

# P.A.V.E. Checklist before you fly!

## Pilot/Passenger

### IMSAFE

#### Illness

- Sinus
- Middle Ear
- Cold
- Sore throat
- Disqualifying conditions who can I ask? AME
- What are the consequences and why?

#### Prescription Medication or over the the counter medications

- Approved by FAA AME, FAA does not have an approved list, AOPA does but will the approved drug interact with another?
- check with your AME

#### Stress

- Stressed at work on in personal life
- Financial stress
- External Pressures (Time limits, promises etc.)

#### Alcohol

- No alcohol in the least 8 hours
- Below 0.04% limit
- No hangover, no impairment, no drugs

#### Fatigued

- Are you rested?

#### Eating

- Did you eat? are you hydrated
- Healthy food will help you feel better.

- All Aeromedical factor considered

## Scuba Diving

Have you been scuba diving? What can happen and Why?

- For non-controlled ascent wait 12 hours to 8000 feet
- For controlled ascent or flights above 8000 ft wait at least 24 hours

## Currency

Check my logbook

Have I had the required flight review? (Wings, new rating,)

Do I have all my endorsements and training? Complex, High performance, tailwheel, pressurized aircraft,

Do I have the rating required to fly this aircraft? Multiengine, seaplane, glider etc.

Did I do 3 takeoff/landings in the last 90 days to carry passengers?

Are we flying at night?

- Did I do 3 full stop takeoff/landings at night in the last 90 days?

Are we flying a tail dragger?

- Did I do 3 full stop takeoff/landings with tail dragger in the last 90 days?

Check my Wings Program

## Documents

Medical certificate valid

Government photo ID

Pilot Certificate

## MY PRIVILEGES AND LIMITATIONS

What can I fly? What cant I fly? What do I need to do?

Can I receive money

# Aircraft/Airworthiness

## ARROW

Airworthiness Certificate

Registration

Radio stations license (international)

Operation Limitations- AFM/POH, Placards, Instrument markings

Weight and Balance data current

## AVIATES

Annual (12 calendar month) out of date annual? Special flight permit?

VOR check (30 days) (IFR)

Inspection 100 hour (Aircraft operated for hire or airplane provided by flight instructor or school) (renting is not for hire)

Altimeter and Static (24 calendar month) IFR

Transponder (24 calendar month) If you have one.

ELT (12 calendar month test and replace battery when half the battery life used or 1 hour of use)

AD Compliance

## ATOMATO FFLAMES

Anti-Collision Lights (1996) (91.209)

Tachometer

Oil Pressure

Manifold Pressure

Altimeter

Temperature Gauge

Oil Temperature

Fuel Gauge

Flotation (hire)

Landing Gear Indicator

Airspeed Indicator

Magnetic Direction Indicator

ELT

Seatbelt's/Shoulder harnesses

### FLAPS (Night flight)

Fuses/Circuit breakers

Landing Light (hire)

Anti-Collision Light

Position Light

Source of Power

### AIRCRAFT SYSTEMS

Fuel, Oil and Hydraulics

Electrical

Pitot-Static, Vacuum/Pressure and associated flight Instruments

All systems that your aircraft has required by PTS

Possible failures and what to do for each system?

### EMERGENCIES

Engine failure after takeoff

Loss of oil pressure during flight

### CAN I FLY WITH INOPERATIVE EQUIPMENT?

Do you have an MEL, if not what do I do? 91.213D

Is it part of 91.205

Is it required by equipment list or kinds of operations required equipment list?

No equipment list! is it required by your type certificate data sheet?

Does an AD require that equipment?

Does a regulation require the use of it? like(91.209)

Is it safe to fly? ADM? I need to think about the flight Im making!

If I decide its legal and safe! what do I do?

Deactivate and placard or remove and placard cockpit control if maintenance is required a logbook entry must be recorded.

## en **V**ironment. Things to consider when planning!

Density Altitude - how it effects the airplanes performance?

Effects of temperature and pressure on altimeter readings? CFIT

- Calculate for all planned airports
- Is it safe to land and take off?
- performance greatly reduced since the airplane was new?

Do I need oxygen? WHY = Hypoxia, reduced vision, symptoms?

Recommended: Vision

- Night flight above 5000 feet?
- Daytime over 10000 feet?
  
- Above 12500 feet for more than 30 min
- Above 14000 feet all the time for pilot and crew
- Above 15000 feet for passengers as well

If using the heater?

Think about Carbon Monoxide poisoning and recognize the symptoms

- Light headed
- Loss of muscle power
- Headache
- Drowsiness
- Tingling in fingers and toes
- Blue fingernails and lips

## Are we flying at night?

Know your runway and airport lighting

Night vision

- 30 min to 1 hour to get eyes used to the dark

- Avoid looking into bright light
- Use peripheral vision and don't look at a fixed object for longer times
  - o Rods (Black and white only)
  - o Cones (Blind spot at night)
  - o night illusions
- Flying over terrain? Watch out below.
- Consider emergencies when planning your route
- Emergency survival gear, first aid kit, water, food, clothing that will keep you alive etc

#### CFIT (Controlled flight into terrain)

- There may be Clouds you cant see, Mountain obscuration
- Watch out for false horizons, illusions?
- Are we flying over high terrain? Check altitudes and keep altimeter updated.

### Airport concerns

How do we avoid runway incursions?

What are hot spots?

Is there LAHSO in operation?

Do I know my runway signs and markings?

Do I know my light gun signals or have them on my lap board?

Are we landing, taking off or close to a heavy aircraft?

Does your destination have large aircraft operations?

Wake Turbulence - how do we avoid?

- Don't fly below the flight path.
- Wait for heavy aircrafts wake to dissipate

Weight and Balance

- Are we close to the weight limit?
- Do we need to move bags around? What is the best way to load CG
- How much fuel can we carry?  
Over gross, aft CG, Forward CG? Concerns?

#### Crosswind factor

- Are we going to be within or close to the limits?
- Best runway to use
- How do we do a crosswind landing and take off?

### Airspace

- What airspace are we flying through? A,B,C,D,E,G, and special use airspace?
- What PROCEDURE is required to enter, weather requirements and equipment requirements for all airspaces
  - o Remember to get clearance before entering B, establish communications before entering C, D,
  - o Stay out if flying close. Find terrain markings to help stay out or use GPS if you have one!
  - o Do we have the required equipment on board?
- Any restricted airspace, Warning areas, Prohibited areas, on the route?
- MOA or other dangerous areas?
  - o Times and frequencies
 All Airspace weather and equipment requirements, special VFR and risks

### Weather

- Airmets
  - o Tango (moderate turbulence, High surface winds above 30 kts, low level wind shear) why do we care about winds? What do we do?

- o Sierra (IFR, mountain obscurement)
- o Zulu (Icing, freezing levels)
- Convective Sigmets
  - o Convective (thunderstorm related weather)
    - Severe Icing
    - Severe Turbulence
    - winds at the surface more than 50 kts
    - Thunderstorm related weather.
    - tornadoes.
    - Hail
  - o Sigmets (non thunderstorm related)
    - severe turbulence or winds at the surface more than 50 kts
    - severe icing
    - sand storms, dust storms
    - volcanic ash
    - not thunderstorm related
- Charts
  - o Surface Analysis Chart
    - High/Low Pressure, What weather is possible?
    - Cold/Warm fronts, What weather is possible?
    - Stationary/Occluded Fronts,
    - Squall Line,
    - Ridge,
    - trough
  - o Weather Depiction Chart
  - o Radar Summary Charts
    - Precipitation
    - Direction and speed
    - Does not show clouds.
  - o Satellite Pictures= Clouds

- o Low level Significant weather prognostic charts
- o Winds and Temperatures aloft
- o Severe Weather outlook charts

Watch out for special VFR conditions

- Wire-strike
- Tower strike
- Scud running
- CFIT

TFR's

- Any TFR's on the route?
- Ceiling and times

What causes a Stall and Spin? Recovery from spin- PARE

- Power to idle
- Ailerons neutral
- Rudder full opposite of rotation
- Elevator forward to break stall
- Spin stops rudders neutral
- Easy Pull to straight and level! and watch limitations  
(OR SPIN RECOVERY AS REQUIRED BY POH OR AFM)

## External Pressures

See P