PREFLIGHT BRIEFING

PRIVATE PILOT ASEL

PREFLIGHT BRIEFING - PRIVATE

Flight Test Typical Profile:

Take Off and Climb – scenario with 50’ obstacle, Applicant/PIC calls “clear”.

Dead Reckoning Navigation – use preplanned Nav Log. Initial cruise altitude may be modified for test.

Note: Applicant coordinates a practice area that will allow efficient transition from xc route when Dead Reckoning is completed.

Simulate Opening VFR Flight Plan Enroute – I will act as the FSS.

Upper Airwork Maneuvers

Simulated Emergencies

Ground Reference Maneuvers

Approaches and Landings – Usually at the end, but may be completed at the start and/or at another Airport.

Post Flight

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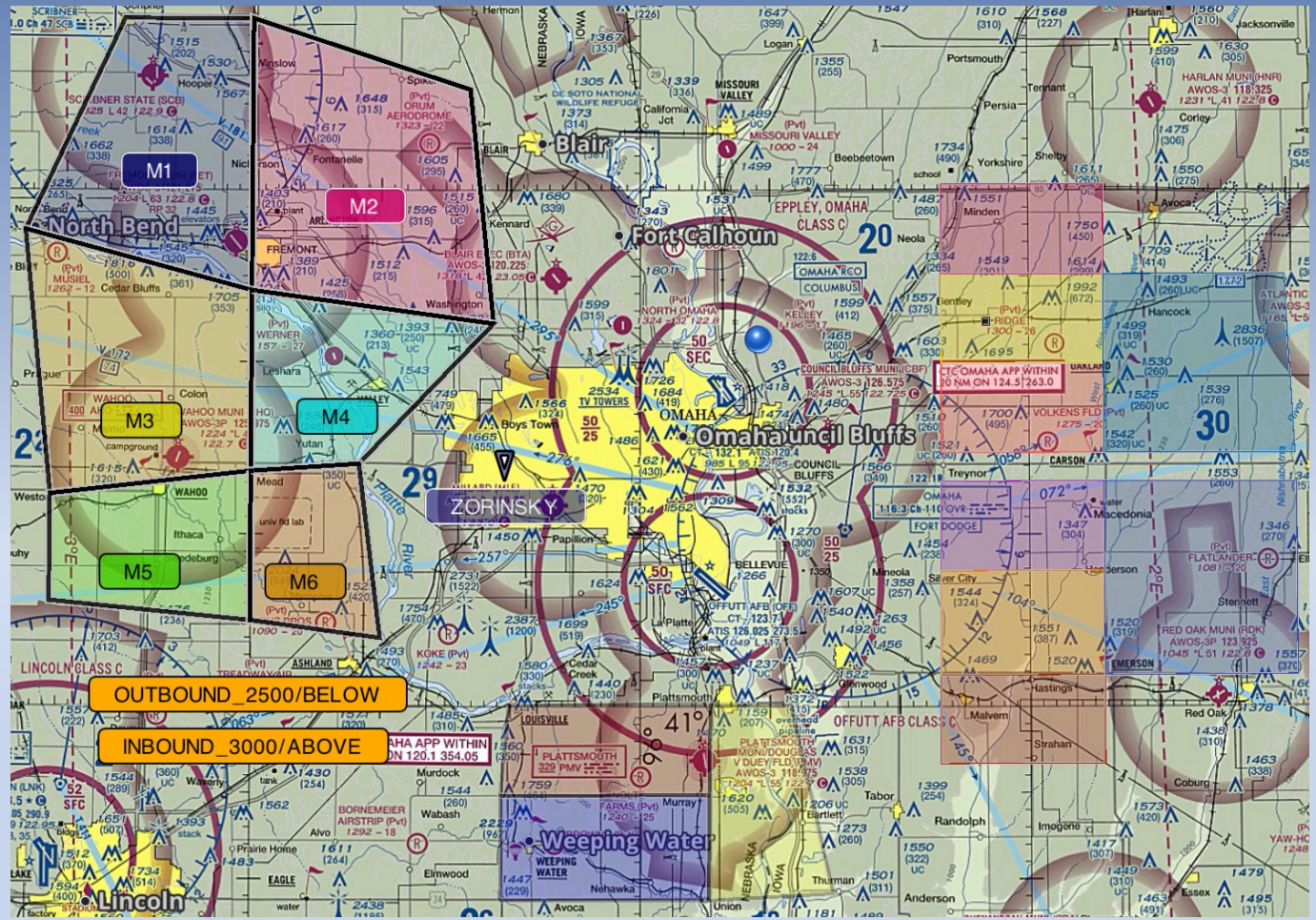
Practice Area and Airspace Avoidance is Applicant Responsibility



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Examiner Rules of Conduct

Applicant is the PIC (61.47) and makes the Go/No-Go Decision with no external pressure created by Examiner.
Applicant responsible for all ATC Communications. Avoid Examiner intervention with missed calls.
PHX only- Examiner responsible for CTAF communication in the "Stack".

Applicant may Discontinue inflight if necessary, ie. "weather becomes outside personal minimums, etc."

Oral questioning will continue into the flight portion.
Examiner is considered a non-pilot passenger for the scenario.
Exchange of Flight Controls – FAA 3 step process.
Examiner will assist in scanning for traffic. During Simulated instrument, just advise ATC "Negative Contact".
If we have a "Traffic Alert" situation then you may look up and we will work as a team to locate the conflict.

Visual Clearing Turns mandatory before the start of maneuvers, but may not always be required if previous maneuver cleared the area.

Emergency Descents – always clear the area, Terrain/Obstacles/Traffic before executing and advise CTAF/ATC.
Examiner will assign recovery altitude, no lower than 1500'AGL.

Fuel Controls are Not to Be Shut Off Inflight – Sufficient to touch for simulation based on the procedure.

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SIMULATED ENGINE EMERGENCIES

ASEL – 1 Failure Scenarios:

Landing Areas – one choice, no switching areas.

If over an airport with no traffic, you must land power off.

If off-field, must recover at minimum safe altitude 500’AGL, with checklists and final configuration set.

Applicant will initiate go-around.

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ASEL STALLS:

Low Performance Aircraft

Power On Stall - Set Max Power and Recover after Full Wing Stall
Power Off Stall - Recover after Full Wing Stall
Turning Stalls - 20 deg bank and configuration as assigned, Recover at First Wing Indication

High Performance Aircraft

Power On Stall - Set Partial Power and Recover at First Wing Stall Indication
Power Off Stall - Recover after Full Wing Stall
Turning Stalls - use 20 deg bank and configuration as assigned, Recover at First Wing Indication

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VFR APPROACHES AND LANDINGS

Each type of landing and touchdown area must be determined verbally no later than downwind.

Assume a 50’ obstacle at the end of runway for the Short Field Approach and Landing.

Go arounds are okay with all other approaches.
They must not be used excessively or performed incorrectly.

If I verbalize, “Scenario: Aircraft departing in front of us.”
Play the scenario and perform Go-Around with Side Step.

Typical landing area starts at the white 1000’ marker.

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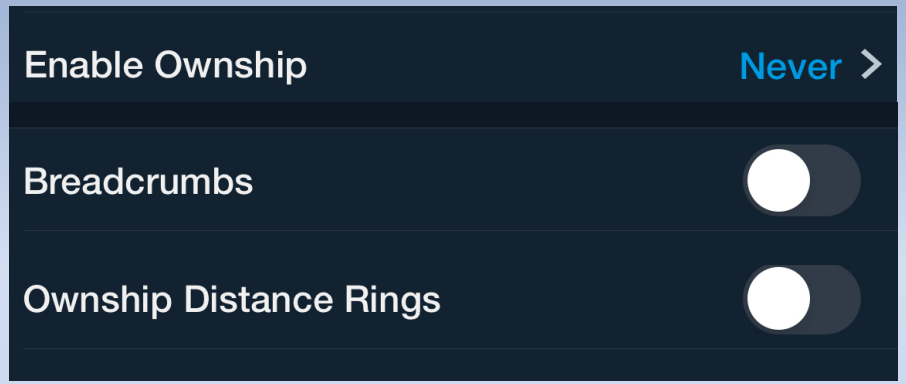
EFB GPS Position must be disabled to conduct the Navigation Pilotage and Dead Reckoning portion.

FOREFLIGHT

MORE < SETTINGS.



MAP SETTINGS < GLIDE ADVISOR - OFF

GARMIN PILOT

SETTINGS APP
> PILOT
> LOCATION
> NEVER

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IF ACTUAL EMERGENCY OCCURS AT ANYTIME INFLIGHT – “MAYDAY”, “MAYDAY”, “MAYDAY”

Test is immediately over and we will work as a team to land safely.

Applicant will maintain on the flight controls unless a positive exchange is required for the safe outcome.

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Please immediately call for Fuel – Oil – Windscreen Clean

Short break and meet at the aircraft.

Please start preflight without me if necessary, I will be at the aircraft soon.

My Cell Phone - 713 703-8478

Please text me if anything changes.

Bring View Limiting Device

Questions?

LETS FLY!