Annual Pilot Refresher

Judy Phelps ♦ Master CFI-Aerobatic, CFII

CP AVIATION

61.56 Flight Review

- A flight review consists of a minimum of one hour ground and one hour of flight training.
- Today's Class counts as the ground portion of your flight review.

FAA Pilot Proficiency Wings Program

- WWW.FAASafety.gov

- AC 61-91J WINGS

- WWW.AOPA.org – **Air Safety Institute**

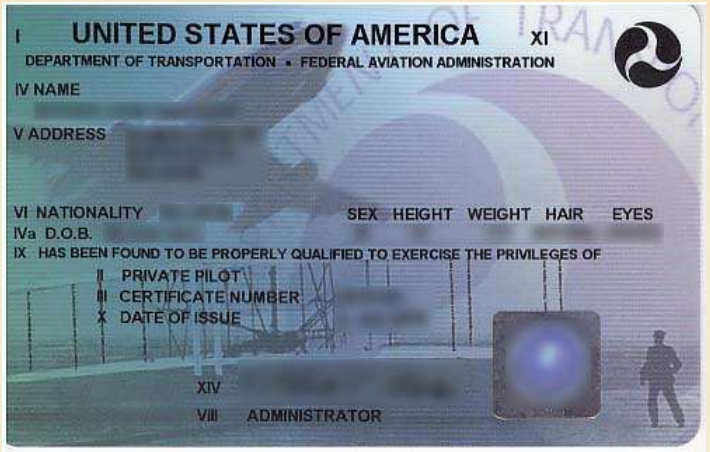
Pilot Refresher Topics

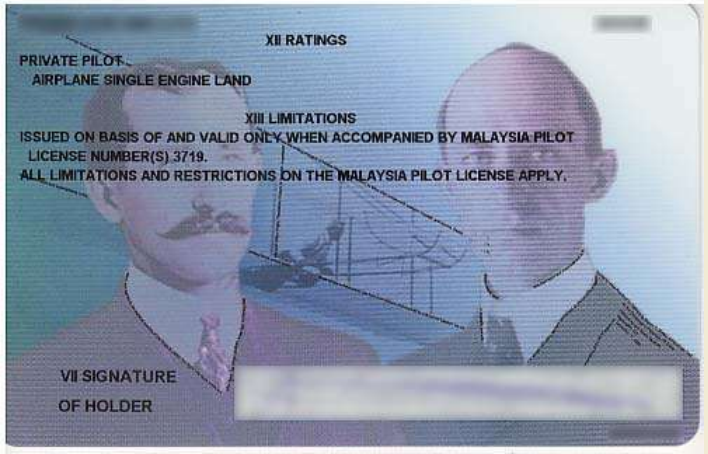
Be Sharp/Stay Sharp

- Regulations and General Operating rules
- Aeronautical Decision Making
- Airworthiness and Maintenance
- Flight Planning
- Aviation Weather
- Performance and Weight and Balance
- Airspace
- Charts

Required Documents for the Pilot 61.3

- Photo
- Current Medical
- Pilot Certificate





BasicMed

The BasicMed rule is now effective! Print off a BasicMed Comprehensive Medical Examination Checklist (CMEC) and get your physical exam with a state-licensed physician (every 4 years). Then complete an online medical course (every 2 years) and you're ready to fly!

Online Courses

- AOPA Medical Self-Assessment Online Course
- Mayo Clinic BasicMed Online Training Course

See BasicMed AC68-1A for more information

Flying under BasicMed

- Comply with the general BasicMed requirements (possess a U.S. driver's license, have held a medical after July 14, 2006).
- Get a physical exam with a state-licensed physician, using the Comprehensive Medical Examination Checklist.
- Complete a BasicMed medical education course.
- Go fly!

Operating Requirements

- Carries not more than five passengers.
- Operates under VFR or IFR, within the United States, at less than 18,000 feet MSL, not exceeding 250 knots.
- Flight not operated for compensation or hire.

61.51 Pilot Logbooks

Must document and record training and aeronautical experience for a certificate, rating or flight review.

Also the requirements for meeting the recent flight experience.

Recent Flight Experience Requirements 61.57

- 3 Take offs and landings within the preceding 90 days.
- If in a tailwheel they must be to a full stop.
- Night 3 take offs and landings to a full stop within the preceding 90 days.
- Flight Review.

91.3 Responsibility

- The pilot in command of an aircraft is directly responsible for, and is the final authority to, the operation of that aircraft.

Past 20 years 85% of accidents are from pilot error!

Acronym

Decision Making

- **P**ilot in command
- **A**ircraft
- en**V**ironment
- **E**xternal pressures

Controlled Flight Into Terrain

or better known as

CFIT

91.111 Collision Avoidance

8-1-8 AIM Recognize high hazards

- Airspace
- Cockpit management
- Windshield conditions
- Visibility conditions

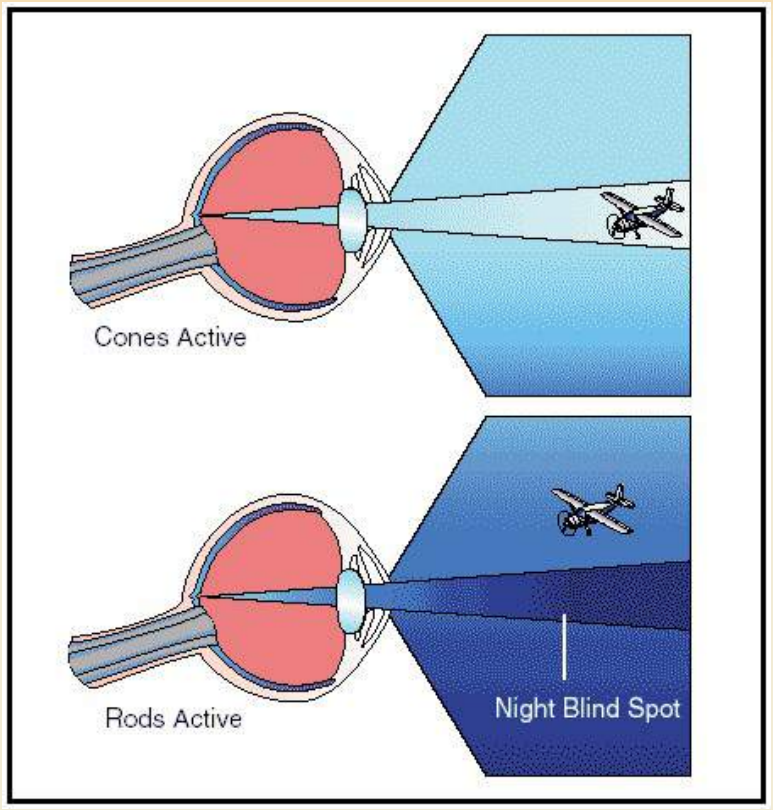
Watch for Areas of High Activity

- VORs
- Santa Paula Aerobatic Area 122.775
- Simi Valley Practice Area
- Newhall pass
- Saticoy Bridge

91.111 Collision Avoidance

8-1-6 AIM Vision in Flight

- Your eyes should be outside most of the time
- ATC Support - use it but still with caution



91.113 Right of Way Rules

- In distress
- Least maneuverable
- Converging
- Overtaking
- Head-on
- Landing

91.119 Minimum Safe Altitudes

- 1,000’ - over congested area above the highest obstacle within a horizontal radius of 2,000’

- 500’ - other than congested except over open water or sparsely populated areas. In this case it’s 500’ to any person, vessel, vehicle or structure

91.121 Altimeter Settings

- Current setting within 100nm
- Airport Elevation
- Above 18,000 29.92

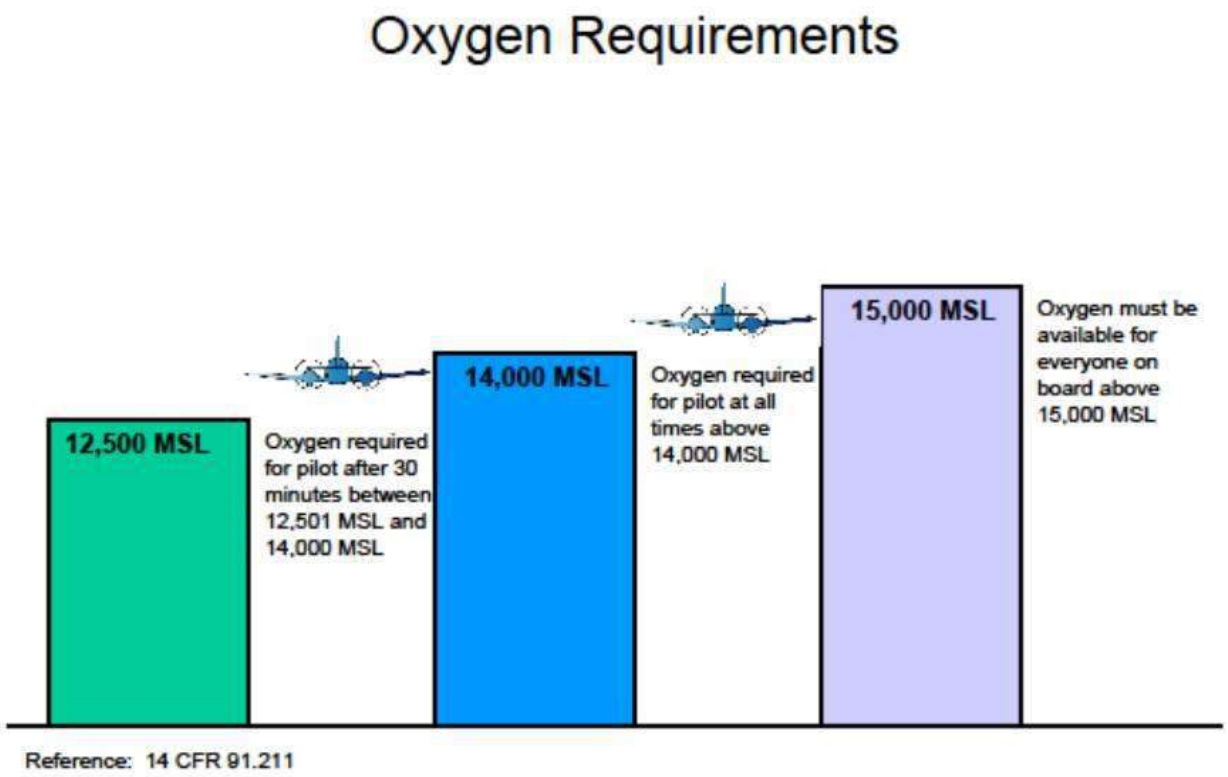
91.125 Light Signals

LIGHT GUN SIGNALS			
COLOR AND TYPE OF SIGNAL	MOVEMENT OF VEHICLES, EQUIPMENT AND PERSONNEL	AIRCRAFT ON THE GROUND	AIRCRAFT IN FLIGHT
STEADY GREEN	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
FLASHING GREEN	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
STEADY RED	STOP	STOP	Give way to other aircraft and continue circling
FLASHING RED	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
FLASHING WHITE	Return to starting point on airport	Return to starting point on airport	Not applicable
ALTERNATING RED AND GREEN	Exercise Extreme Caution!!!!	Exercise Extreme Caution!!!!	Exercise Extreme Caution!!!!

91.123 Compliance with ATC Instructions

- Except in an Emergency you must comply
- If you have to deviate notify ATC
- If requested submit a report within 48 hrs

91.211 Supplemental Oxygen



Acronym

Decision Making

Illness

Medication

Stress

Alcohol

Fatigue

Emotion

Acronym

Decision Making

Detect – that change has occurred

Estimate – need to correct or react

Choose – a course of action

Identify – solution

Do – the necessary action

Evaluate – the effect of the action

Aeromedical Factor

Scuba Diving

AIM 8-1-2

Up to 8,000’
12 hrs – no controlled ascent
24 hrs – controlled ascent

Above 8,000’ – 24 hrs

Acronym

Certificates & Documents

Airworthiness Certificate
Registration – Expires every 3 years
Radio License (if international)
Operation Limitations (AFM or POH)
Weight and Balance

Don’t forget the Equipment List

Acronym

Inspections

Annual
VOR 30 days if IFR
I 100 hour if for hire
Altimeter – 24 calendar months
Transponder – 24 calendar months
ELT 12 Calendar months

Don’t forget those AD’s

Acronym

91.205 Instruments and Equipment Required for DAY

Tachometer

Oil pressure

Manifold pressure

Altimeter

Temperature gauge for liquid cooled

Oil temperature

Day continued

Fuel gauge

Flotation gear

Landing gear position indicator

Airspeed

Anti collision lights (after 03/31/96)

Magnetic direction indicator (compass)

Emergency locator transmitter (ELT)

Seat belts

Acronym

91.205 Instruments and Equipment Required for Night

Fuses

Landing light (if for hire)

Anti collision light

Position lights

Source of electrical energy

Inoperative instrument or equipment What do you do?

Per 91.213

Safe – is it?

Type certificate or equipment list

AD required

Regulation Required 91.205 – day/night

MEL – part 121, 125 & 135

Equipment- Deactivate and Placard “inoperative”

Logbook entry if mx required

91.103 Preflight Action

The Pilot in command shall become familiar with all available information concerning the flight

- Weather reports
- Forecasts
- Fuel requirements
- Alternatives available
- Runway lengths
- Take off and landing distance

Types of Briefings

Standard

- Adverse conditions
- VFR flight not recommended
- Synopsis
- Current conditions
- En route forecast
- Destination forecast
- Wind and temperatures aloft
- Notice(s) to Airmen
- ATC delays
- Other

Types of Briefings

Outlook

- Departure is 6 or more hours away

Abbreviated

- Shortened version of Standard

Technology has changed

So what do I use?

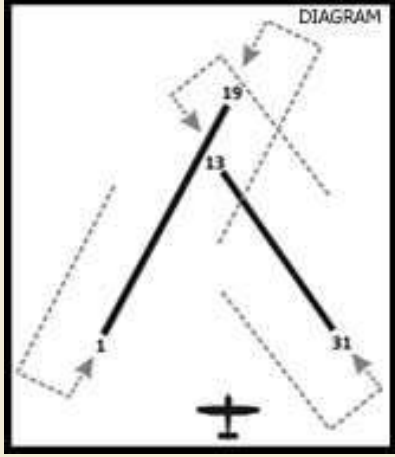
- 1800wxbrief.com
- Foreflight on my iPad
- Aviationweather.gov
- The Phone

NAVIGATION LOG

CHECKPOINTS	CH	TAS	ALT	VOR Freq / Ident	VOR Bearing / To/From	WIND Direction	WIND Velocity / Temp °C	TC / WCA -L +R	TH / Variation – E+W	MH / Deviation +/-	CH	DIST / Leg / Rem	GS / Est / Act	TIME OFF / ETE / ATE	FUEL Used / Rem
Departing Airport CMA												139			
Lake Casitas	284	80	Climb 65	114.9	284	110	13	297	297	284	284	17	91	11	1.4
					TO		11	0	-13	0					
RZS	284	105	65	114.9	284	110	13	297	297	284	284	23	115	12	1.6
					TO		11	0	-13	0					
IZA	293	105	65	114.9	290	110	13	305	306	293	293	16	115	8	1
					FROM		11	+1	-13	0					
SMX	292	105	65			110	13	305	306	292	292	26	115	14	1.9
							11	+1	-14	0					
SBP	342	105	65	114.3	335	110	13	350	355	341	342	22	110	12	1.6
					TO		11	+5	-14	+1					
Atascadero	342	105	45	114.3	335	110	13	350	355	341	342	13	110	7	.5
					TO		11	+5	-14	+1					
PRB	342	105		114.3	335	110	13	350	355	341	342	12	110	7	.5
					TO		11	+5	-14	+1					

Destination Airport	Elevation: 836	ATIS	TOTALS Distance/Time/Fuel	129		71	8.5
PRB	Pattern Alt: 1836						

DIAGRAM



ATIS

Wind

Altimeter

Runway

NOTES:

Left traffic all runways

Departure	COMMUNICATIONS		Arrival
ATIS	126.025	ATIS	120.125
CLRNC	-	CNTR	-
GRND	121.8	APRCH	128.7
TWR	128.2	TWR	-
DPRT	124.7	GRND	-
CNTR	-		-
FSS	122.3	FSS	122.4
CTAF	-	CTAF	123.0

WX BRIEFING & PRE-FLIGHT PLANNING

Location	
CMA	Wind 070 @ 13 Vis 10 Sky dr Temp/Dew 23/-07 Alt 30.10
PRB	Wind 070 @ 13 Vis 10 Sky dr Temp/Dew 23/-04 Alt 30.15
SMX	Wind 320 @ 09 Vis 10 Sky dr Temp/Dew 23/-02 Alt 30.13

Winds & Temps Aloft

Location	Alt: 3000	Alt: 6000	Alt:	Alt:
SBA	120@6	110@13		

Location	Airmets/Sigmets/NOTAMS/TFRs
SZP	Runway Closed
	No TFRs
	No Airmets/Sigmets

Weight & Balance

	Weight	x Arm	= Moment
Empty A/C	1456.5	-	56,972
Front Pass	360	37	13,320
Rear Pass	180	72	12,960
Fuel	240	47.8	11,472
Baggage	0	-	-
Total Gross	2236.5	Total Moment	94.724
CG = Total Mom/Total Wt		42.35	

Climb Data from POH		Fuel Requirements	
From Alt	77'	Total Useable	40
To Alt	6500'	Start, Taxi, Run-up	1.1
NM to Climb	15	Climb	2.3
Min to Climb	12	Cruise	7.2
Gals to Climb	2.3	Reserve – 30 min	4
		Total Fuel Required	14.6

TAKE-OFF & LANDING COMPUTATIONS

Airport	CMA	PRB	
Airport Elevation	77 MSL	836 MSL	MSL
Pattern Altitude	877 MSL 800 AGL	1836 MSL 1000 AGL	MSL AGL
Runway Length	6013 FT	6009 FT	FT
Temperature	27 °C	23 °C	°C
Pressure Altitude	-103 MSL	606 MSL	MSL
Density Altitude	900' MSL	1200' MSL	MSL
Wind	070° @ 13 KTS	070° @ 13 KTS	° @ KTS
Aircraft Gross Wt.	2300 LBS	22250 LBS	LBS
Required Rnwy Lngth	1590 FT	1300 FT	FT
Rate of Climb	600 FPM	NA FPM	FPM

Refer to Pilot's Operating Handbook [POH] for take-off & landing data.

FLIGHT PLAN

1. Type [x] VFR [ ] IFR [ ] DVFR	2. Aircraft Identification	3. Aircraft Type/ Equip	4. True Airspeed	5. Departure Point	6. Departure Time [UTC] Proposed	6. Departure Time [UTC] Actual	7. Cruising Altitude
	80914	172/U	105 KTS	CMA	1700		65

8. Route of Flight: RZS SMX

9. Destination [Name of airport and city]	10. Estimated Time Enroute Hrs	Mins	11. Remarks
PRB	1	15	

12. Fuel On Board Hrs	Mins	13. Alternate Airport(s)	14. Pilot's Name, Address, Telephone No. and Aircraft Home Base	15. No. on Board
4	30		VC 99s	3

16. Color of Aircraft	17. Destination Contact / Telephone Number (Optional)
White/Red/Blue	99s Headquarters

CLOSE VFR FLIGHT PLAN WITH _____ FSS [1-800-WX-BRIEF] [1-800-992-7433]

Special Equipment Suffix

/A - DME, Transponder with Mode C /D – DME, no Transponder /U – Transponder with Mode C
/B – DME, Transponder no Mode C /R – RNAV, Transponder with Mode C /W – RNAV, no Transponder
/C – RNAV, Transponder no Mode C /T – Transponder with no Mode C /X – No Transponder
/G – Global Positioning System [GPS], Global Nav. Sat. System [GNSS] with oceanic, terminal, and GPS approach capability

ForeFlight Nav. Log

KSZP — KPRB (February 02, 2019) in N66168 (C172) Created Feb 02 2019 2339Z

Basic Performance Profile

ETE	Distance	Avg Wind	ETD	ETA	Flight Fuel	Taxi Fuel
1h18m	127nm	4kt head (225°/028)	0350 PM PST / 2350Z	0508 PM PST / 0108Z	12 g	0 g

Route

RZS KIZA KSMX KSBP

Waypoint	Airway	HDG	CRS	ALT	WIND CMP	WIND DIR/SPD	ISA	SPD KT TAS	SPD KT GS	DIST NM LEG	DIST NM REM	TIME LEG	TIME REM	ETE	ACT
KSZP		-	-	248	-	-	-2	0	0	-	127	-	1:18	-	
-TOC-	DCT	268	274	6000	H14	246/019	-2	80	66	13	114	0:12	1:06	0:12	
RZS SAN MARCUS (SANTA BARBARA 114.9	DCT	268	274	6000	H20	245/025	-2	105	85	24	90	0:16	0:50	0:28	
KIZA SANTA YNEZ	DCT	263	279	6000	H15	222/031	-4	105	90	16	74	0:11	0:39	0:39	
KSMX SANTA MARIA PUB/CAPT HANCOCK	DCT	284	301	6000	H4	222/031	-4	105	101	26	48	0:16	0:23	0:55	
KSBP SAN LUIS CO REGL	DCT	308	323	6000	T9	222/032	-4	105	114	22	26	0:11	0:12	1:06	
-TOD-	DCT	338	349	6000	T19	221/026	-3	105	124	4	22	0:02	0:10	1:08	
KPRB	DCT	338	349	839	T23	225/029	-3	105	128	22	-	0:10	-	1:18	

Winds Aloft	2000 ft (ISA: 11°C) (COMP) WIND	ISA	4000 ft (ISA: 7°C) (COMP) WIND	ISA	6000 ft (ISA: 3°C) (COMP) WIND	ISA	8000 ft (ISA: -1°C) (COMP) WIND	ISA	10000 ft (ISA: -5°C) (COMP) WIND	ISA
-TOC-	(H15) 246/018	-5	(H15) 246/018	-1	(H20) 245/025	-2	(H25) 227/037	-4	(H25) 227/037	0
RZS	(H7) 219/015	-5	(H7) 219/015	-1	(H17) 222/031	-4	(H21) 225/035	-6	(H21) 225/035	-2
KIZA	(H5) 218/015	-5	(H5) 218/015	-1	(H15) 222/031	-4	(H19) 224/035	-6	(H19) 224/035	-2
KSMX	(T0) 218/015	-5	(T0) 218/015	-1	(H4) 222/032	-4	(H7) 224/036	-6	(H7) 224/036	-2
KSBP	(T8) 222/029	-5	(T8) 222/029	-1	(T7) 225/029	-3	(T6) 227/030	-5	(T6) 227/030	-1
-TOD-	(T20) 222/029	-5	(T20) 222/029	-1	(T19) 225/029	-3	(T19) 227/030	-5	(T19) 227/030	-1
	1h13m (-0:05), 11 g Avg wind comp: H1		1h15m (-0:03), 11 g Avg wind comp: H2		1h18m (0:00), 12 g Avg wind comp: H4		1h20m (+0:02), 12 g Avg wind comp: H6		1h22m (+0:04), 13 g Avg wind comp: H6	

Airport	WX	TWR/CTAF	CLR	GND	ELEV	LONGEST RWY
KSZP	N/A	122.9	N/A	N/A	248	04 / 22 2713 ft
KPRB	120.125	123.0	N/A	N/A	839	01 / 19 6008 ft

Summary & Times

Tail	**N66168 (C172)**
Profile	**Basic Performance Profile**
Distance	**127nm**
ETD	**0350 PM PST / 2350Z**

Notes

Out: In: **Block time:**

Off: On: **Flight time:**

1800wxbrief.com nav. log

Kneeboard PDF

Aircraft:	N739MB	**Total Distance:**	127 nm
Est Date/Time:	02/03/2019 0200 UTC	**Total Time Enroute:**	01:29
Actual Date/Time:		**Total Fuel Consumption:**	10.4 Gallons
Departure:	KSZP	*First leg includes startup/taxi fuel	
Destination:	KPRB		
Route:	RZS KIZA KSMX KSBP		
Proposed Altitude:	6500 ft		

Weather:	Ground:
ATIS:	Tower:
Clearance Delivery:	Departure:
CTAF:	Clearance:

Fix Name / Lat/Long	Morse Id / Freq	Wind (Deg/kt) / Temp (Celsius)	MH / MC	Altitude (ft) / Route	Leg (nm) / Remaining (nm)	Est GS (kt)	Leg / Tot	Leg Fuel (gal) / Total (gal)	Notes
KSZP 34°20.8' / -119°03.7'		240/020 007	265 274	200 Direct	36 90	69	00 : 32 00 : 32	1.1 + 3.3 4.4	
RZS - San Marcus 34°30.6' / -119°46.3'	.-. --.. ... 114.9	240/029 -004	269 279	6500 Direct	16 74	79	00 : 12 00 : 44	1.3 5.7	
KIZA 34°36.4' / -120°04.5'		242/033 -004	285 301	6500 Direct	26 48	84	00 : 18 01 : 02	1.9 7.6	
KSMX 34°54.0' / -120°27.5'		241/036 -004	304 323	6500 Direct	22 26	96	00 : 14 01 : 16	1.4 9.0	
KSBP 35°14.2' / -120°38.6'		241/036 -004	334 349	6500 Direct	26 0	118	00 : 13 01 : 29	1.4 10.4	
KPRB 35°40.4' / -120°37.6'		214/028 010							

Approach:	Tower:
Weather:	Ground:
ATIS:	FBO/Other:
CTAF:	

NOTES:

Kneeboard pdf

NavLog for N739MB www.1800wxbrief.com

ATIS/AWOS/ASOS: UNICOM: Clearance Del: Ground: Tower: Departure:	Cleared to: Depart: Altitude: Dep Frq/Squawk: /

KSZP RZS KIZA KSMX KSBP KPRB

ATD	ETE	ETA	Total Distance	Fuel Required	Fuel Available
	01:29		127 nm	10.4 gal	

Fix	Morse Code Freq	Wind Temp	MH MC	Leg Rem (nm)	ETE ATE	Alt (ft) GS (kt)	Leg Fuel Total (gal)
KSZP 34°20.8' / -119°03.7'		240/020 007					
RZS - San Marcus 34°30.6' / -119°46.3'	.-. --.. ... 114.9	240/029 -004	265 274	36 90	00:32	200 69	1.1+3.3 4.4
KIZA 34°36.4' / -120°04.5'		242/033 -004	269 279	16 74	00:12	6500 79	1.3 5.7
KSMX 34°54.0' / -120°27.5'		241/036 -004	285 301	26 48	00:18	6500 84	1.9 7.6
KSBP 35°14.2' / -120°38.6'		241/036 -004	304 323	22 26	00:14	6500 96	1.4 9.0
KPRB 35°40.4' / -120°37.6'		214/028 010	334 349	26 0	00:13	6500 118	1.4 10.4
			Dep				

ATIS/AWOS/ASOS: Approach: UNICOM: Tower: Ground:	Dest

Notes

FlightService 1800wxbrief — Better Briefings, Safer Flights

Home | Pilot Dashboard | Weather ▾ | Flight Planning & Briefing ▾ | Airports ▾ | UAS ▾ | Account ▾ | Links ▾ | Help ▾ | Logout

Welcome JUDY PHELPS — Sat Feb 02 16:23:31 PST | 0:23:31 Z

Draft

Domestic | ICAO

Recent Flight Plans | Favorite Flight Plans | Save as Favorite

Notice: Per FAA Guidance, IFR flights exiting US airspace must be filed as ICAO flight plans.

Flight Rule	Aircraft ID	Aircraft Type	Aircraft Equipment	No. of Aircraft	Heavy	Airspeed	Altitude (100s ft)
VFR	N739MB	C172	G	1	☐	0100	Optimize

Departure	Departure Date & Time	Route of Flight (Blank for direct)
KSZP — Airport Info — Area Brief	02/02/2019 1800 PST — Evaluate	RZS KIZA KSMX KSBP — Map — Plan

Destination	Time Enroute	Fuel on Board	Remarks (Optional)	No. on Board
KPRB — Airport Info — Area Brief	0130	0430		2

Alternate 1 (Optional)	Alternate 2 (Optional)	Pilot Contact Information
Airport Info — Area Brief	Airport Info — Area Brief	PHELPS, JUDY, (805)750-6193 KSZP, (805)525-2138

Aircraft Color: WHITE/MARRON

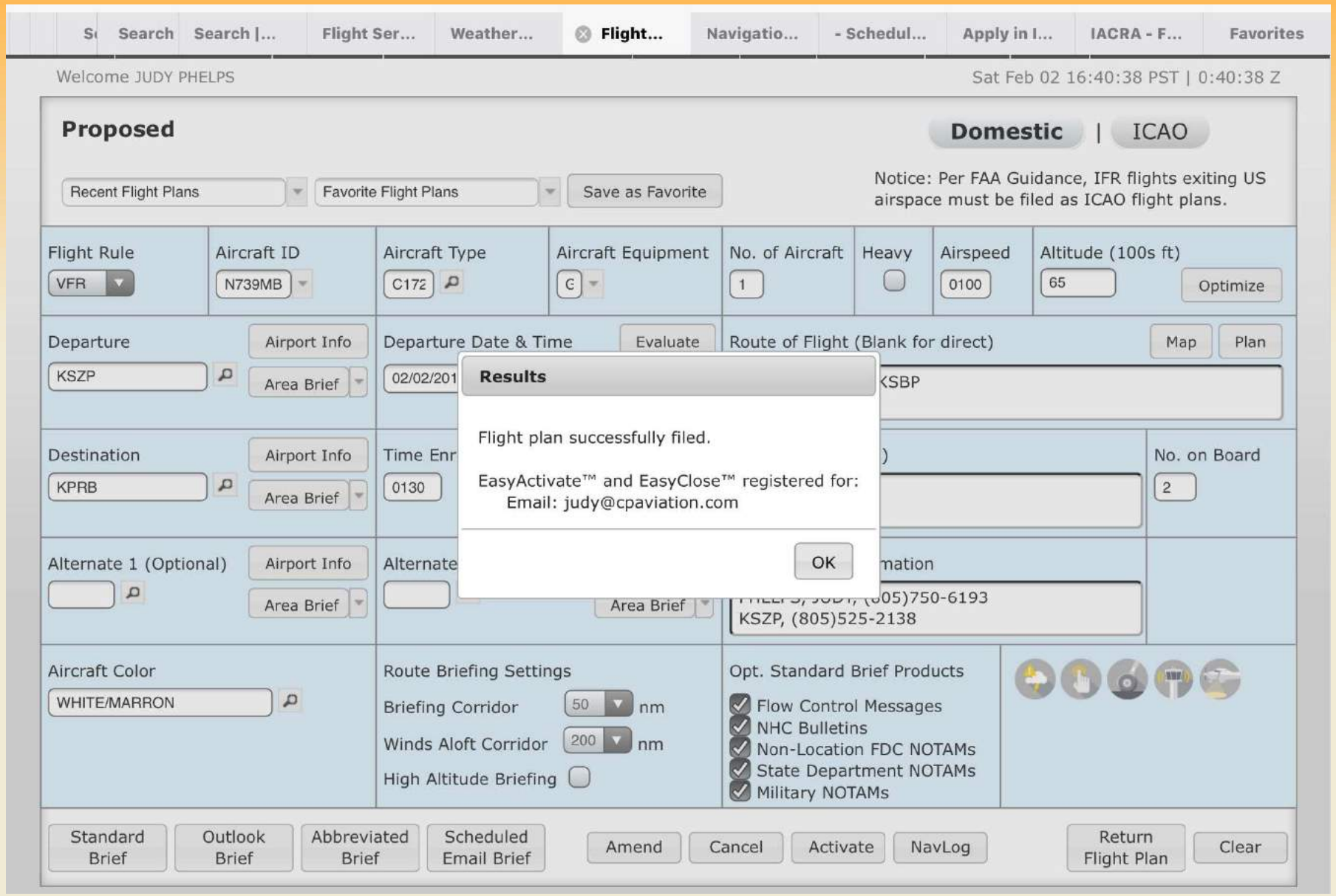
Route Briefing Settings

- Briefing Corridor: 50 nm
- Winds Aloft Corridor: 200 nm
- High Altitude Briefing ☐

Opt. Standard Brief Products

- ☑ Flow Control Messages
- ☑ NHC Bulletins
- ☑ Non-Location FDC NOTAMs
- ☑ State Department NOTAMs
- ☑ Military NOTAMs

Standard Brief | Outlook Brief | Abbreviated Brief | Scheduled Email Brief | File | NavLog | Return Flight Plan | Clear


Search
Search |...
Flight Ser...
Weather...
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Navigatio...
- Schedul...
Apply in I...
IACRA - F...
Favorites
Welcome JUDY PHELPS
Sat Feb 02 16:40:38 PST | 0:40:38 Z
Proposed
Domestic | ICAO
Recent Flight Plans
Favorite Flight Plans
Save as Favorite
Notice: Per FAA Guidance, IFR flights exiting US airspace must be filed as ICAO flight plans.
Flight Rule
VFR
Aircraft ID
N739MB
Aircraft Type
C172
Aircraft Equipment
G
No. of Aircraft
1
Heavy
Airspeed
0100
Altitude (100s ft)
65
Optimize
Departure
KSZP
Airport Info
Area Brief
Departure Date & Time
02/02/201
Evaluate
Route of Flight (Blank for direct)
Map
Plan
KSBP
Destination
KPRB
Airport Info
Area Brief
Time Enr
0130
No. on Board
2
Alternate 1 (Optional)
Airport Info
Area Brief
Alternate
Area Brief
mation
(805)750-6193
KSZP, (805)525-2138
Aircraft Color
WHITE/MARRON
Route Briefing Settings
Briefing Corridor
50
nm
Winds Aloft Corridor
200
nm
High Altitude Briefing
Opt. Standard Brief Products
Flow Control Messages
NHC Bulletins
Non-Location FDC NOTAMs
State Department NOTAMs
Military NOTAMs
Standard Brief
Outlook Brief
Abbreviated Brief
Scheduled Email Brief
Amend
Cancel
Activate
NavLog
Return Flight Plan
Clear
Results
Flight plan successfully filed.
EasyActivate™ and EasyClose™ registered for:
Email: judy@cpaviation.com
OK

What to Look For

AIRMETs - *think "Moderate"*

- (T) Turbulence, surface wind 30kts or greater
- (Z) Icing
- (S) Mountain obscuration

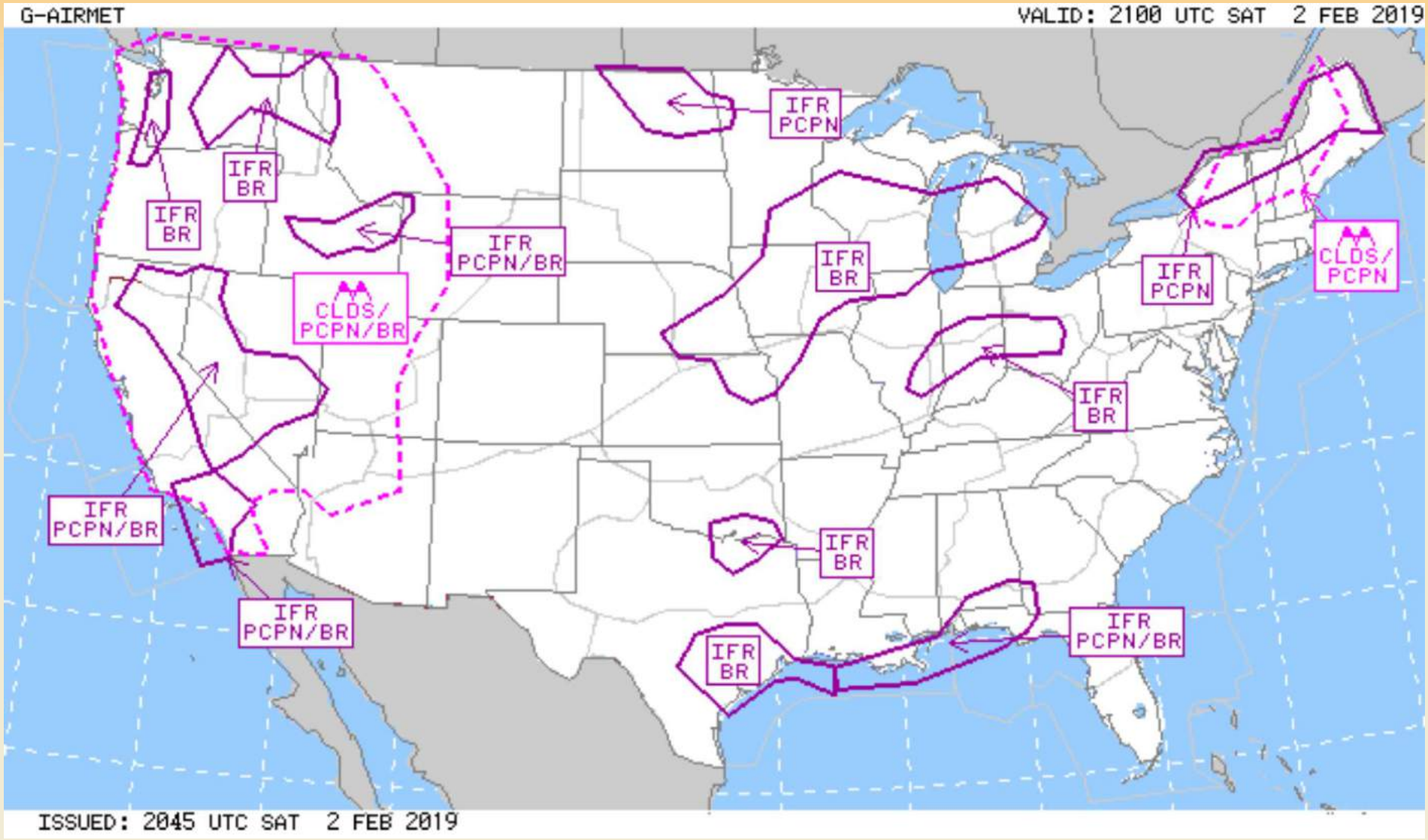
SIGMETs - *think "Severe"*

- Turbulence
- Icing
- Dust storms
- Volcanic ash
- Tornadoes
- Lines of thunderstorms
- Embedded thunderstorms
- Hail greater than ¾ inch

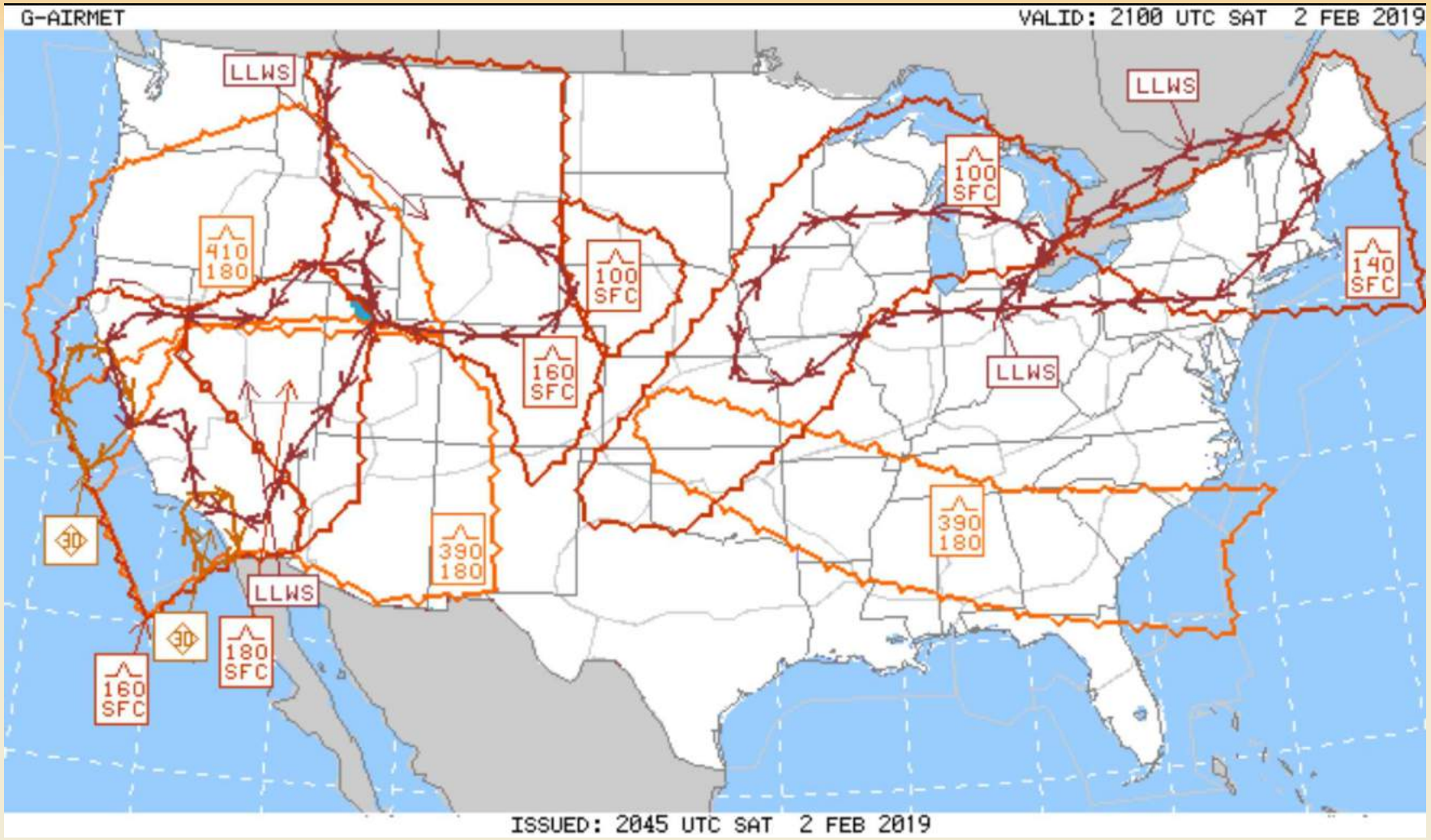
CONVECTIVE SIGMETs

- Severe thunderstorms
- Surface winds greater than 50kts

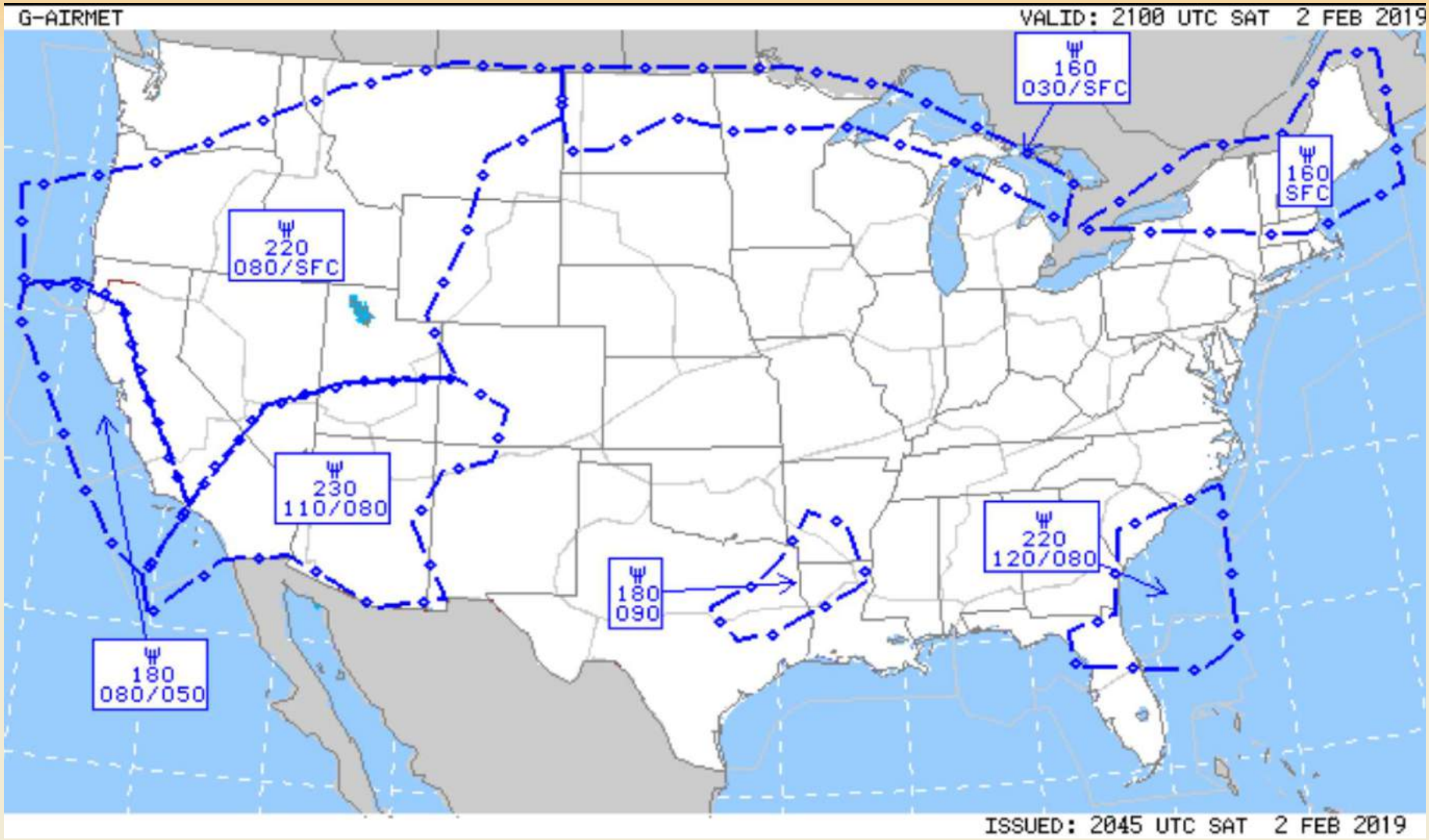
Airmet Sierra



Airmet Tango

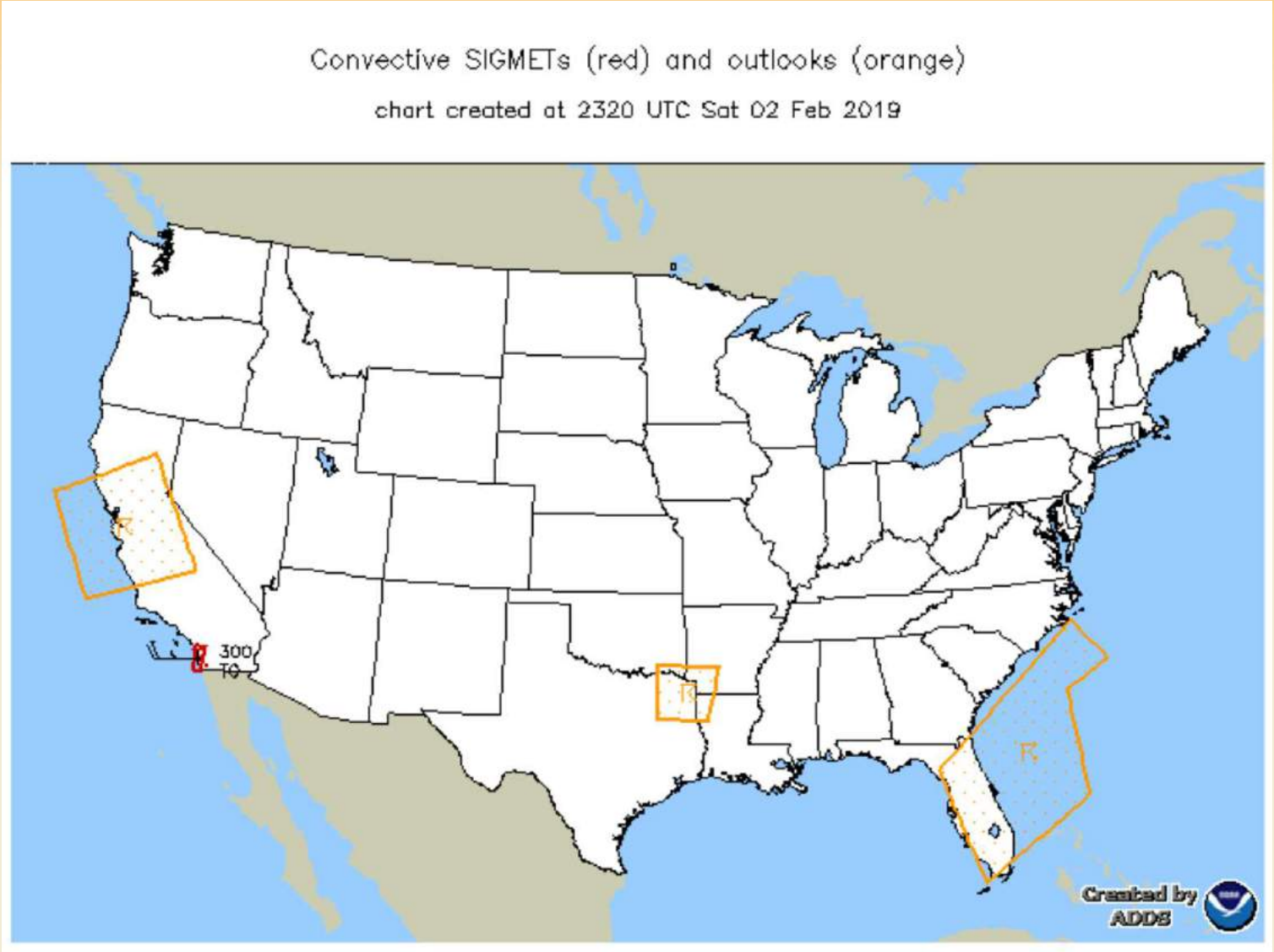


Airmet Zulu


G-AIRMET
VALID: 2100 UTC SAT 2 FEB 2019
160
030/SFC
160
SFC
220
080/SFC
230
110/080
180
090
220
120/080
180
080/050
ISSUED: 2045 UTC SAT 2 FEB 2019

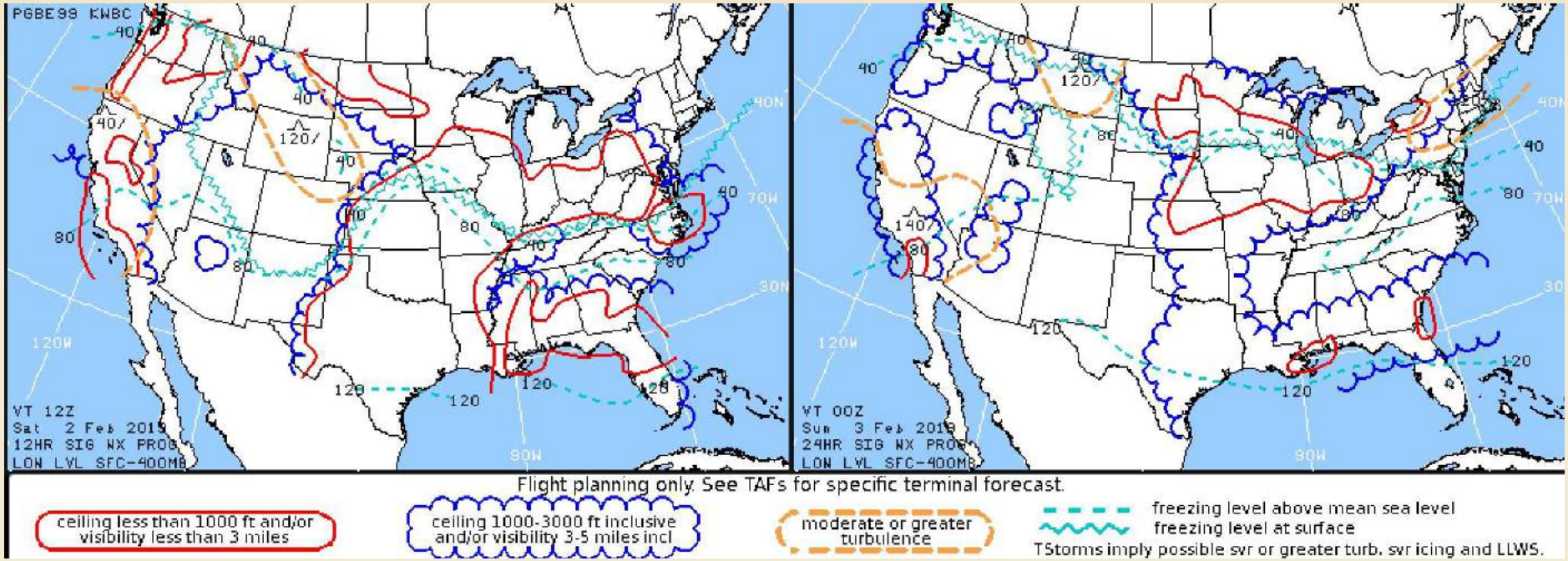
Freezing Level

Convective Sigmet

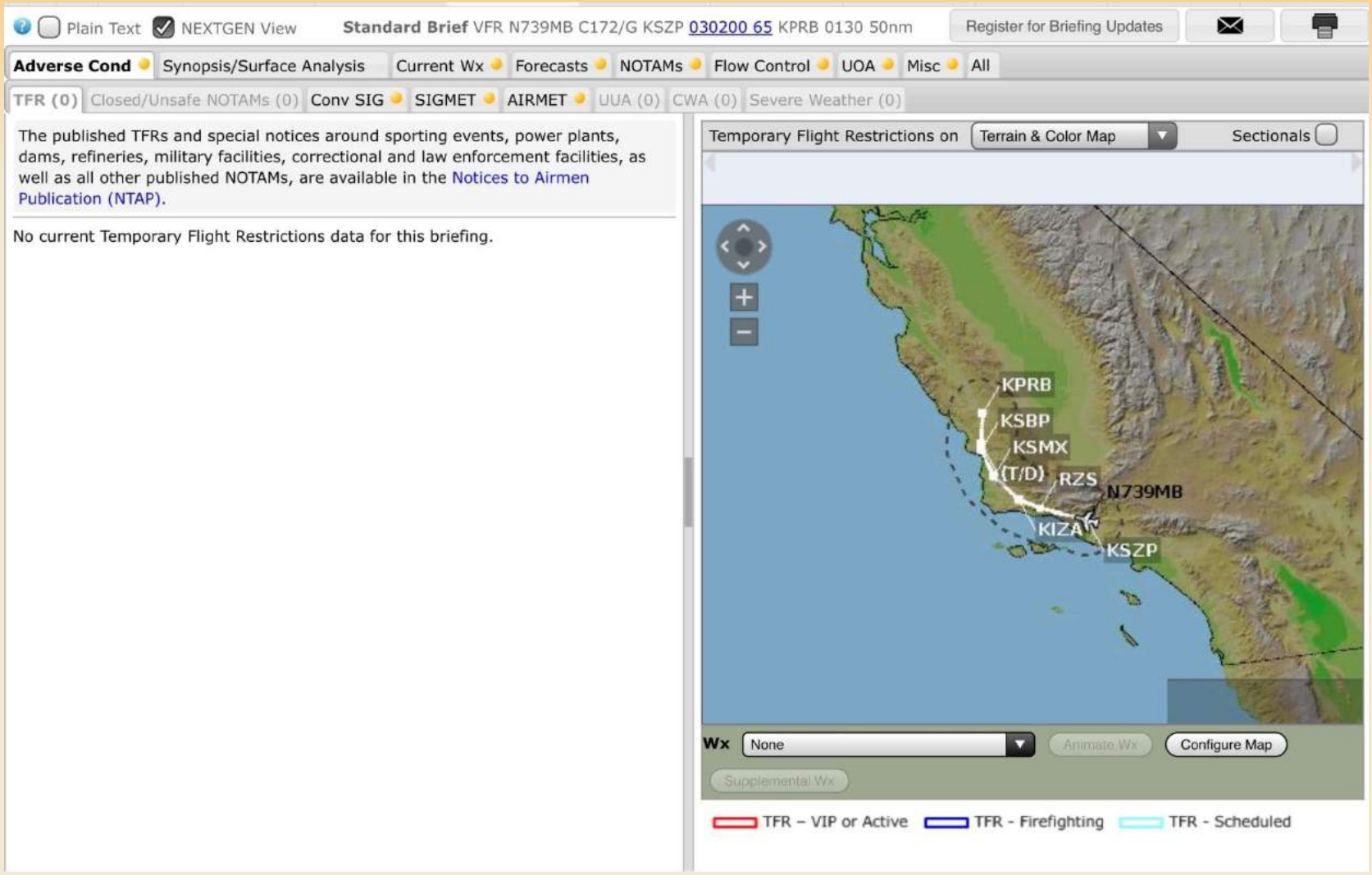


Sigmet Turbulence

Significant Weather



TFRs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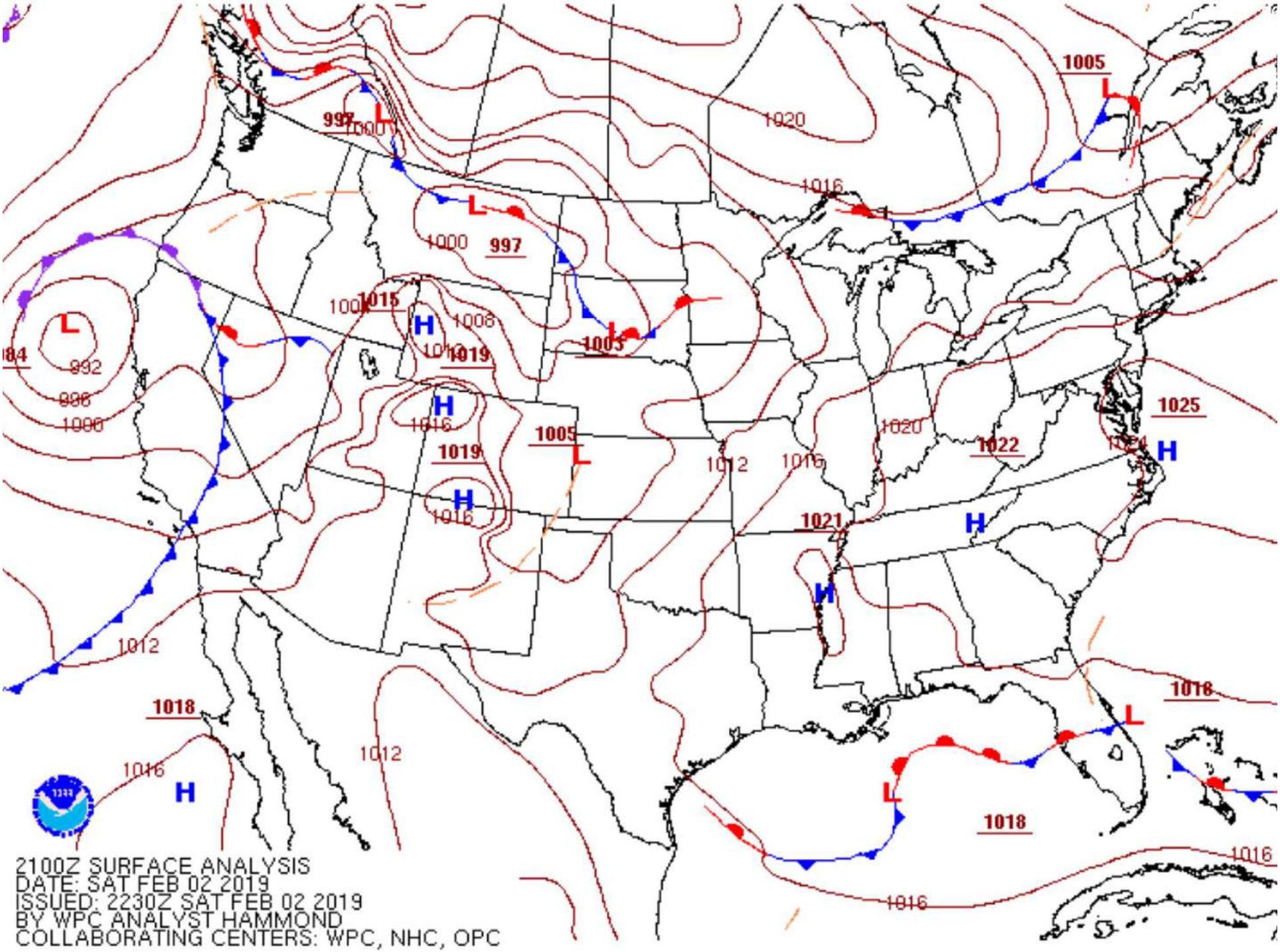
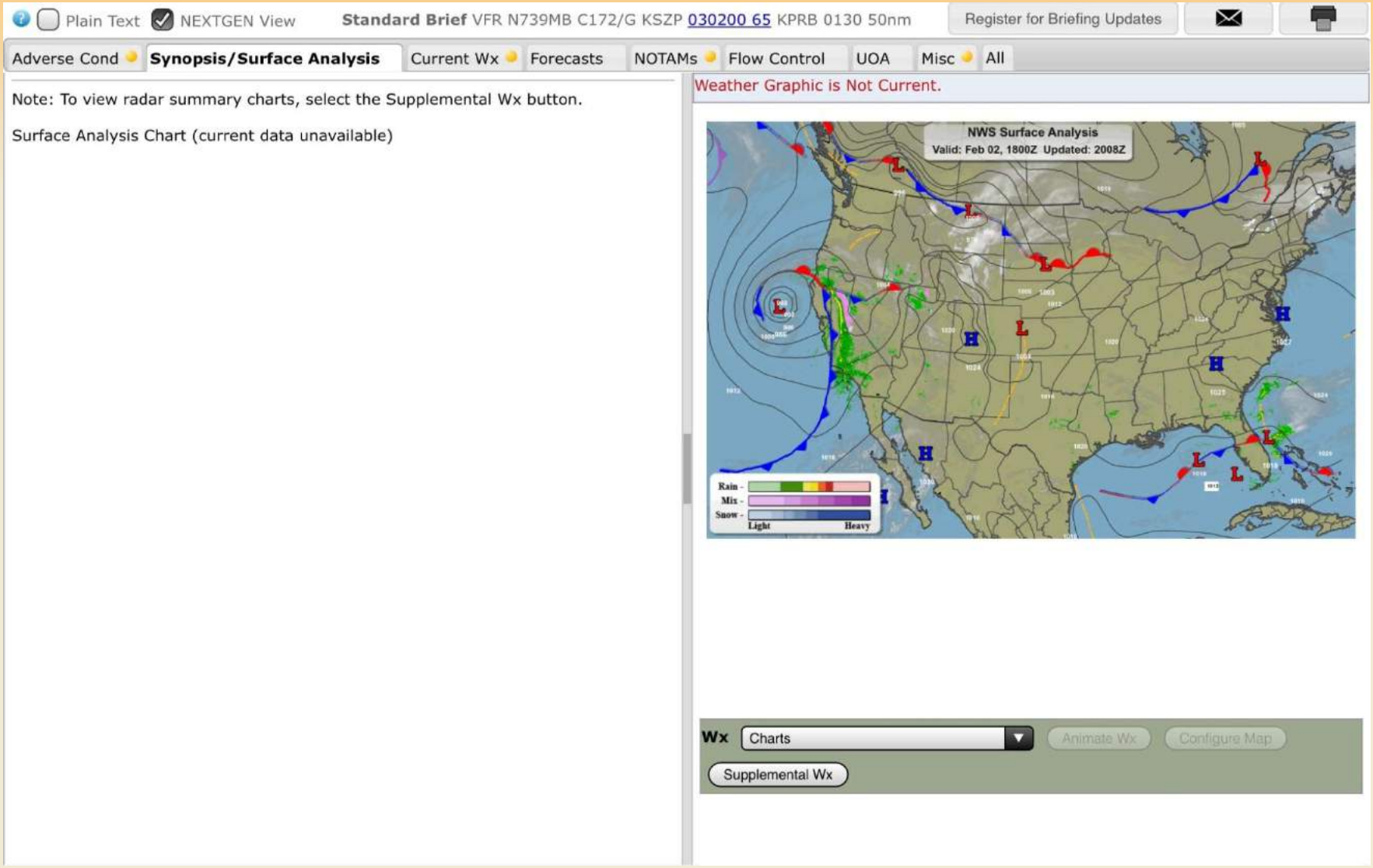
NEXTGEN View
Standard Brief VFR N739MB C172/G KSZP 030200 65 KPRB 0130 50nm
Register for Briefing Updates
Adverse Cond
Synopsis/Surface Analysis
Current Wx
Forecasts
NOTAMs
Flow Control
UOA
Misc
All
TFR (0)
Closed/Unsafe NOTAMs (0)
Conv SIG
SIGMET
AIRMET
UUA (0)
CWA (0)
Severe Weather (0)
The published TFRs and special notices around sporting events, power plants, dams, refineries, military facilities, correctional and law enforcement facilities, as well as all other published NOTAMs, are available in the Notices to Airmen Publication (NTAP).
No current Temporary Flight Restrictions data for this briefing.
Temporary Flight Restrictions on
Terrain & Color Map
Sectionals
KPRB
KSBP
KSMX
(T/D)
RZS
N739MB
KIZA
KSZP
Wx
None
Animate Wx
Configure Map
Supplemental Wx
TFR – VIP or Active
TFR - Firefighting
TFR - Scheduled

Forgot to check for TFRs

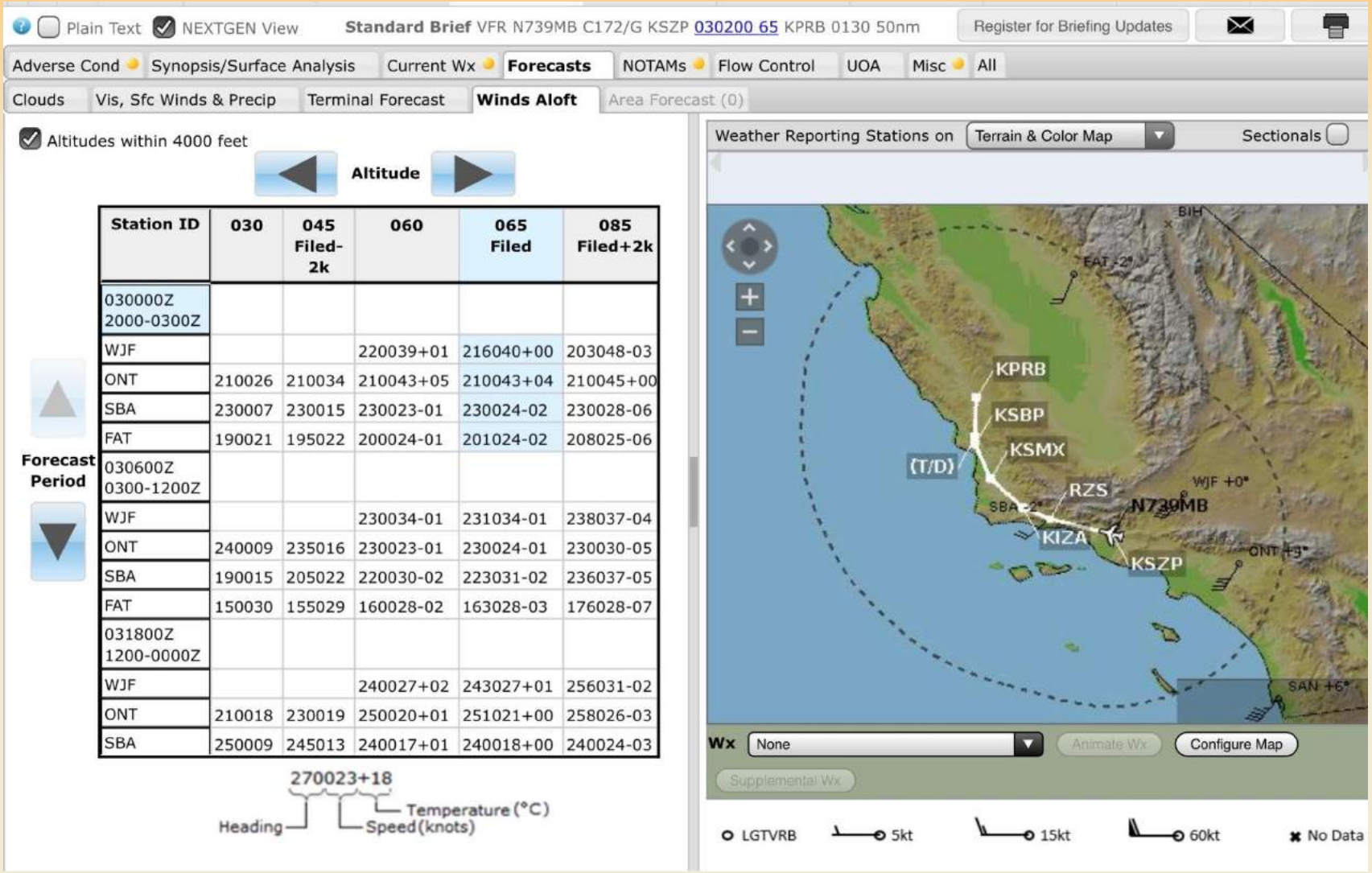
Monitor 121.5


2100Z SURFACE ANALYSIS
DATE: SAT FEB 02 2019
ISSUED: 2230Z SAT FEB 02 2019
BY WPC ANALYST HAMMOND
COLLABORATING CENTERS: WPC, NHC, OPC

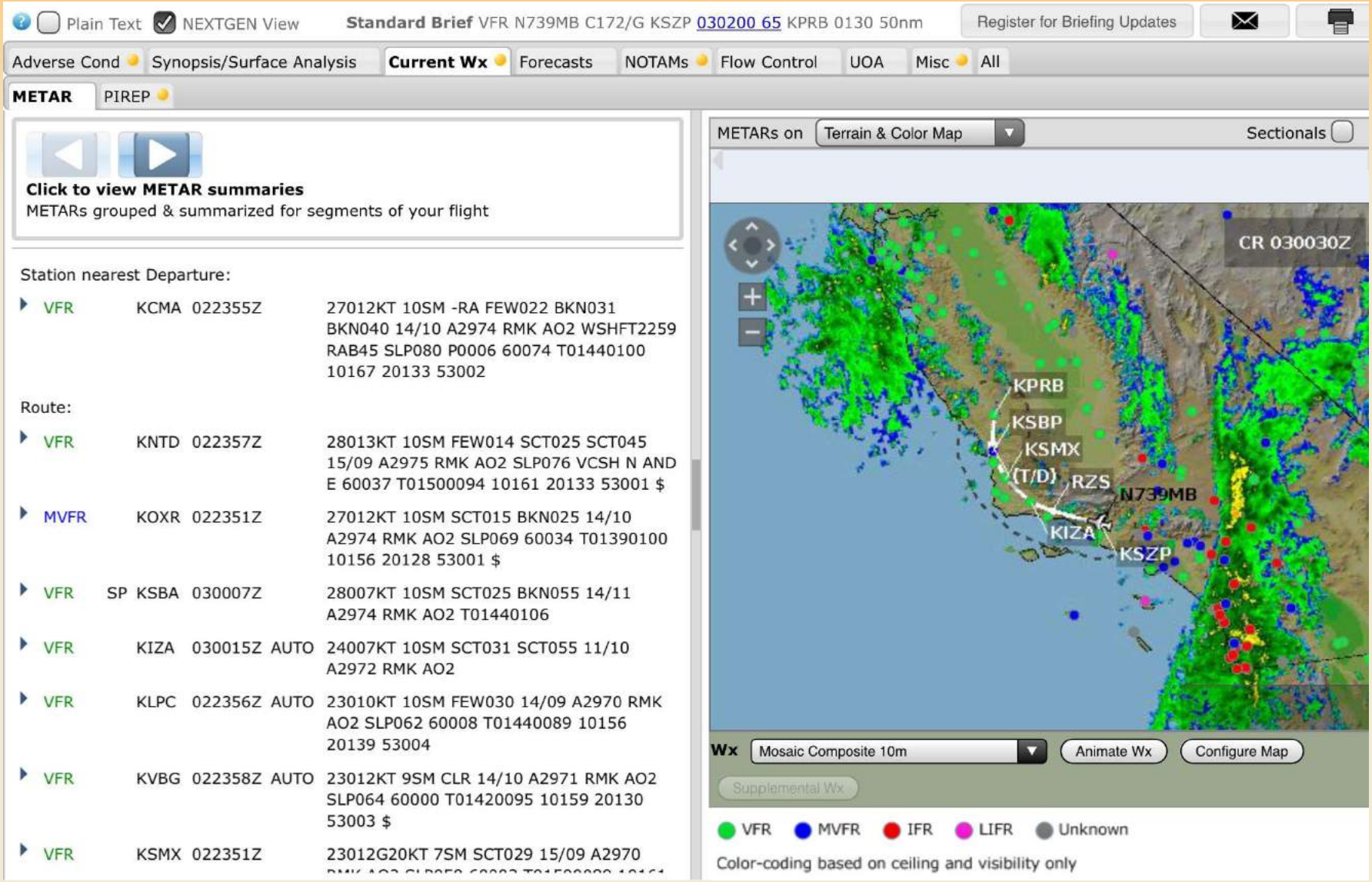
Surface Analysis



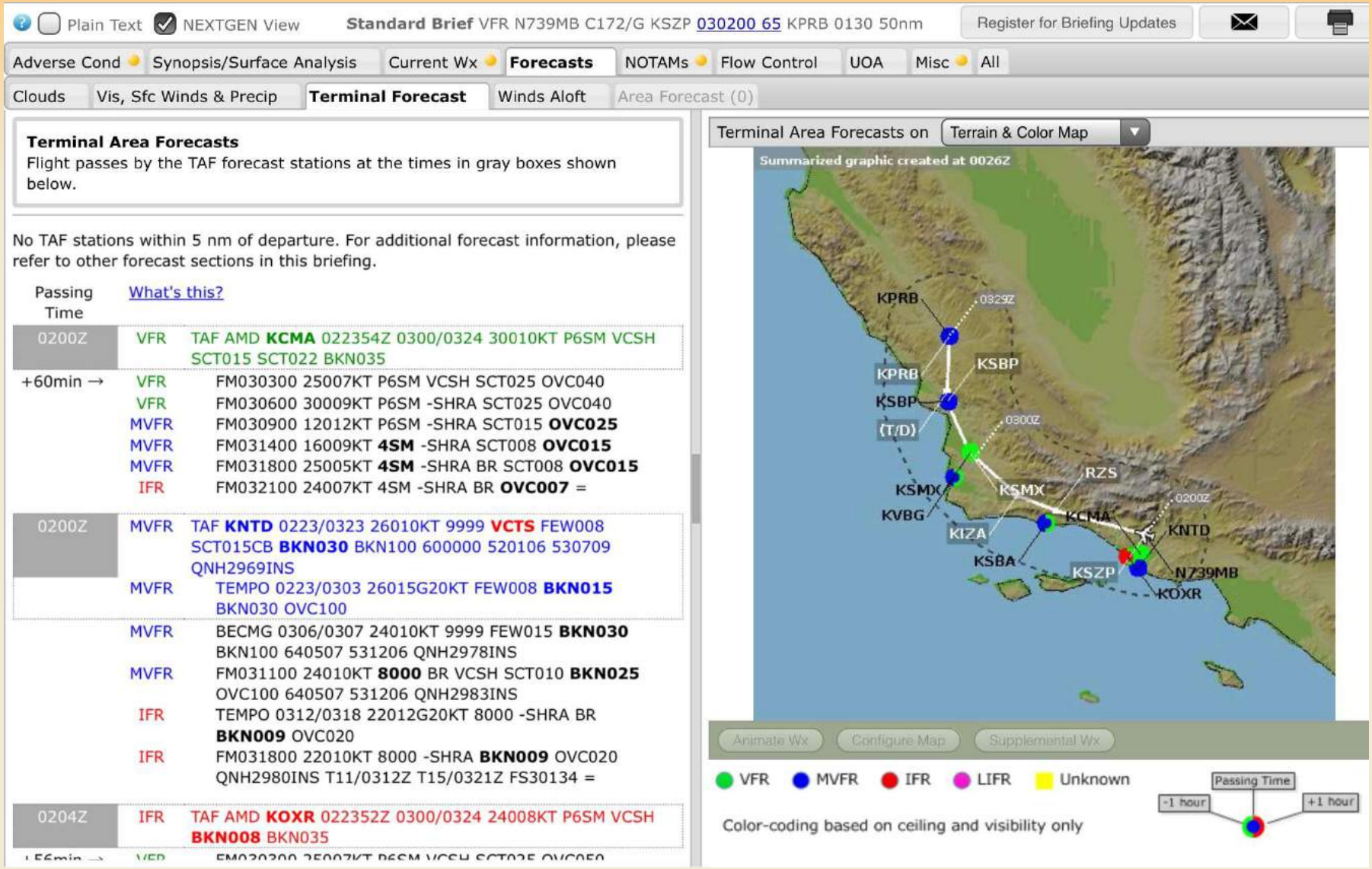
Winds & Temp. aloft



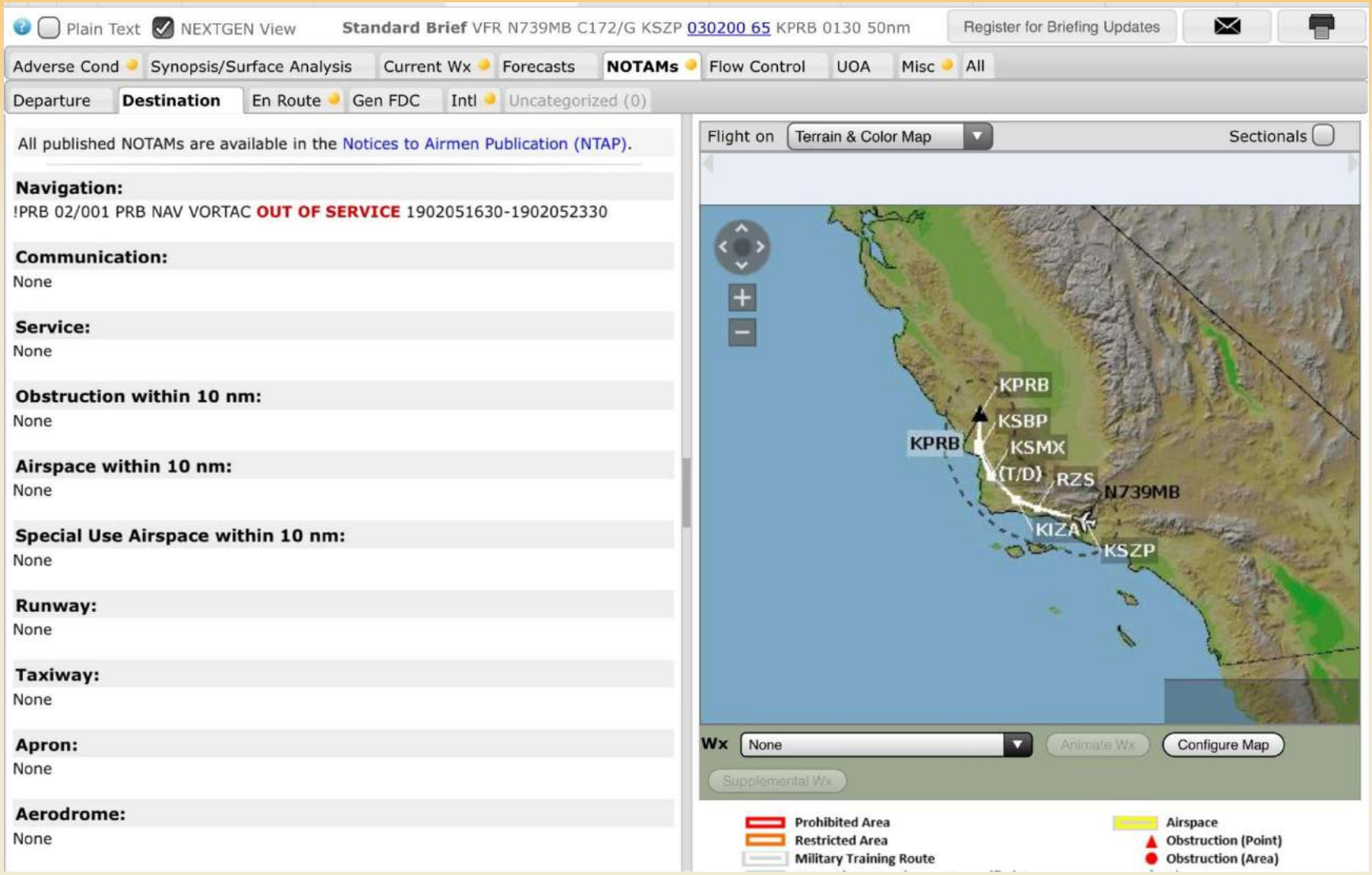
METAR


Plain Text
NEXTGEN View
Standard Brief VFR N739MB C172/G KSZP 030200 65 KPRB 0130 50nm
Register for Briefing Updates
Adverse Cond
Synopsis/Surface Analysis
Current Wx
Forecasts
NOTAMs
Flow Control
UOA
Misc
All
METAR
PIREP
Click to view METAR summaries
METARs grouped & summarized for segments of your flight
Station nearest Departure:
VFR KCMA 022355Z 27012KT 10SM -RA FEW022 BKN031 BKN040 14/10 A2974 RMK AO2 WSHFT2259 RAB45 SLP080 P0006 60074 T01440100 10167 20133 53002
Route:
VFR KNTD 022357Z 28013KT 10SM FEW014 SCT025 SCT045 15/09 A2975 RMK AO2 SLP076 VCSH N AND E 60037 T01500094 10161 20133 53001 $
MVFR KOXR 022351Z 27012KT 10SM SCT015 BKN025 14/10 A2974 RMK AO2 SLP069 60034 T01390100 10156 20128 53001 $
VFR SP KSBA 030007Z 28007KT 10SM SCT025 BKN055 14/11 A2974 RMK AO2 T01440106
VFR KIZA 030015Z AUTO 24007KT 10SM SCT031 SCT055 11/10 A2972 RMK AO2
VFR KLPC 022356Z AUTO 23010KT 10SM FEW030 14/09 A2970 RMK AO2 SLP062 60008 T01440089 10156 20139 53004
VFR KVBG 022358Z AUTO 23012KT 9SM CLR 14/10 A2971 RMK AO2 SLP064 60000 T01420095 10159 20130 53003 $
VFR KSMX 022351Z 23012G20KT 7SM SCT029 15/09 A2970
METARs on
Terrain & Color Map
Sectionals
CR 030030Z
KPRB
KSBP
KSMX
(T/D)
RZS
N739MB
KIZA
KSZP
Wx
Mosaic Composite 10m
Animate Wx
Configure Map
Supplemental Wx
VFR
MVFR
IFR
LIFR
Unknown
Color-coding based on ceiling and visibility only

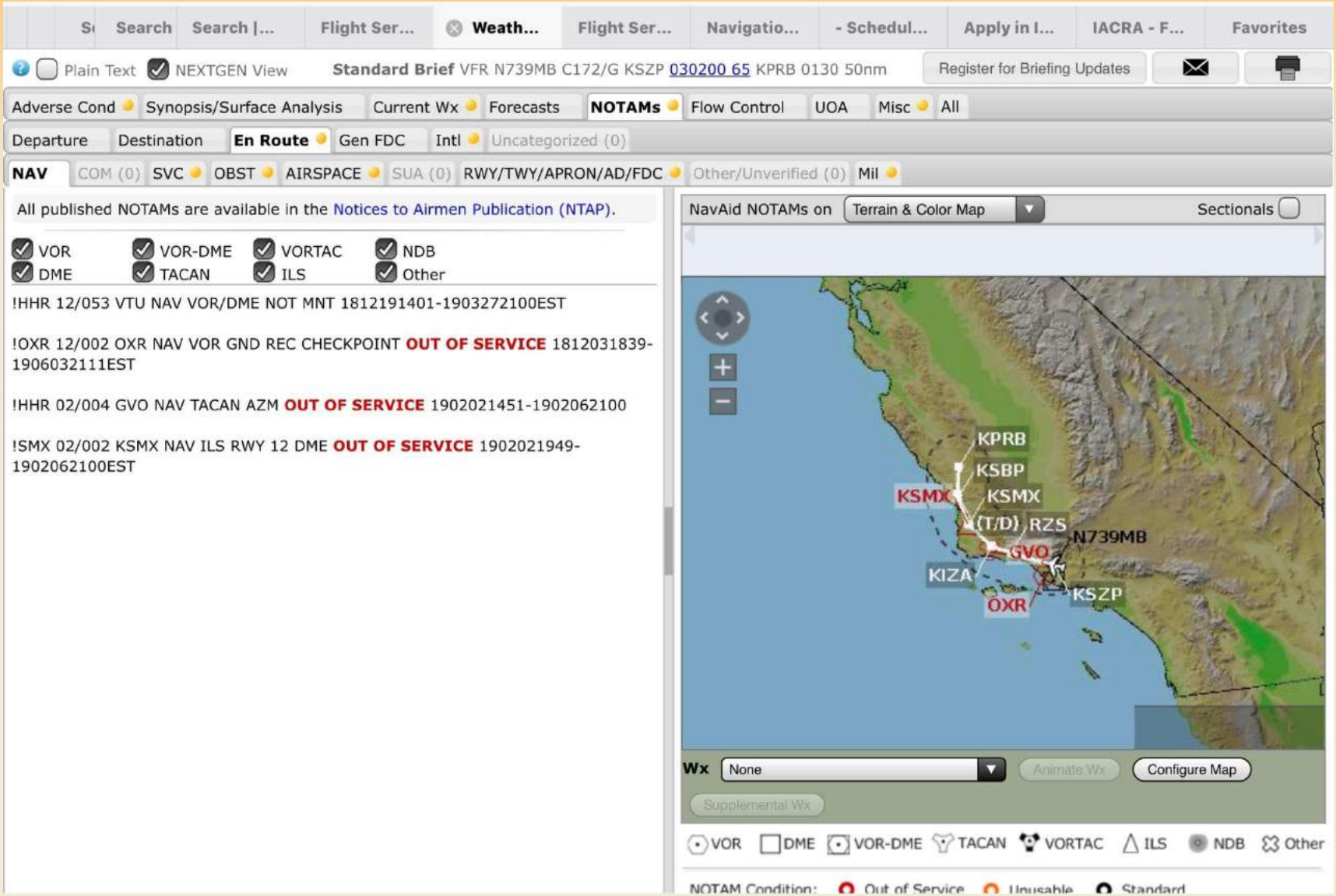
Terminal Area forecasts



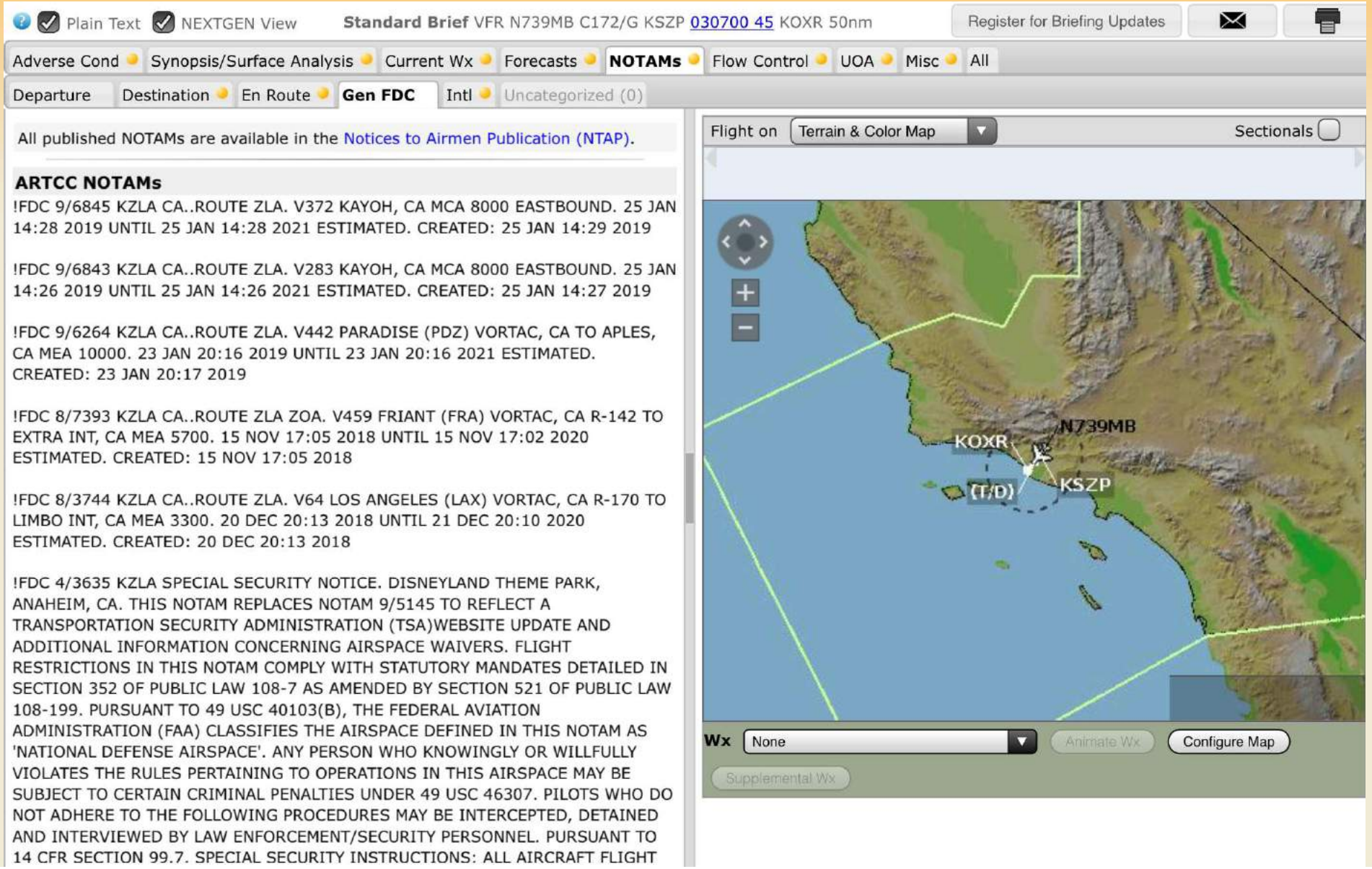
Destination NOTAMs



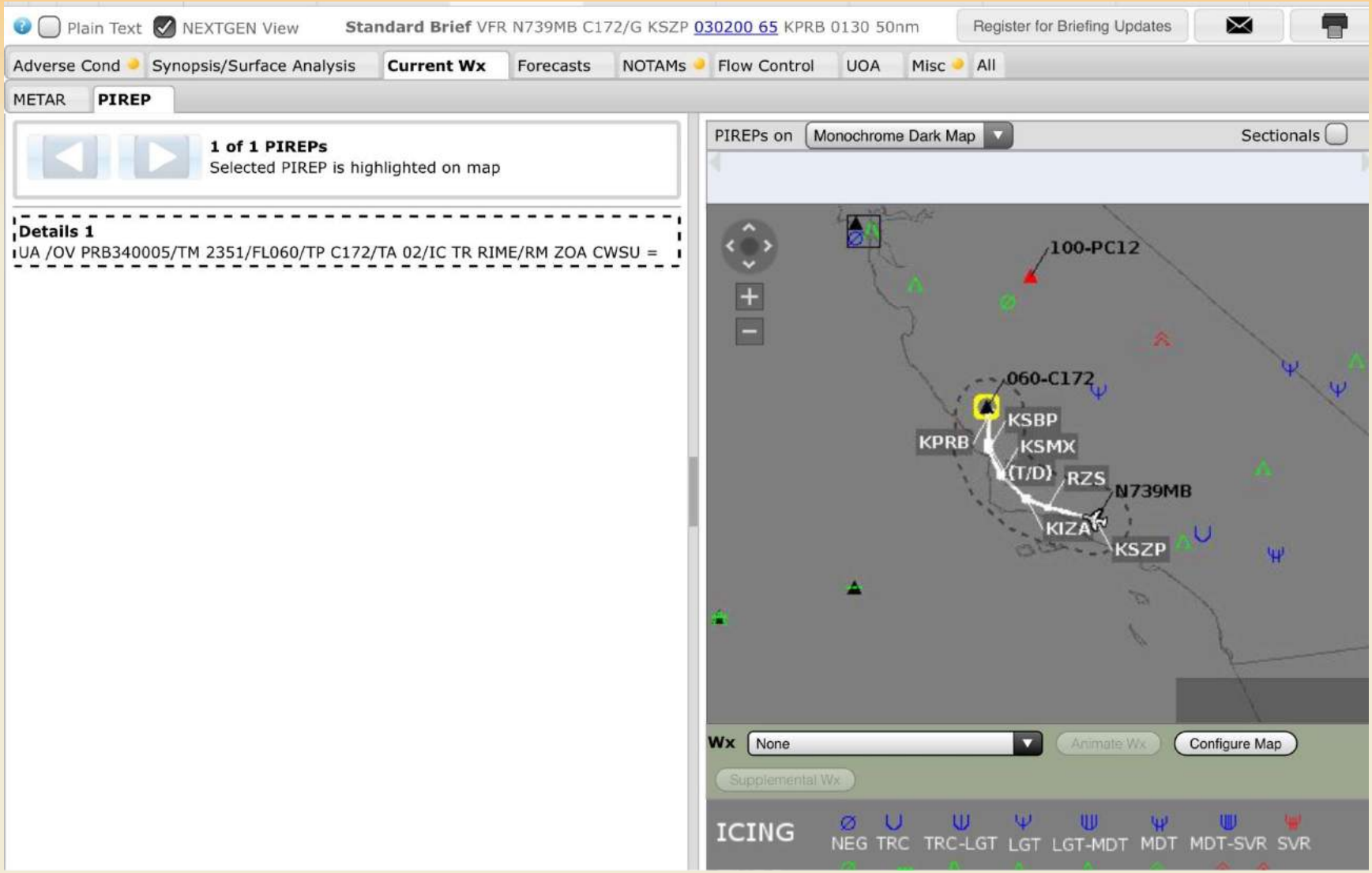
Navigation NOTAMS



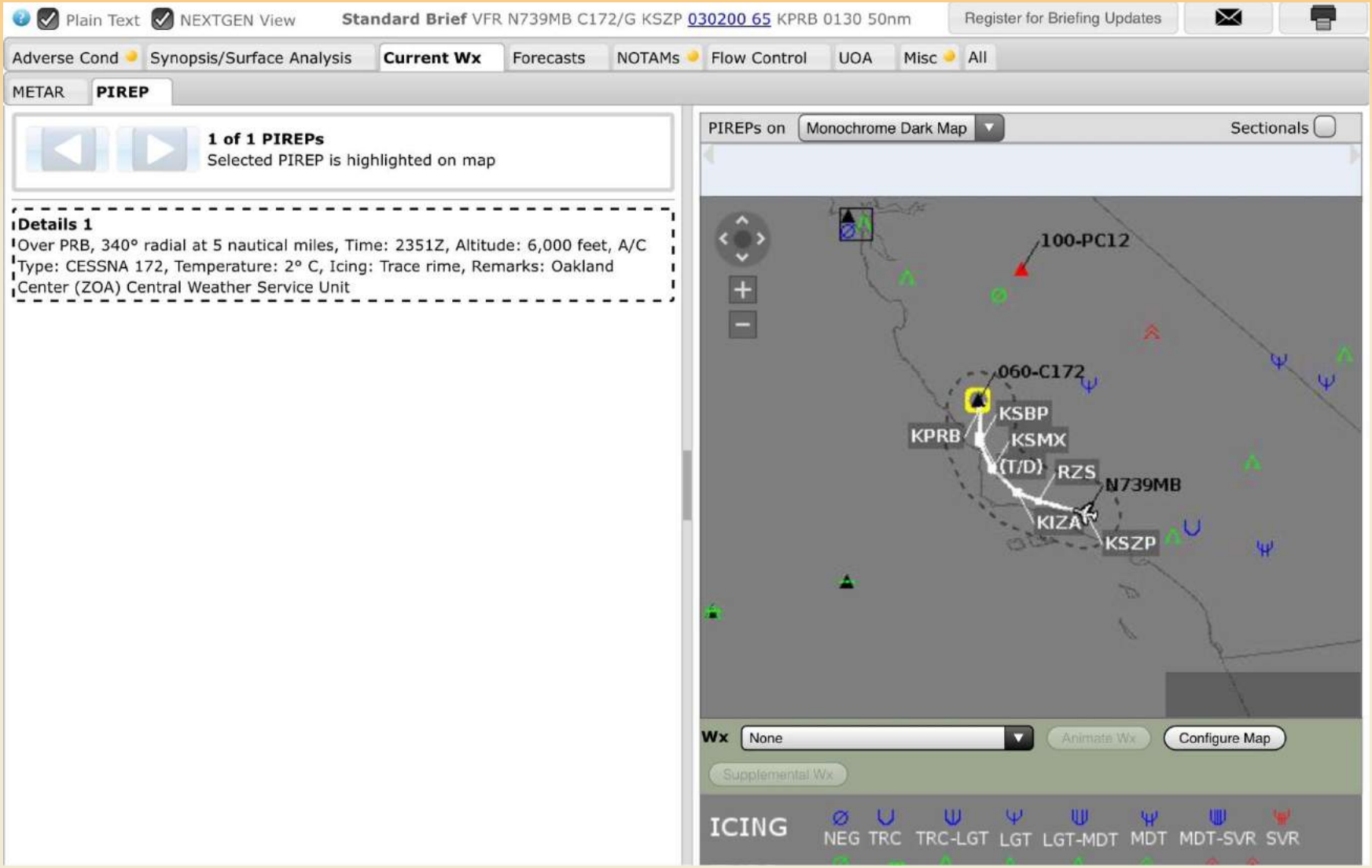
FDC NOTAMs


Plain Text
NEXTGEN View
Standard Brief VFR N739MB C172/G KSZP 030700 45 KOXR 50nm
Register for Briefing Updates
Adverse Cond
Synopsis/Surface Analysis
Current Wx
Forecasts
NOTAMs
Flow Control
UOA
Misc
All
Departure
Destination
En Route
Gen FDC
Intl
Uncategorized (0)
All published NOTAMs are available in the Notices to Airmen Publication (NTAP).
ARTCC NOTAMs
!FDC 9/6845 KZLA CA..ROUTE ZLA. V372 KAYOH, CA MCA 8000 EASTBOUND. 25 JAN 14:28 2019 UNTIL 25 JAN 14:28 2021 ESTIMATED. CREATED: 25 JAN 14:29 2019
!FDC 9/6843 KZLA CA..ROUTE ZLA. V283 KAYOH, CA MCA 8000 EASTBOUND. 25 JAN 14:26 2019 UNTIL 25 JAN 14:26 2021 ESTIMATED. CREATED: 25 JAN 14:27 2019
!FDC 9/6264 KZLA CA..ROUTE ZLA. V442 PARADISE (PDZ) VORTAC, CA TO APLES, CA MEA 10000. 23 JAN 20:16 2019 UNTIL 23 JAN 20:16 2021 ESTIMATED. CREATED: 23 JAN 20:17 2019
!FDC 8/7393 KZLA CA..ROUTE ZLA ZOA. V459 FRIANT (FRA) VORTAC, CA R-142 TO EXTRA INT, CA MEA 5700. 15 NOV 17:05 2018 UNTIL 15 NOV 17:02 2020 ESTIMATED. CREATED: 15 NOV 17:05 2018
!FDC 8/3744 KZLA CA..ROUTE ZLA. V64 LOS ANGELES (LAX) VORTAC, CA R-170 TO LIMBO INT, CA MEA 3300. 20 DEC 20:13 2018 UNTIL 21 DEC 20:10 2020 ESTIMATED. CREATED: 20 DEC 20:13 2018
!FDC 4/3635 KZLA SPECIAL SECURITY NOTICE. DISNEYLAND THEME PARK, ANAHEIM, CA. THIS NOTAM REPLACES NOTAM 9/5145 TO REFLECT A TRANSPORTATION SECURITY ADMINISTRATION (TSA)WEBSITE UPDATE AND ADDITIONAL INFORMATION CONCERNING AIRSPACE WAIVERS. FLIGHT RESTRICTIONS IN THIS NOTAM COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES PERTAINING TO OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO 14 CFR SECTION 99.7. SPECIAL SECURITY INSTRUCTIONS: ALL AIRCRAFT FLIGHT
Flight on
Terrain & Color Map
Sectionals
KOXR
N739MB
KSZP
(T/D)
Wx
None
Animate Wx
Configure Map
Supplemental Wx

PIREP uncoded



PIREP decoded ☺



GO/NO GO decision based on briefing

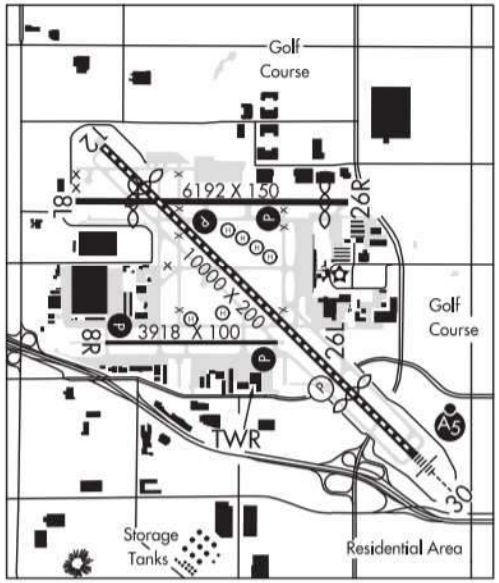
ATIS - ASOS - AWOS

- Ceilings
- Wind direction
- Wind speed
- Temperature
- Dew point
- Altimeter

Get it ALL!

Land and Hold Short Operations

LONG BEACH (DAUGHERTY FLD) (LGB)(KLGB) 3 NE UTC–8(–7DT) N33°49.08′ W118°09.11′ **LOS ANGELES**
60 B LRA Class I, ARFF Index C NOTAM FILE LGB **COPTER**
RWY 12–30: H10000X200 (ASPH–GRVD) S–30, D–200, 2S–175, 2D–300 PCN 62 F/A/X/T HIRL CL **H–4I, L–3E, 4G, A**
IAP, AD
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 70′. RVR–R Thld dsplcd 1350′. Fence. 0.4% down.
RWY 30: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. RVR–T Thld dsplcd 2000′. Tree. 0.3% up.
RWY 08L–26R: H6192X150 (ASPH–PFC) S–30, D–70, 2D–110 PCN 54 F/B/W/T HIRL
RWY 08L: Thld dsplcd 1305′. Pole.
RWY 26R: REIL. PAPI(P4L)—GA 3.1° TCH 62′. Thld dsplcd 532′. Road. Rgt tfc.
RWY 08R–26L: H3918X100 (ASPH) S–30, D–75 MIRL 0.5% up W
RWY 08R: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Tower. Rgt tfc.
RWY 26L: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.



LAND AND HOLD–SHORT OPERATIONS

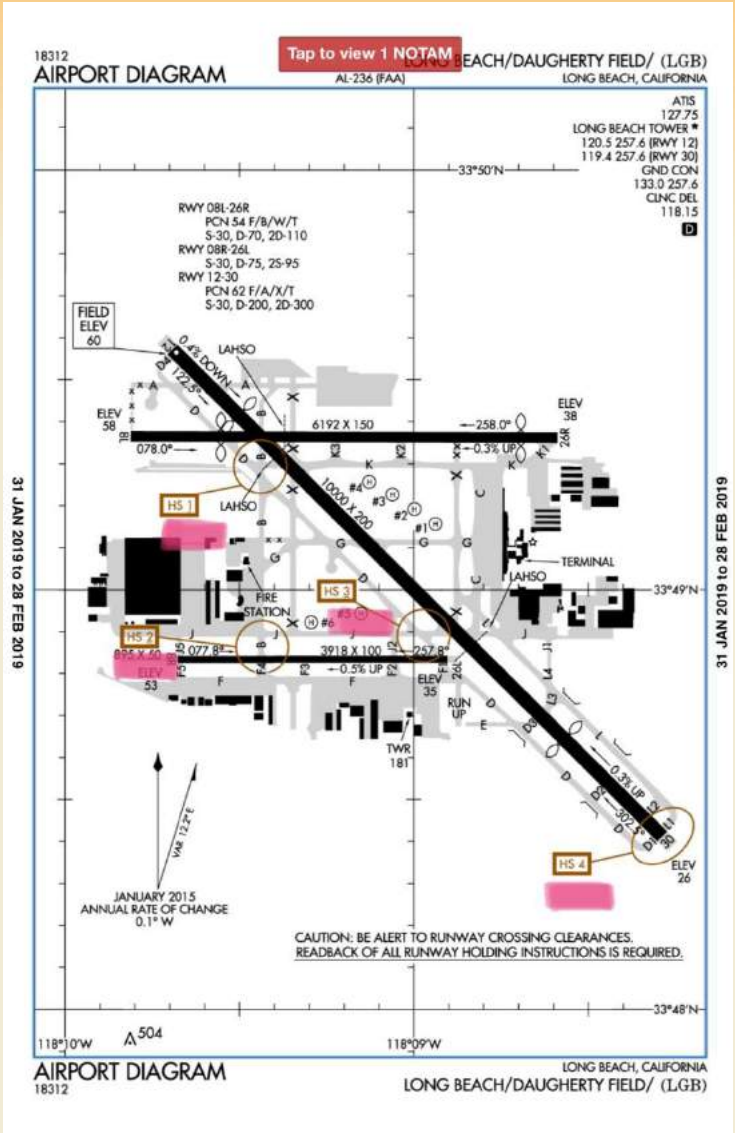
LDG RWY	HOLD–SHORT POINT	AVBL LDG DIST
RWY 12	08R–26L	4740
RWY 26R	12–30	3400
RWY 30	08L–26R	5850

RUNWAY DECLARED DISTANCE INFORMATION

RWY 08L:	TORA–6192	TODA–6192	ASDA–6192	LDA–4887
RWY 08R:	TORA–3918	TODA–3918	ASDA–3918	LDA–3918
RWY 12:	TORA–10000	TODA–10000	ASDA–10000	LDA–8650
RWY 26L:	TORA–3918	TODA–3918	ASDA–3918	LDA–3918
RWY 26R:	TORA–6192	TODA–6192	ASDA–6192	LDA–5660
RWY 30:	TORA–10000	TODA–10000	ASDA–9417	LDA–7415

SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 2, 3, 4 **LGT** When twr clsd ACTIVATE MALSR Rwy 30, PAPI Rwy 12, 08R, 26L and Rwy 26R—CTAF; HIRL Rwy 12–30 lgtd during hrs twr clsd. REIL Rwy 08R, 12, 26L and Rwy 26R, HIRL Rwy 08L–26R, MIRL Rwy 08R–26L, TDZL and CL lgts Rwy 12–30 not avbl when twr clsd. PAPI Rwy 30 opr continuously.

Hot Spots



19003

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BURBANK,CA		
BOB HOPE (BUR)	HS 1	NW corner of terminal ramp close proximity to Rwy 33-15 rwy holding position markings
CARLSBAD, CA		
MC CLELLAN-PALOMAR (CRQ)	HS 1	Large Jets may obscure twr visibility of small aircraft.
	HS 2	Exiting Rwy 24 at Twy A4
CHINO, CA		
CHINO (CNO)	HS 1	Twy D close proximity to Rwy 08L-26R.
	HS 2	Twy L close proximity to Rwy 03-21.
	HS 3	Twy K close proximity to Rwy 08L-26R.
	HS 4	Twy L, Twy D, and Twy K complex int.
EL MONTE, CA		
SAN GABRIEL VALLEY (EMT)	HS 1	Twy A at Twy C.
	HS 2	Twy A at Twy D.
HAWTHORNE, CA		
JACK NORTHROP FIELD/ HAWTHORNE MUNI (HHR)	HS 1	Rwy 25 run-up area.
LANCASTER, CA		
GENERAL WM J FOX AIRFIELD (WJF)	HS 1	Pilots mistake Rwy 06-24 for Twy A.
LA VERNE, CA		
BRACKETT FIELD (POC)	HS 1	Twy A between the apch ends of Rwy 26R and Rwy 26L.
LONG BEACH, CA		
LONG BEACH (DAUGHERTY FLD) (LGB)	HS 1	Rwy 12-30 and Rwy 08L-26R, Twy B and Twy K.
	HS 2	Rwy 08R-26L, Twy B.
	HS 3	Rwy 08R-26L and Rwy 12-30, Twy J and Twy D.
	HS 4	Rwy 12-30 crosses every other rwy.
LOS ANGELES, CA		
LOS ANGELES INTL (LAX)	HS 1	Rwy 24L and Twy AA.
	HS 2	Rwy 24L and Twy Z.
	HS 3	Rwy 25 L, Rwy 25 R and Twy F.
	HS 4	Twy H and Twy M.
	HS 5	Twy H, Twy M, and Twy H6.
ONTARIO, CA		
ONTARIO-INTL (ONT)	HS 1	Twy F at Rwy 08R/26L frequent centerline confusion crossing rwy southbound.
	HS 2	Twy P and Twy Q confusing split between rwys southbound
PALM SPRINGS, CA		
PALM SPRINGS INTL (PSP)	HS 1	Twy C mistaken for Rwy 13R-31L or Rwy 13L-31R.
	HS 2	Int of Twy B and Twy C.
	HS 3	Twy B and Rwy 31R.
	HS 4	Twy C and Twy J.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

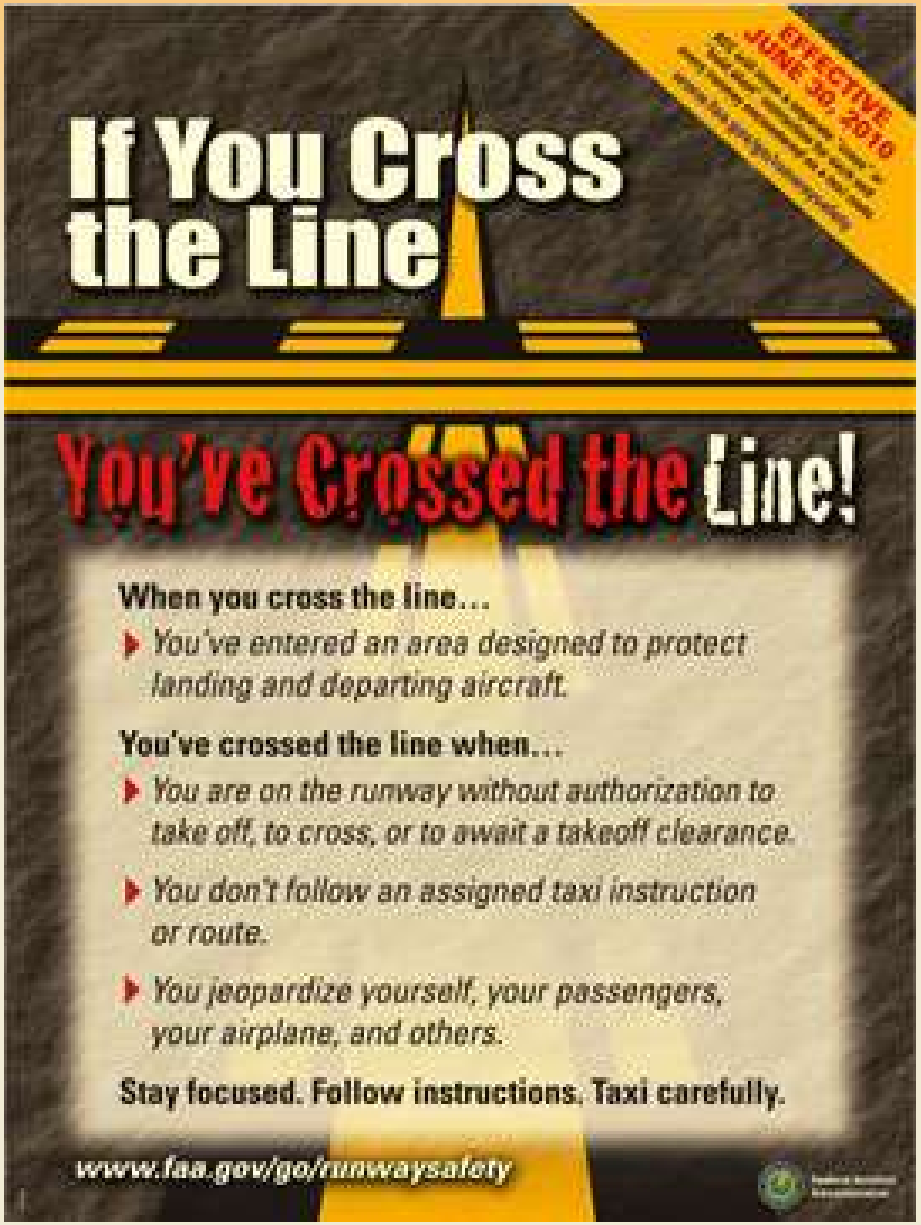
19003

31 JAN 2019 to 28 FEB 2019

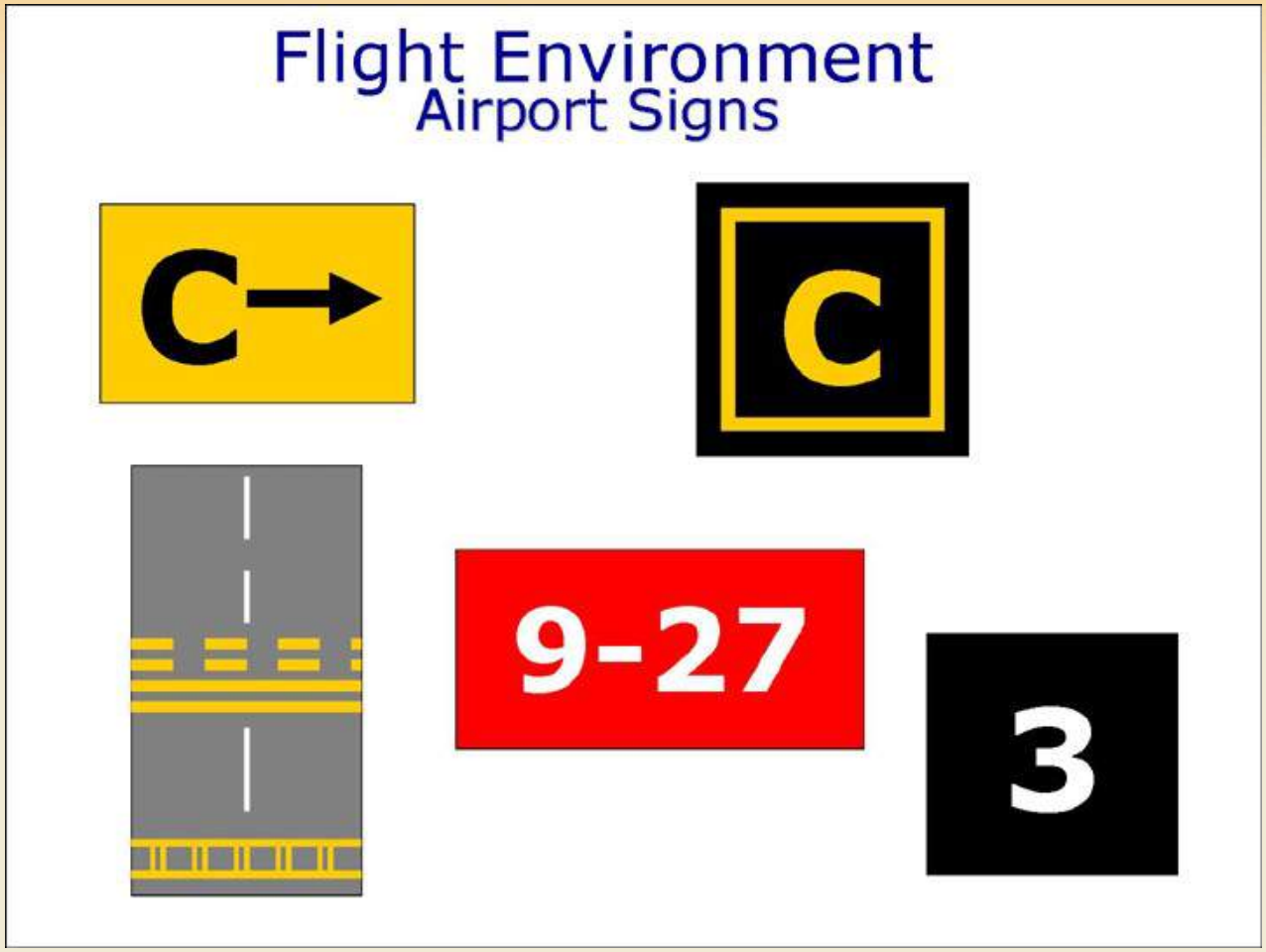
31 JAN 2019 to 28 FEB 2019

Runway Incursions

Happen when an unauthorized person, vehicle or aircraft is on a active runway.



Airport Markings



Density Altitude

- Pressure altitude and temperature
- Calculations
- Effects of high density altitude

Climb Data

RATE OF CLIMB

MAXIMUM

CONDITIONS:
Flaps Up
Full Throttle

NOTE:
Mixture leaned above 3000 feet for maximum RPM.

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM			
			-20°C	0°C	20°C	40°C
2300	S.L.	73	875	815	755	695
	2000	72	765	705	650	590
	4000	71	655	600	545	485
	6000	70	545	495	440	385
	8000	69	440	390	335	280
	10,000	68	335	285	230	---
	12,000	67	230	180	---	---

Figure 5-5. Rate of Climb

TIME, FUEL, AND DISTANCE TO CLIMB

MAXIMUM RATE OF CLIMB

CONDITIONS:
Flaps Up
Full Throttle
Standard Temperature

NOTES:
1. Add 1.1 gallons of fuel for engine start, taxi and takeoff allowance.
2. Mixture leaned above 3000 feet for maximum RPM.
3. Increase time, fuel and distance by 10% for each 10°C above standard temperature.
4. Distances shown are based on zero wind.

WEIGHT LBS	PRESSURE ALTITUDE FT	TEMP °C	CLIMB SPEED KIAS	RATE OF CLIMB FPM	FROM SEA LEVEL		
					TIME MIN	FUEL USED GALLONS	DISTANCE NM
2300	S.L.	15	73	770	0	0.0	0
	1000	13	73	725	1	0.3	2
	2000	11	72	675	3	0.6	3
	3000	9	72	630	4	0.9	5
	4000	7	71	580	6	1.2	8
	5000	5	71	535	8	1.6	10
	6000	3	70	485	10	1.9	12
	7000	1	69	440	12	2.3	15
	8000	-1	69	390	15	2.7	19
	9000	-3	68	345	17	3.2	22
	10,000	-5	68	295	21	3.7	27
	11,000	-7	67	250	24	4.2	32
	12,000	-9	67	200	29	4.9	38

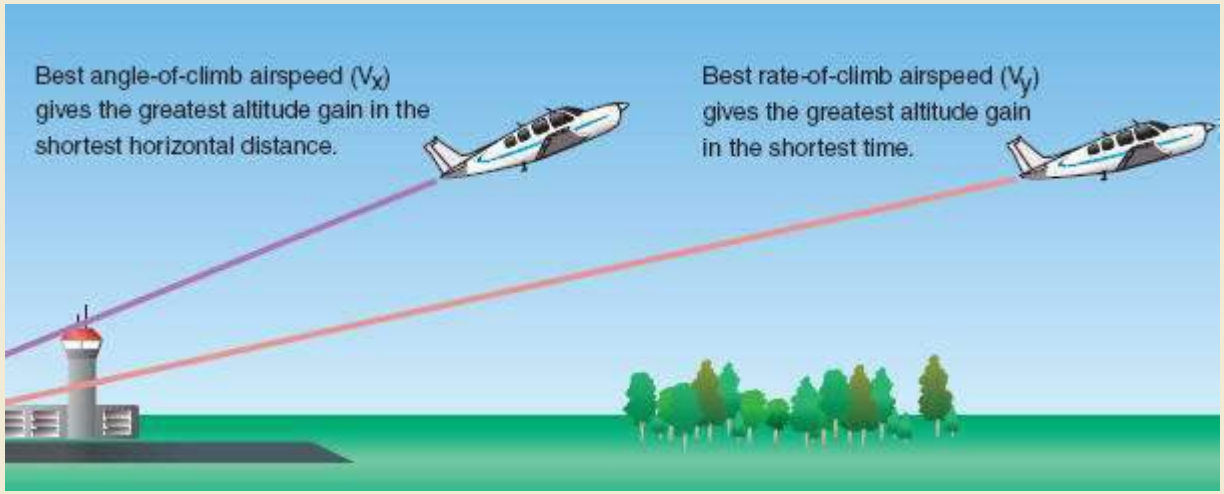
Figure 5-6. Time, Fuel, and Distance to Climb

V Speeds

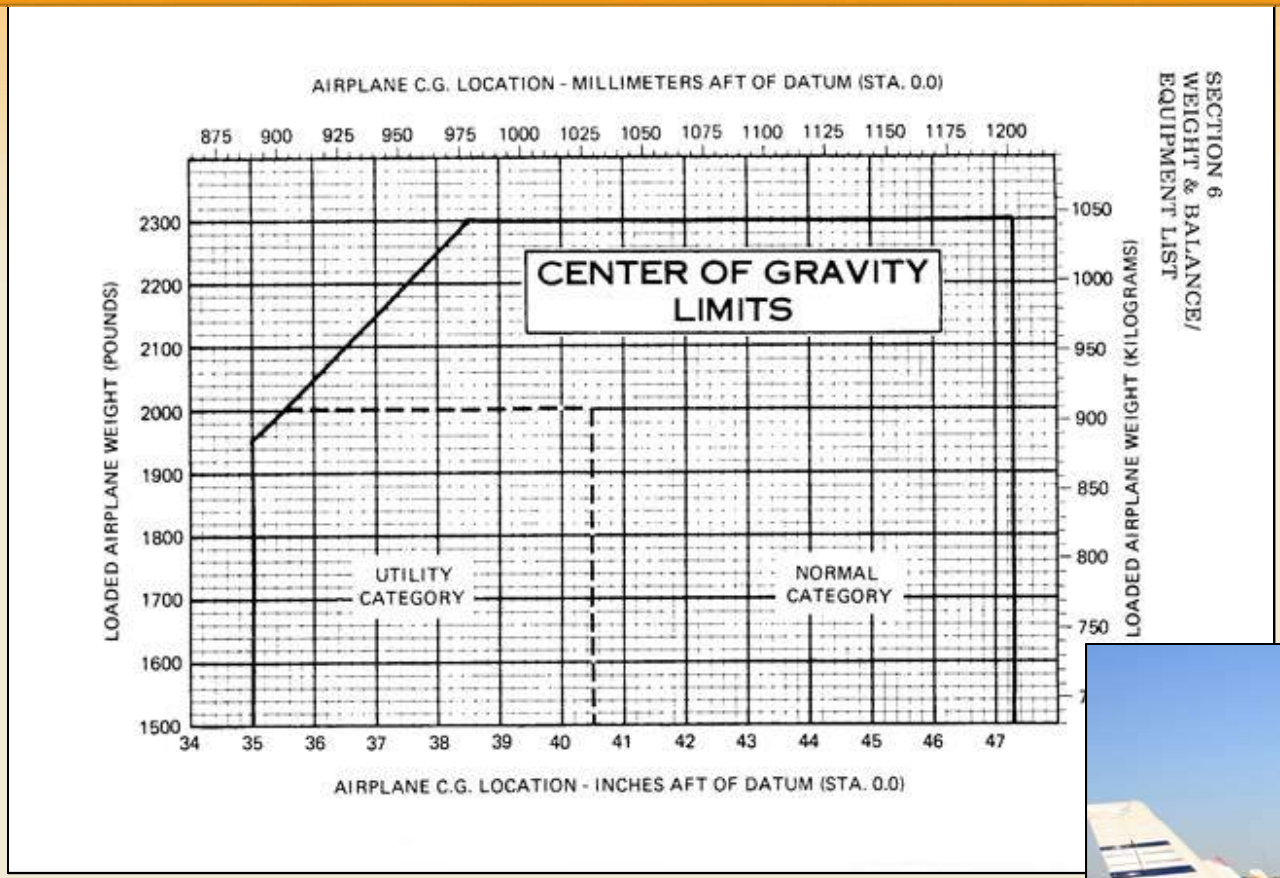
- Va
- Vy
- Vx
- Vg
- Vs
- Vso
- Vfe
- Vne

Best Rate vs Best Angle

- Vx – Best Angle
- Vy – Best Rate



Weight & Balance



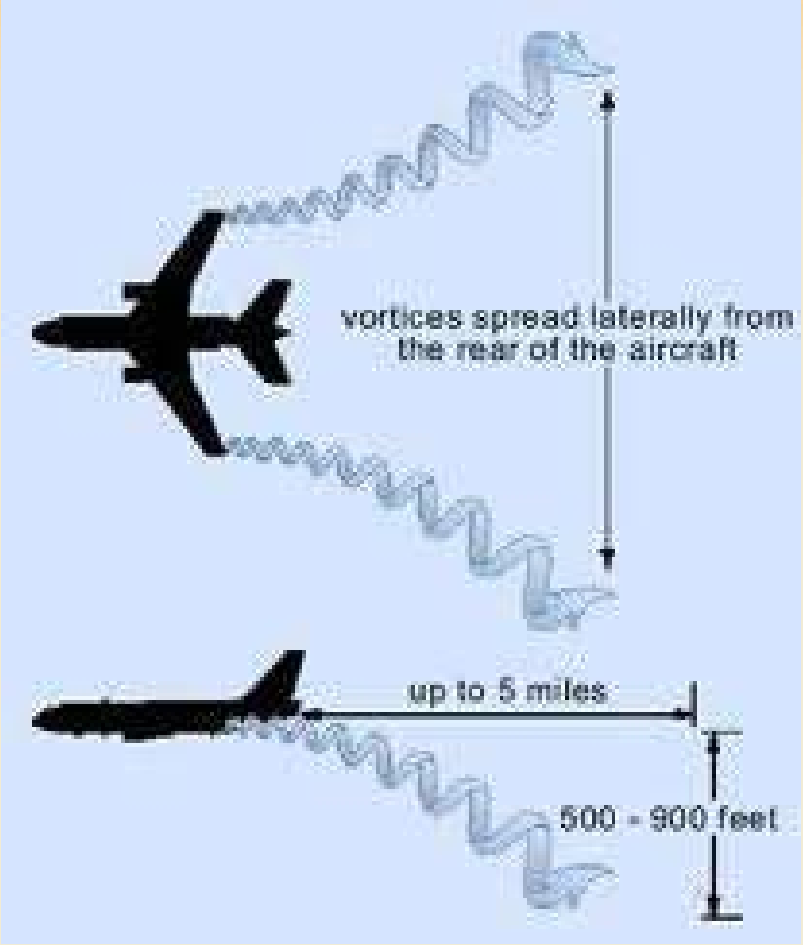
Emergency Procedures

- PARE (spin recovery)
- Engine Failure
- Engine Fire
- Electrical Fire


N5443L

Wake Turbulence

How do we avoid it?



Flying Tips

Brief Passengers

Safety belts

Air vents

Fire extinguisher

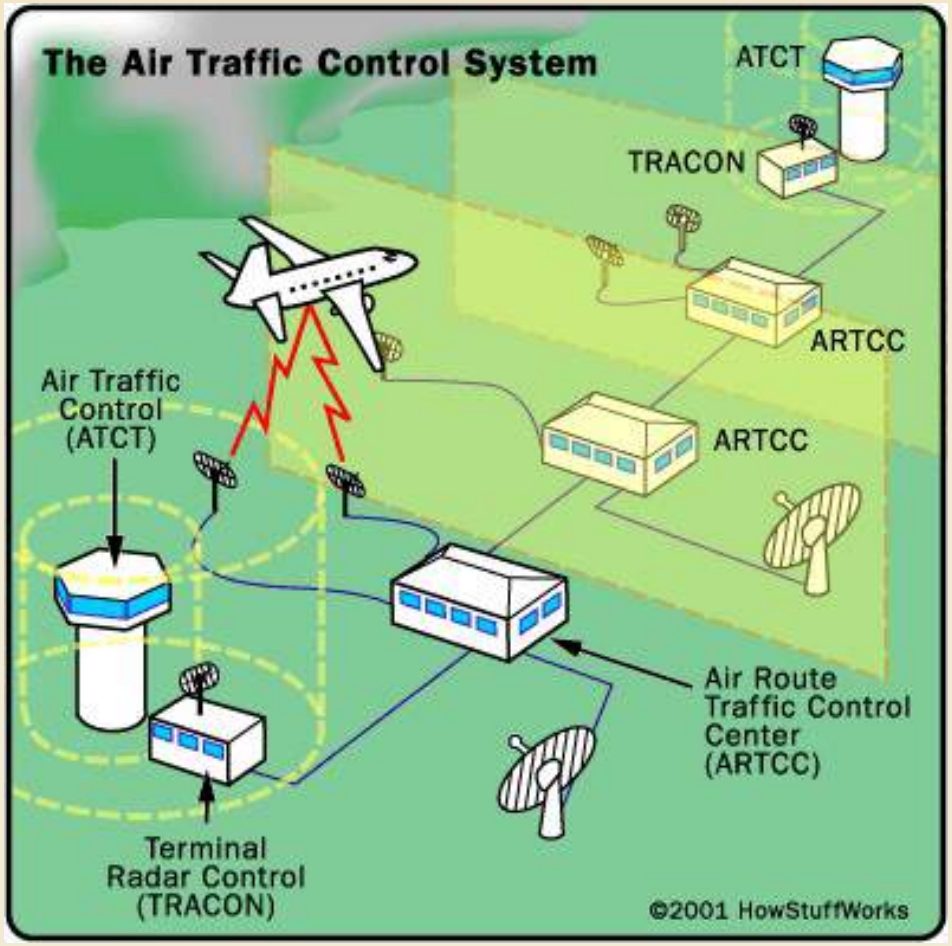
Exit doors & Emergencies

Traffic & Talking

Your questions (Speak up!)

Flying Tips

Learn to be a good communicator



LiveATC.net
Live Air Traffic — From Their Headsets to You.

Don’t Forget

“A Good Pilot is Always Learning”

Emergency Maneuver Training Scholarship

In Memory of Vicki Cruse

www.cpaviation.com