

PAVE Preflight Checklist

Pilot/Passenger		
IMSAFE	Illness / Injury	<ul style="list-style-type: none"> - Sinus - Middle Ear - Cold - Sore Throat - Disqualifying conditions (ask AME) - Injury that could affect operational capability
	Medication	<ul style="list-style-type: none"> - Must be approved by FAA AME
	Stress / Emotion	<ul style="list-style-type: none"> - Are you stressed at work or in your personal life?
	Alcohol	<ul style="list-style-type: none"> - No alcohol in the last 8 hours - Below 0.04% limit - No hangover, no impairment, no drugs
	Fatigue	<ul style="list-style-type: none"> - Are you well rested?
	Eating	<ul style="list-style-type: none"> - Did you eat? Are you hydrated?
Scuba Diving	Recent scuba?	<ul style="list-style-type: none"> - For non-controlled ascent wait 12 hours to 8000 ft - For controlled ascent or flights above 8000 ft wait at least 24 hours
Currency	Check your logbook	<ul style="list-style-type: none"> - Flight review? - Endorsements and training? - Required ratings? - 3 takeoffs / landings in the last 90 days to take passengers? - Night flying? 3 takeoffs / full stop landings in the last 90 days? - Tail dragger? 3 takeoffs / full stop landings in the last 90 days? - Wings program credits
Documents	Must be on board:	<ul style="list-style-type: none"> - Pilot certificate - Valid medical certificate - Valid government photo ID
Privileges and Limitation		<ul style="list-style-type: none"> - What can I fly? - Can I receive money or compensation of any kind?

Aircraft/Airworthiness		
ARROW	Airworthiness	Does not expire if all required maintenance, inspections and Airworthiness Directives are complied with and logged
	Registration	Renewed every 7 years
	Radio Station License	International flights only
	Operating Limitations	AFM/POH, placards, instrument markings
	Weight & Balance	Current data
AVIATES	Annual	Preceding 12 calendar months
	VOR check	Preceding 30 days (IFR)
	100-hour Inspection	Aircraft operated for hire or airplane provided by flight instructor or school
	AD Compliance	One-Time and Recurring
	Transponder	Preceding 24 calendar months
	ELT	Preceding 12 calendar months function test. Additionally, replace / recharge battery when half the useful battery life used or more than 1 hour of cumulative use.
	Static System	Preceding 24 calendar months (IFR)

ATOMATO FFLAMES	Day VFR	Airspeed indicator
		Tachometer
		Oil Pressure Gauge
		Manifold Pressure Gauge for Altitude Engines
		Altimeter
		Temperature Gauge (liquid cooled engines)
		Oil Temperature Gauge
		Fuel Gauges for each tank
		Flotation Devices (for hire, needed if beyond power off glide distance from shore)
		Landing Gear Position Indicator (if retractable)
		Anti-Collision Lights (if aircraft certificated after 3/11/96)
		Magnetic Direction Indicator
		ELT
		Seat Belts/Shoulder harnesses
FLAPS	Night VFR	Fuses (one spare set or 3 of each kind)
		Landing Light (for hire)
		Anti-Collision Light
		Position Lights
		Source of Power (alternator/generator)
Aircraft Systems	Fuel, oil and hydraulics	
	Electrical	
	Pitot-Static, Vacuum/Pressure and associated flight instruments	
	All systems that your aircraft has required by ACS	
	Possible failures and what to do for each system	
Emergencies	Engine failure after takeoff	
	Loss of oil pressure during flight	
Inoperative Equipment	Is it required by...	MEL
		Equipment List / Kinds of Operations List
		Type Certificate Data Sheet
		Airworthiness Directives
		Regulation – 91.205, 91.209?
		Safety? Even if it's legal, is it safe?
		Legality? Even if it's safe, is it legal?

EnVironment

Density Altitude		How to determine Effects of temp & pressure on aircraft performance
Oxygen	Aeromedical Factors	Hypoxia - causes and symptoms
	Regulation	Above 12,500 for more than 30 min for pilots Above 14,000 all the time for pilots and crew Above 15,000 for passengers
Heater	Aeromedical Factors	Carbon Monoxide poisoning symptoms <ul style="list-style-type: none"> - Light-headed - Loss of muscle power - Headache - Drowsiness - Tingling in fingers and toes - Blue fingernails and lips
Night Flying	Night Vision	<ul style="list-style-type: none"> - 30-60 min for eyes to get used to the dark - Avoid looking into bright light - Use peripheral vision and don't look at a fixed object - Rods = black and white only - Cones = blind spot at night - Night illusions
CFIT	Controlled Flight Into Terrain	<ul style="list-style-type: none"> - Accidental flight into IMC conditions - Mountain obscurations - False horizons/No horizon/illusions - Over high terrain check altitude and keep altimeter updated. - TAA: Technically Advanced Aircraft - Over-reliance on technology
Airport Concerns	Runway Incursion	How do we avoid runway incursion?
	Hotspots	What are hot spots? Where do we find them? Where do we find their explanations of what to avoid?
	LAHSO	Land And Hold Short Operations (see KAPC)
	Runway signs and markings	Know them!
	Light gun signals	Keep on kneeboard
	Wake turbulence	How do we avoid wake turbulence? <ul style="list-style-type: none"> - Don't fly below the flight path - Wait for heavy aircraft's wake to dissipate.
	Weight & Balance	<ul style="list-style-type: none"> - 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? - Concerns with: <ul style="list-style-type: none"> ● Over gross ● Aft CG / Forward CG
	Crosswind factor	<ul style="list-style-type: none"> - Within or close to limits? - Best runway to use - Crosswind takeoff and landing procedure
Airspace	Types	What type of airspace are we flying through? Know your cloud clearances, procedures, and special use airspace.
	Procedures	<ul style="list-style-type: none"> - Clearance before entering Class B - Establish communication before entering Class C, D - Stay out if flying close! - Required equipment on board?

	Restrictions	<ul style="list-style-type: none"> - Restricted areas - Warning areas - Alert areas - Prohibited areas
	MOAs	<ul style="list-style-type: none"> - Times and frequencies
Weather	AIRMETS	Tango – moderate turbulence, sustained surface winds above 30 kts, low level wind shear Sierra – IFR, mountain obscuration Zulu – Icing, freezing levels
	SIGMETS	Convective SIGMETS (Thunderstorm related weather) <ul style="list-style-type: none"> - Severe icing - Severe turbulence - Winds at the surface more than 50 kts - Tornadoes - Hail SIGMETS (Not thunderstorm related) <ul style="list-style-type: none"> - Severe icing - Severe turbulence - Winds at the surface more than 50 kts - Sand storms, dust storms, volcanic ash
	Weather Charts	Surface Analysis Chart <ul style="list-style-type: none"> - High/Low pressure - Cold/Warm fronts - Stationary/Occluded Fronts - Squall Line - Ridge - Trough Weather Depiction Chart Radar Summary Charts <ul style="list-style-type: none"> - Precipitation - Direction and Speed - Does not show clouds Satellite Pictures <ul style="list-style-type: none"> - Clouds Low Level Significant Weather prognostic chart Winds and Temperatures Aloft Severe Weather Outlook Charts
	Special VFR conditions	What are the minimums? Hazards: Wire-strike, tower strike, scud running, CFIT
TFRs	Any TFR's en route?	Where can you find altitudes and active times? What happens if you fly through a TFR?
Stalls & Spins	Spin Recovery	P – Power to Idle A – Ailerons to neutral R – Rudder full opposite the direction of rotation E – Elevator briskly forward to break stall When spin stops – rudder neutral Easy pull to straight and level

External Pressures		
Purpose of the Flight	Deadlines	<ul style="list-style-type: none"> - Have you given yourself an allowance for delays? - How critical is it to maintain the schedule
	Promise to friends/family	<ul style="list-style-type: none"> - Have you briefed your friends/family that a diversion or cancellation may be necessary? - Is the trip worth the risks?
Trip Planning	Diversions or Cancellations	<ul style="list-style-type: none"> - Have you given yourself a window of time? - Have you arranged for alternate transportation?
	Unplanned Weather	<ul style="list-style-type: none"> - Have you factored in headwinds that may delay you?
Alternate Plans	Personal Equipment	<ul style="list-style-type: none"> - Do you have funds for alternate plans or transportation? - In the event of an unexpected stay do you have extra clothing and an overnight kit?