

PREFLIGHT BRIEFING

COMMERCIAL PILOT ASEL

# PREFLIGHT BRIEFING – COMM ASEL

## **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

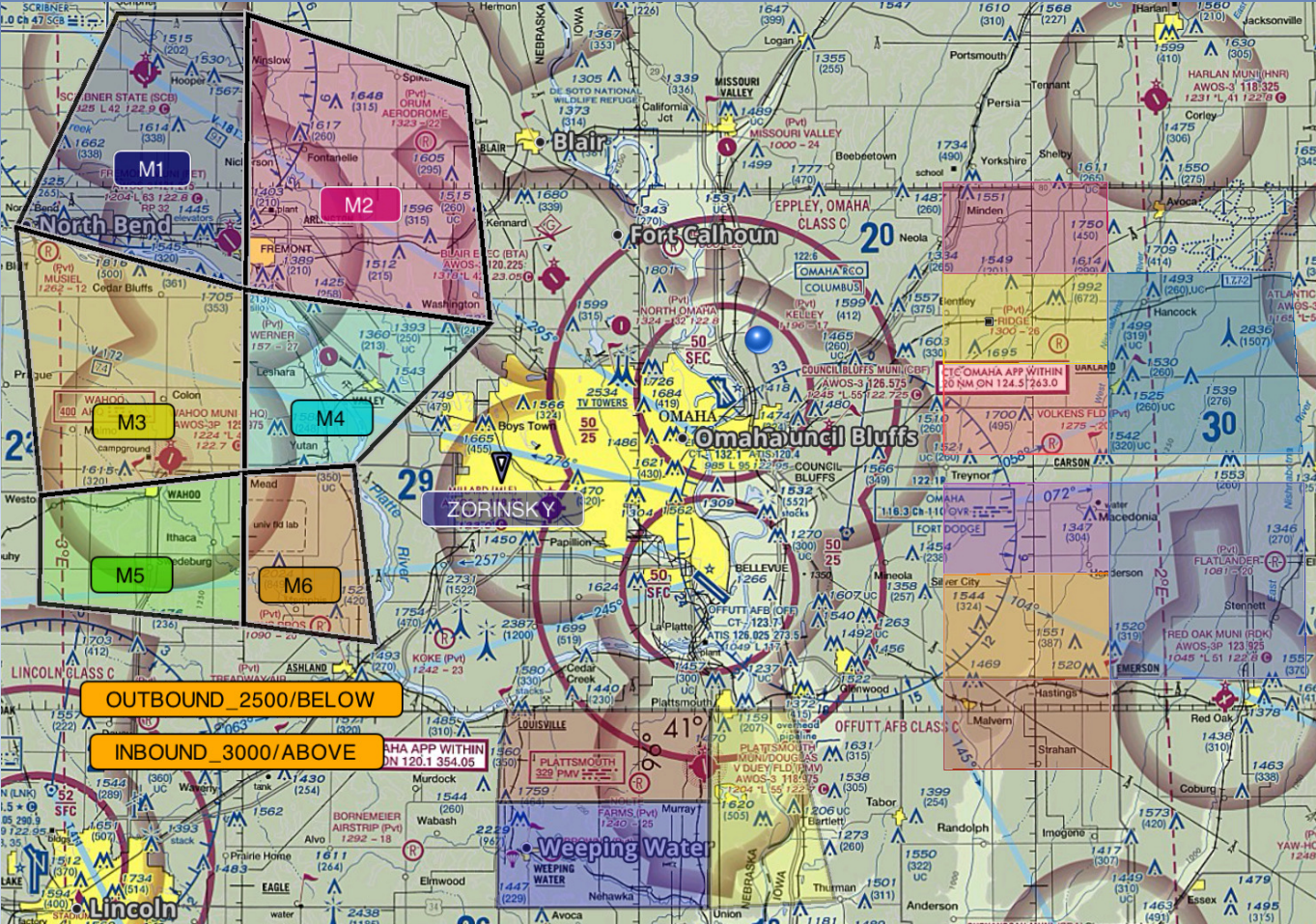
Ground Reference Maneuvers

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 approaches, except the Power Off 180. Power Off 180 is a one chance maneuver based on strict FAA guidance. Go arounds are 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.

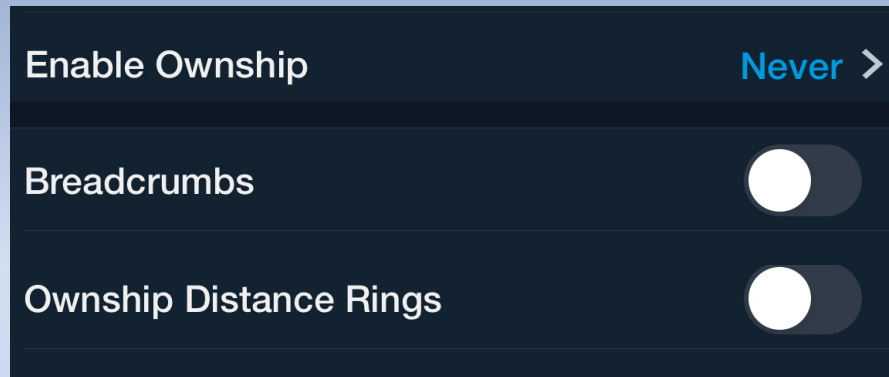


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EFB GPS Position must be disabled to conduct the Pilotage and Dead Reckoning Navigation portion.

## 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!**