AWFA Acronym Sheet

91.103 Preflight Action

N - Notams
W - Weather
K - Known ATC Delays
R- Runway Lengths
A - Alternate airport
F - Fuel Requirements
T - Take-off Data

Notam (D) information may cover items such as taxiway closures, persons and/or equipment near or crossing runways, airport rotating beacon outages, runway closures

Notam (FDC) contain items such as Amendments to published IAP's and other current aeronautical charts. They are also used to advertise temporary Flight restrictions.

Pointer Notams are a D NOTAM that "points" to a published D or FDC NOTAM. All pointer NOTAMs will include the keyword appropriate to the condition or event in the reference NOTAM

91.203 Certificates and Documents on board

A - Airworthiness certificate which must be visible to flight crew (valid as long as all AD's and inspections are done)
R - Registration certificate, which is valid until registration, becomes invalid.
R - Radio Station License if operated outside USA
O - Operator's handbook (POH) specific to aircraft by serial number
W - Current weight and balance reflecting all equipment on board

91.409 Inspections

A - Airworthiness Directives
V - VOR checks - 30 Calendar days
I - Inspections - 100 hour by A&P/ Annual by IA
A - Altimeter - 24 Calendar Months
T - Transponder - 24 Calendar Months
E - ELT - 12 Calendar Months (1 Hr. cumulative use and/or ½ shelf life of battery)
S - Static Pitot system - 24 Calendar months

Registration becomes invalid

30 - After 30 days of death of owner
F - Foreign Registration
T - Transfer to new owner
D - Destroyed
U - U.S. Citizenship lost
C - Cancelled From owner

VOR Tests

1. Bench test +/- 4 (360 from)
2. VOT +/- 4
3. Ground Check +/- 4
4. Airborne Check +/- 6
5. Dual VOR Check 4 Degree Maximum Variation

Required information on VOR checks

Dog - Date
Poop- Place
Bull - Bearing Error
Shit - Signature

91.205 Required Equipment and Instruments

VFR Day

A - Altimeter
T - Tachometer
O - Oil Pressure Gauge
M - Manifold Pressure Gauge (high alt engines)
A - Airspeed Indicator
T - Temperature Gauge (for Liquid Cooled Engine)
O - Oil Temperature Gauge (for air Cooled Engines)
E - ELT (Emergency Locator Transmitter)
F - Fuel Gauges (for each Tank)
L - Landing gear Indicator Lights (Retractable landing gear)
A - Anti-Collision Lights (after March 11, 1996)
M - Magnetic Compass
E - Emergency Equipment
S - Seat Belts

VFR Night

F - Fuses (1 full set or 3 of each kind to be used)
L - Landing Light (for Hire)
A - Anti-Collision Lights
P - Position Lights (NAV Lights)
S - Source of Electrical Power

IFR: VFR Day & Night +

G - Generator or Alternator
R - Radio/Nav. Appropriate for Flight
A - Attitude Indicator
B - Ball (inclinometer)
C - Clock (second hand and / or Digital)
A - Altimeter (Pressure Sensitive)
R - Rate of Turn Indicator
D - Directional Gyro
D - DME (Above FL240)

Personal Checklist Before Flight

I - Illness
M - Medical
S - Stress
A - Alcohol
F - Fatigue (Chronic/Acute)
E - Emotions

Types of Airspeed

I – Indicated - Read off Instruments
C- Calibrated - IAS Corrected for position and Installation Error
E – Equivalent - CAS Corrected for adiabatic compressible flow greater than 180 kts
T- True - EAS Corrected for non-standard pressure and temperature

Types of Altitude

I - Indicated - Read from instruments
P- Pressure - Altitude above standard datum plane
D - Density - Pressure altitude corrected for non- Standard Temps
A - Absolute - AGL
T - True - Altitude of aircraft above MSL

Class E Airspace

S - Surface Area
E - Extension Area
T - Transition Area
V - Victor Airway
O - Offshore
D - Domestic Enroute
A - All other (Above Golf and Above FL600)

Special Use Airspace

M - Military operation Area (MOA's)
C - Control Fire Zone
W - Warning Area
R - Restricted (with permission)
A - Alert Area
P - Prohibited (NEVER!!!)

Other Airspace

ADIZ
Temporary Flight Restriction (TFR's)
Terminal Radar Service Area (TRSA)
VFR Corridors
VFR Transitions
VFR Flyways

ADIZ

DVFR or IFR flight plan is required to go into, within, or across the ADIZ 2-way radios, Mode C Transponder DVFR flight plan must be filed at least 15 min prior.

AIRSPACE

Class	ALTITUDES	WX MINIMUMS	EQIPMENT	RAINGS
A	FL180 to FL600	N/A	Mode-c Transponder IFR Equipment	Private-IFR
B	SFC To 10,000MSL	3SM - Clear of Clouds	Mode-c Transponder 2-way radio Clearance	Student (with Endorsement) Private
C	SFC to 4,000 AGL (5nm) 1,200 AGL to 4,000 AGL (10NM)	3SM & 1-5-2	Mode-c Transponder 2-way radio Comm.	Student
D	SFC to 2,500 AGL (4NM)	3SM & 1-5-2	2-way radio comm.	Student
E	Anywhere not depicted by other airspace	Below 10,000 3 &152 Above 10,000 5&111	Below 10,000 N/A Above 10,000 Mode-C	Student
G	SFC to 14,499 MSL	*See Chart	Below 10,000 N/A Above 10,000 Mode-C	Student

Class "G" WX Minimums

Altitude	Day	Night
Below 1,200 AGL	1 sm - Clear of Clouds	3sm - 152
Above 1,200 AGL Below 10,000 MSL	1sm - 152	3sm - 152
Above 1,200 AGL Above 10,000 MSL	5sm - 111	5sm - 111

Engine

C - Carburetor
H - Horizontally Opposed
A - Air Cooled
N - Normally Aspirated
D - Direct Drive
L - Lycoming

Special Flight Permit

1. Fly Aircraft to repair Station
2. Delivering or exporting and aircraft
3. Flight Tests
4. Evacuating aircraft from areas of impending danger
5. Customer Demonstrations

Hypoxia

Hypoxic Hypoxia - inadequate supply of oxygen
Hypemic Hypoxia - Inability of the Blood to carry oxygen
Stagnant Hypoxia - Inadequate Circulation of oxygen
Histotoxic Hypoxia - Inability of the cells to effectively use oxygen

91.211 Supplemental Oxygen Requirements

12,500-14,000 Oxygen needed for greater than 30 min
>14,000 required flight crew must use for entire flight
>15,000 Occupants must be supplied with oxygen

Pressurized Cabin Requirements

>FL250 -10 Minute supply of oxygen is required for each occupant in case of depressurization & the need for an emergency decent
>FL350 1 pilot must use oxygen at all times or use a system that automatically supplies oxygen when pressure altitude exceeds 14,000ft.
Except: That one pilot need not use the oxygen mask below FL410 as long as there are 2 pilots at the controls and each pilot has a quick donning mask that can be placed from the ready position on the face with one hand within 5 seconds.

Scuba Diving

Less than or equal to 8,000MSL - 12 hr wait with a “no decompression stop dive” - 24hr wait for “decompression stop dive”
Greater than or equal to 8,000MSL 24 hr wait for both

Lost Communication - Course (in order)

A - Assigned
V - Vectored
E - Expected
F - Filed

Lost Communication - Altitude (Highest)

M - Minimum IFR Altitude
E - Expected
A - Assigned

Lost Communications Rules

If in VMC Maintain VMC and land as soon as practicable
Troubleshoot equipment and monitor nav. Aids
Squawk 7600

Clearance Limit

EFC Time Received	IAF hold until EFC Then Shoot Approach	Not An IAF hold until EFC. Then go to an IAF. Hold Until ETA
No EFC Received	Hold Until ETA Then Begin Approach	Immediately leave Clearance Limit, go to IAF. Hold Until ETA.

Hold as published if there is a published hold or hold along the route you arrived at the fix - standard..

Mandatory Reports to ATC

D - Deviations from clearance
R - Requested to Report
U - Unforecast Weather
M - Malfunctions
S - Safety of Flight

NTSB 830: immediate notification if accident plus

I - Inability of crewmember to perform due to injury or illness
I - Inflight fire
F - Failure to turbine blades
F - Flight control failure
D - Damage to property over $25,000
O - Overdue aircraft believed to have been in an accident
A - Aircraft Collide in flight

Other Reports of ATC

A - Assigned or Requested
M - Missed Approach
A - Airspeed Change of 10kias or 5%
R - Reaching a Clearance Limit
V - Vacating an Altitude
E - ETA Changes of 3 Minutes or More (non-radar)
L - Leaving a Clearance Limit
O - Outer Marker Inbound (non-radar)
U - Unforecast Weather
S - Safety of Flight
V - VFR - On Top Altitude Changes
F - Final Approach Fix Inbound
R - Radio/Nav Failures
500 - Unable to maintain 500 foot/Min Climb or Decent Rate

Recency of Experience

6 - With in the Past 6 Months
6 - Must have at least 6 Instrument Approaches
H - Holding
I - Intercepting
T - Tracking

Position Reports

I - Identification
P - Position Reports
T - Time over Position
A - Altitude
T - Type of Flight Plan
E - ETA
N - Next Point
N - Next Point after that

5 T's

T - Turn
T - Time
T - Twist
T - Throttle
T - Talk

Approach Brief

A - Atis
M - Marker Beacons Tested and on low
I - Identify Navaids / Approach Charts
C - Course
E - Entry - Full/Vectored
A - Altitudes
T - Time
M - Missed Approach Procedure

Need for Alternate

Always unless: The intended Airport has a published Instrument Approach Procedure and:
1 - 1 Hour before to 1 hour after ETA
2 - 2000 Foot Ceiling
3 - 3sm Visibility

Approach segments

Transition
Feeder
Initial
Intermediate
Final
Missed

Fundamentals of IFR Flight

C - Cross-Check
I - Instrument Interpretation
A - Aircraft Control

Category Speeds &Circle to Land Minimums

A - 0-90 - 1.3
B - 91-120 1.5
C - 121 - 140 1.7
D - 141 -165 2.3
E - 166+ 4.5

91.175 Landing Under IFR

1. Landing at a normal decent using normal maneuvers.
2. Flight visibility not less than visibility prescribed in the Instrument approach being used
3.With approach lighting system in sight, can descend to 100 feet above TDZE
4. Can land if any of the following are in sight: Threshold, threshold markings, threshold lights; runway end identifier Lights; visual approach slope indicator (VASI); Touchdown Zone, Touchdown Zone Markings, Touchdown Zone Lights, Runway or runway markings, runway lights.

Decent to MDA

Cleared for the Approach
Within the Prescribed Distance
Positive Course Guidance
"10/10 & Cleared" (NDB's- w/in 10degrees, W/in 10nm & cleared for approach)

Compass Errors

M - Magnetic Dip
O - Oscillation
N - Northerly Turning Errors
A - Acceleration/Deceleration Errors
V - Variation
D - Deviation

A - Accelerate
N - North
D - Decelerate
S - South

U - Undershoot
N - North
O - Overshoot
S - South

119.1 Commercial Operations (Exceptions)

B - Banner Towing
S - Sightseeing (25nm)
S - Student Instruction
A - Agriculture
A - Aerial Photographs
F - Ferrying Aircraft
F - Fire Fighting
P – Powerline / Pipeline
P - Parachute (25nm)

No Procedure turns Allowed AIM 5-4-8

S - Straight in
H - Hold in Lieu of
A - Arc (DME)
R - Radar Vector
P - No PT Allowed
T - Timed Approaches
T - Teardrop

Transponder needed

10- 10,000msl and above
V - Mode C Veil for Class B airspace
C - In lateral limits of Class C airspace

IFR Clearance

C - Clearance Limit
R - Route
A - Altitude
F - Frequency
T - Transponder Code

Engine Failure in Flight

A - Airspeed VG
B - Best Field
C - Checklist
D - Declare an Emergency 121.5 7700
E - Exit Plan
F - Fire Prevention

91.187 Malfunction Report

I - Identify Yourself
E - Equipment Malfunction
D - Degree you are affected
A - Assistance Required

Do Not Need ELT

50 - Nm Training
T - Turbo-Jet
E - Experimental
A - Agricultural
R - Research
S - Scheduled air carriers
1 - Pilot Plane
D - Design and Testing
A - Air Racing
N - New Aircraft Delivery
C - Crew Training
E - Exhibition

Types of Fog

S - Steam (over War Water)
U - Upslope (air cools as it rises)
P - Precipitation induced (adding moisture)
A - Advection (Coastal Area Req. Wind)
R - Radiation (Calm, Cool, Clear night)