type: none"> <li>1. Area Forecast</li> <li>2. Good for a large areas (several states)</li> <li>3. Issued three times daily</li> <li>4. Good for enroute weather</li> <li>5. Gives a 12hr forecast</li> </ol>
<p style="text-align: center;"><b>SIGMET</b></p> <ol style="list-style-type: none"> <li>1. For all aircraft</li> <li>2. Non-Convective gives turbulence, icing</li> <li>3. Convective gives thunderstorm info</li> </ol>	<p style="text-align: center;"><b>AIRMET</b></p> <ol style="list-style-type: none"> <li>1. Less severe weather</li> <li>2. Moderate turbulence, icing, surface winds &gt;30 kts, widespread visibility issues</li> <li>3. <b>Tango:</b> Turbulence or Wind</li> <li>4. <b>Zulu:</b> Icing</li> <li>5. <b>Sierra:</b> Low ceilings or visibility</li> </ol>
<p style="text-align: center;"><b>Scuba Diving</b></p> <ol style="list-style-type: none"> <li>1. Do not fly immediately after scuba diving because you could get the 'bends'</li> <li>2. Bends: Formation of nitrogen bubbles in the blood caused by decompression leading to extreme pain or death</li> <li>3. What are the scuba diving times? 12hrs shallow dive, 24hrs deep dive.</li> </ol>	<p style="text-align: center;"><b>Motion Sickness</b></p> <ol style="list-style-type: none"> <li>1. Open Air Vents</li> <li>2. Focus on horizon</li> <li>3. Passengers can take Dramamine</li> </ol> <p style="text-align: center;"><b>Hyperventilation</b></p> <ol style="list-style-type: none"> <li>1. Excessive oxygen</li> <li>2. Caused by anxiety</li> <li>3. Breathe into a bag</li> <li>4. Sing a song</li> </ol>
<p style="text-align: center;"><b>Carbon Monoxide Poisoning</b></p> <ol style="list-style-type: none"> <li>1. Probably caused by heat shroud around cracked muffler/exhaust</li> <li>2. Headache, blurred vision, dizziness, drowsiness</li> <li>3. Use CO2 detectors</li> <li>4. Turn off heater, open windows</li> </ol>	<p style="text-align: center;"><b>Alcohol</b></p> <ol style="list-style-type: none"> <li>1. No alcohol 8 hrs prior to a flight</li> <li>2. Alcohol blood level must be below 0.04%</li> <li>3. Do not use over the counter meds if it makes you drowsy</li> <li>4. Prescriptions: Consult your AME</li> </ol>

**Special Emphasis Areas:** Examiners shall place special emphasis upon areas of aircraft operations considered critical to flight safety. Among these are:

<ol style="list-style-type: none"><li>1. Positive Aircraft Control</li><li>2. Positive exchange of flight controls</li><li>3. Stall/spin awareness</li><li>4. Collision avoidance</li><li>5. Wake turbulence avoidance</li><li>6. LAHSO</li><li>7. Runway incursion avoidance</li><li>8. CFIT (Controlled Flight into Terrain)</li><li>9. SRM (Single Pilot Resource Mgmt)</li></ol>	<ol style="list-style-type: none"><li>10. CFIT (Controlled Flight into Terrain)</li><li>11. ADM and Risk Mgmt</li><li>12. Wire strike avoidance</li><li>13. Checklist usage</li><li>14. TFR's (temporary flight restrictions)</li><li>15. Special use airspace</li><li>16. Aviation Security</li></ol>