

PREFLIGHT BRIEFING

CFI INITIAL ASEL

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## Typical Profile

Preflight Inspection - Must be taught to Examiner.

Take Off and Climb - based on scenario given, if a 50' obstacle assigned. PIC calls clear.

Proceed to Practice Area

Upper Airwork Maneuvers

Simulated Emergencies

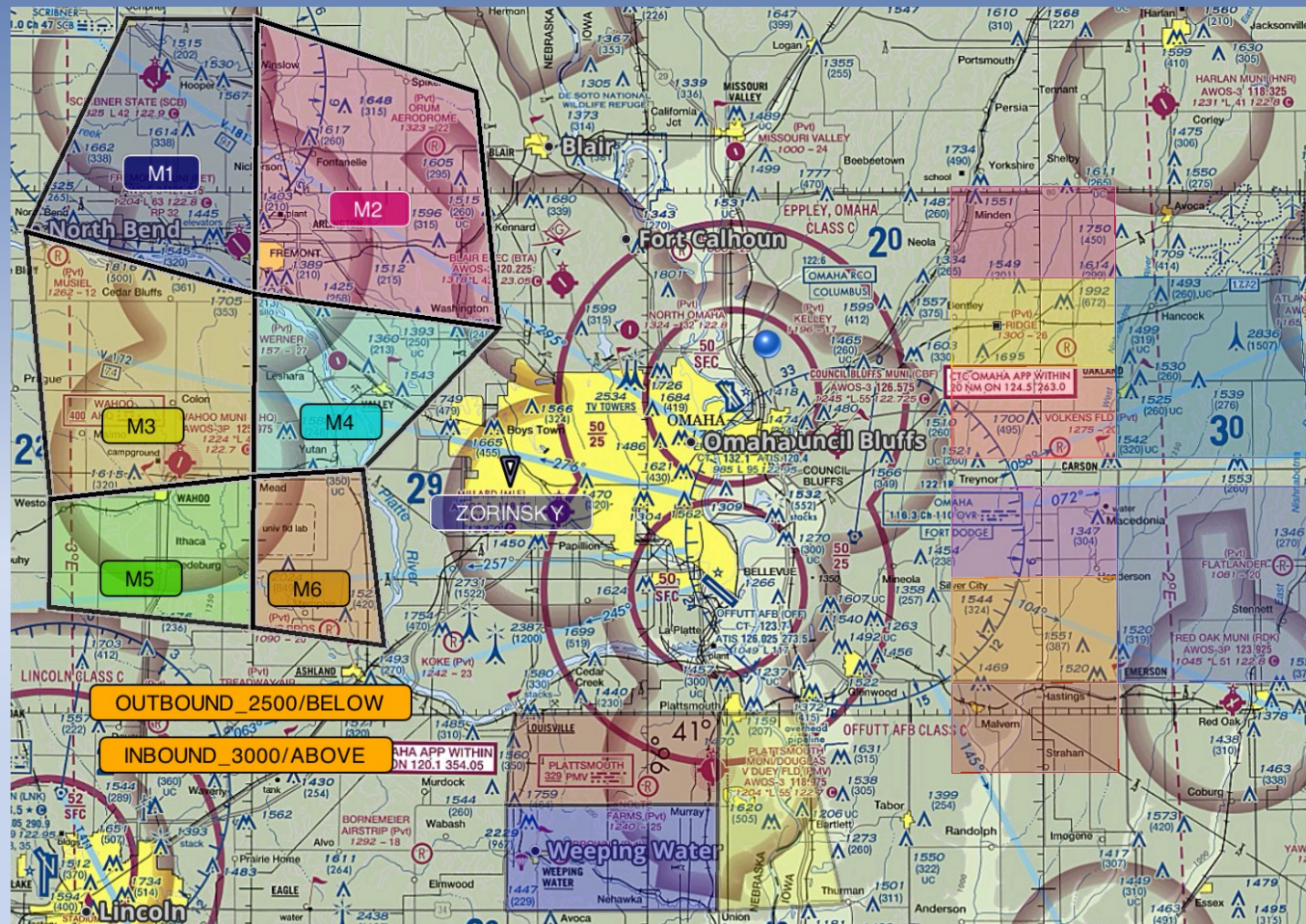
Ground Reference Maneuvers

Approaches and Landings – Soft, Short, and Power Off 180 – you choose the order completed.

Post Flight Procedures

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If you do not have the specific practice area Foreflight "Custom Map Layer" file, ask me for it in advance of test.



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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.  
I am considered a Student Pilot or Private Pilot, depending on the maneuver being taught.  
For each maneuver being flown, perform it at the highest standard possible.  
Oral questioning will continue into the flight portion.  
Exchange of Flight Controls – FAA 3 step process.  
I will assist in scanning for traffic.

## Applicant Responsibility

Practice Area Boundaries and Airspace Avoidance

Expect all maneuvers to be flown by Applicant.

ATC Communications. Avoid Examiner intervention with missed calls.

*PHX - Examiner responsible for CTAF communication in the "Stack".*

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

Fuel Tank Selectors Not to Be Shut Off Inflight – Sufficient to touch for simulation.

Keep teaching as much as practical throughout the duration of the test.

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## Single Engine Failure Scenario:

Landing Areas must be selected within power off gliding distance and switching areas is not allowed. If airport is chosen, with no traffic, you must land power off.

If off airport area chosen, the Applicant/PIC will determine when to initiate the go around maneuver, no lower than 500' AGL with checklists and final configuration set.

## Emergency Descent:

Before executing, we will pause the scenario to conduct clearing turns for traffic/terrain/obstacles. Suggest making a CTAF or ATC advisory call.

Applicant will assign recovery altitude no lower than 1500' AGL.

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## ASEL STALLS:

### Low Performance Aircraft

Power On Stall – Use max power, recover after full wing stall

Power Off Stall – Power idle, recovery after full wing stall

### High Performance Aircraft

Power On Stall – Set 65% power, recover after first wing stall indication

Power Off Stall – Recover after full wing stall

Turning Stalls – 20 deg bank and aircraft configuration will be assigned.

Accelerated Stall – Recover at first wing stall indication

Cross-Controlled Stall – Recover at first wing stall indication

Elevator Trim Stall – Use full aft elevator trim and recover at first wing stall 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.

Power-Off 180 is a one attempt maneuver, so no Go-Arounds allowed, per strict FAA Guidance.

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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**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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Short break and meet at the aircraft.

Please immediately call for Fuel – Oil – Windscreen Clean - Deiced

Please text me if anything changes.

My Cell Phone – (713) 703-8478.

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

Questions?

**LETS FLY!**