

Table of Contents

| | | | |
|---|------------|---|------------|
| Preface..... | iii | Limitations:..... | 1-17 |
| Acknowledgments..... | v | Private Pilot | 1-17 |
| Table of Contents | vii | Commercial Pilot..... | 1-18 |
| Chapter 1 | | Airline Transport Pilot..... | 1-18 |
| Introduction To Flying..... | | Selecting a Flight School | 1-18 |
| Introduction..... | | How To Find a Reputable Flight Program..... | 1-19 |
| History of Flight..... | | How To Choose a Certificated Flight | |
| History of the Federal Aviation Administration (FAA) 1-3 | | Instructor (CFI)..... | 1-19 |
| Transcontinental Air Mail Route..... | | The Student Pilot | 1-20 |
| Federal Certification of Pilots and Mechanics | | Basic Requirements | 1-20 |
| The Federal Aviation Act of 1958..... | | Medical Certification Requirements..... | 1-20 |
| Department of Transportation (DOT) | | Becoming a Pilot..... | 1-21 |
| ATC Automation..... | | Knowledge and Skill Tests | 1-21 |
| The Professional Air Traffic Controllers Organization (PATCO) Strike..... | | Knowledge Tests | 1-21 |
| The Airline Deregulation Act of 1978 | | When To Take the Knowledge Test | 1-22 |
| The Role of the FAA..... | | Practical Test | 1-22 |
| The Code of Federal Regulations (CFR)..... | | When To Take the Practical Test..... | 1-23 |
| Primary Locations of the FAA | | Who Administers the FAA Practical Tests?..... | 1-23 |
| Field Offices | | Role of the Certificated Flight Instructor | 1-23 |
| Aviation Safety Inspector (ASI) | | Role of the Designated Pilot Examiner | 1-24 |
| FAA Safety Team (FAAASTeam)..... | | Chapter Summary | 1-24 |
| Obtaining Assistance from the FAA | | | |
| Aeronautical Information Manual (AIM)..... | | | |
| Handbooks | | Chapter 2 | |
| Advisory Circulars (ACs) | | Aeronautical Decision-Making | 2-1 |
| Flight Publications..... | | Introduction..... | 2-1 |
| Pilot and Aeronautical Information | | History of ADM..... | 2-2 |
| Notices to Airmen (NOTAMs) | | Risk Management | 2-3 |
| Safety Program Airmen Notification System (SPANS) | | Crew Resource Management (CRM) and Single-Pilot Resource Management | 2-4 |
| Aircraft Classifications and Ultralight Vehicles | | Hazard and Risk..... | 2-4 |
| Pilot Certifications | | Hazardous Attitudes and Antidotes..... | 2-5 |
| Privileges: | | Risk..... | 2-6 |
| Limitations:..... | | Assessing Risk | 2-6 |
| Recreational Pilot | | Mitigating Risk | 2-8 |
| Privileges: | | The PAVE Checklist | 2-8 |
| | | P = Pilot in Command (PIC) | 2-8 |
| | | A = Aircraft | 2-8 |
| | | V = EnVironment | 2-9 |
| | | E = External Pressures | 2-9 |
| | | Human Factors | 2-10 |

| | | | |
|--|------|---|------------|
| Human Behavior | 2-11 | Chapter 3 | |
| The Decision-Making Process | 2-12 | Aircraft Construction | 3-1 |
| Single-Pilot Resource Management (SRM) | 2-13 | Introduction..... | 3-1 |
| The 5 Ps Check | 2-13 | Aircraft Design, Certification, and Airworthiness | 3-2 |
| The Plan | 2-14 | A Note About Light Sport Aircraft | 3-2 |
| The Plane | 2-14 | Lift and Basic Aerodynamics..... | 3-2 |
| The Pilot | 2-14 | Major Components..... | 3-3 |
| The Passengers | 2-14 | Fuselage..... | 3-3 |
| The Programming | 2-15 | Wings | 3-3 |
| Perceive, Process, Perform (3P) Model..... | 2-15 | Empennage | 3-6 |
| PAVE Checklist: Identify Hazards and Personal Minimums | 2-15 | Landing Gear | 3-7 |
| CARE Checklist: Review Hazards and Evaluate Risks | 2-16 | The Powerplant..... | 3-7 |
| TEAM Checklist: Choose and Implement Risk Controls | 2-16 | Subcomponents | 3-8 |
| The DECIDE Model..... | 2-18 | Types of Aircraft Construction | 3-8 |
| Detect (the Problem)..... | 2-20 | Truss Structure | 3-8 |
| Estimate (the Need To React)..... | 2-20 | Semimonocoque | 3-9 |
| Choose (a Course of Action) | 2-20 | Composite Construction | 3-9 |
| Identify (Solutions) | 2-20 | History | 3-9 |
| Do (the Necessary Actions) | 2-20 | Advantages of Composites | 3-10 |
| Evaluate (the Effect of the Action) | 2-20 | Disadvantages of Composites..... | 3-10 |
| Decision-Making in a Dynamic Environment | 2-21 | Fluid Spills on Composites | 3-11 |
| Automatic Decision-Making | 2-21 | Lightning Strike Protection..... | 3-11 |
| Operational Pitfalls | 2-21 | The Future of Composites | 3-12 |
| Stress Management..... | 2-21 | Instrumentation: Moving into the Future | 3-12 |
| Use of Resources | 2-21 | Control Instruments | 3-13 |
| Internal Resources | 2-23 | Navigation Instruments | 3-13 |
| External Resources | 2-23 | Global Positioning System (GPS)..... | 3-13 |
| Situational Awareness..... | 2-24 | Chapter Summary | 3-13 |
| Obstacles to Maintaining Situational Awareness..... | 2-24 | | |
| Workload Management | 2-24 | Chapter 4 | |
| Managing Risks | 2-25 | Principles of Flight | 4-1 |
| Automation | 2-25 | Introduction..... | 4-1 |
| Results of the Study..... | 2-27 | Structure of the Atmosphere | 4-1 |
| Equipment Use | 2-27 | Air is a Fluid | 4-2 |
| Autopilot Systems..... | 2-27 | Viscosity | 4-2 |
| Familiarity..... | 2-27 | Friction..... | 4-2 |
| Respect for Onboard Systems..... | 2-29 | Pressure | 4-3 |
| Getting Beyond Rote Workmanship..... | 2-29 | Atmospheric Pressure..... | 4-3 |
| Understand the Platform | 2-29 | Pressure Altitude | 4-4 |
| Managing Aircraft Automation | 2-29 | Density Altitude | 4-4 |
| Information Management | 2-30 | Effect of Pressure on Density | 4-4 |
| Enhanced Situational Awareness | 2-30 | Effect of Temperature on Density | 4-4 |
| Automation Management..... | 2-31 | Effect of Humidity (Moisture) on Density | 4-5 |
| Risk Management..... | 2-31 | Theories in the Production of Lift..... | 4-5 |
| Chapter Summary | 2-32 | Newton's Basic Laws of Motion..... | 4-5 |
| | | Bernoulli's Principle of Differential Pressure | 4-6 |
| | | Airfoil Design | 4-6 |
| | | Low Pressure Above | 4-7 |
| | | High Pressure Below | 4-8 |

| | | | |
|--|------------|--|------------|
| Pressure Distribution | 4-8 | Weight and Balance | 5-40 |
| Airfoil Behavior | 4-8 | Effect of Weight on Flight Performance | 5-42 |
| A Third Dimension | 4-9 | Effect of Weight on Aircraft Structure..... | 5-42 |
| Chapter Summary | 4-9 | Effect of Weight on Stability and Controllability | 5-42 |
| Chapter 5 | | | |
| Aerodynamics of Flight..... | 5-1 | Effect of Load Distribution | 5-43 |
| Forces Acting on the Aircraft | 5-1 | High Speed Flight | 5-44 |
| Thrust | 5-2 | Subsonic Versus Supersonic Flow | 5-44 |
| Lift..... | 5-3 | Speed Ranges | 5-44 |
| Lift/Drag Ratio..... | 5-5 | Mach Number Versus Airspeed | 5-45 |
| Drag | 5-6 | Boundary Layer..... | 5-46 |
| Parasite Drag..... | 5-6 | Laminar Boundary Layer Flow | 5-46 |
| Induced Drag | 5-7 | Turbulent Boundary Layer Flow | 5-46 |
| Weight | 5-8 | Boundary Layer Separation | 5-46 |
| Wingtip Vortices..... | 5-8 | Shock Waves | 5-46 |
| Formation of Vortices | 5-8 | Sweepback..... | 5-48 |
| Avoiding Wake Turbulence | 5-9 | Mach Buffet Boundaries | 5-49 |
| Ground Effect..... | 5-11 | High Speed Flight Controls..... | 5-49 |
| Axes of an Aircraft..... | 5-12 | Chapter Summary | 5-51 |
| Moment and Moment Arm | 5-13 | | |
| Aircraft Design Characteristics | 5-14 | Chapter 6 | |
| Stability | 5-14 | Flight Controls..... | 6-1 |
| Static Stability..... | 5-14 | Introduction..... | 6-1 |
| Dynamic Stability | 5-14 | Flight Control Systems | 6-2 |
| Longitudinal Stability (Pitching) | 5-15 | Flight Controls..... | 6-2 |
| Lateral Stability (Rolling)..... | 5-17 | Primary Flight Controls..... | 6-2 |
| Directional Stability (Yawing) | 5-19 | Elevator..... | 6-5 |
| Free Directional Oscillations (Dutch Roll) | 5-20 | T-Tail | 6-6 |
| Spiral Instability | 5-20 | Stabilator..... | 6-7 |
| Effect of Wing Planform | 5-20 | Canard..... | 6-7 |
| Aerodynamic Forces in Flight Maneuvers..... | 5-22 | Rudder..... | 6-8 |
| Forces in Turns..... | 5-22 | V-Tail..... | 6-8 |
| Forces in Climbs..... | 5-23 | Secondary Flight Controls..... | 6-8 |
| Forces in Descents..... | 5-24 | Flaps..... | 6-8 |
| Stalls | 5-25 | Leading Edge Devices | 6-9 |
| Angle of Attack Indicators..... | 5-26 | Spoilers | 6-10 |
| Basic Propeller Principles | 5-28 | Trim Tabs..... | 6-10 |
| Torque and P-Factor..... | 5-30 | Balance Tabs..... | 6-11 |
| Torque Reaction | 5-31 | Servo Tabs | 6-11 |
| Corkscrew Effect..... | 5-31 | Antiservo Tabs..... | 6-11 |
| Gyroscopic Action..... | 5-31 | Ground Adjustable Tabs | 6-11 |
| Asymmetric Loading (P-Factor) | 5-32 | Adjustable Stabilizer..... | 6-12 |
| Load Factors..... | 5-33 | Autopilot | 6-12 |
| Load Factors in Aircraft Design..... | 5-33 | Chapter Summary | 6-12 |
| Load Factors in Steep Turns..... | 5-34 | | |
| Load Factors and Stalling Speeds | 5-34 | Chapter 7 | |
| Load Factors and Flight Maneuvers..... | 5-36 | Aircraft Systems..... | 7-1 |
| Vg Diagram | 5-37 | Introduction..... | 7-1 |
| Rate of Turn..... | 5-38 | Powerplant | 7-1 |
| Radius of Turn..... | 5-39 | Reciprocating Engines..... | 7-2 |

| | | | |
|---|------|---|------------|
| Fixed-Pitch Propeller | 7-5 | Fuel Gauges | 7-26 |
| Adjustable-Pitch Propeller..... | 7-6 | Fuel Selectors | 7-26 |
| Propeller Overspeed in Piston Engine Aircraft | 7-7 | Fuel Strainers, Sumps, and Drains | 7-27 |
| Induction Systems | 7-7 | Fuel Grades..... | 7-27 |
| Carburetor Systems | 7-8 | Fuel Contamination | 7-27 |
| Mixture Control | 7-9 | Fuel System Icing..... | 7-28 |
| Carburetor Icing..... | 7-9 | Prevention Procedures | 7-28 |
| Carburetor Heat | 7-10 | Refueling Procedures | 7-29 |
| Carburetor Air Temperature Gauge..... | 7-11 | Heating System | 7-29 |
| Outside Air Temperature Gauge | 7-11 | Fuel Fired Heaters | 7-29 |
| Fuel Injection Systems | 7-11 | Exhaust Heating Systems | 7-29 |
| Superchargers and Turbosuperchargers | 7-12 | Combustion Heater Systems | 7-29 |
| Superchargers | 7-12 | Bleed Air Heating Systems | 7-30 |
| Turbosuperchargers | 7-13 | Electrical System | 7-30 |
| System Operation..... | 7-14 | Hydraulic Systems | 7-31 |
| High Altitude Performance..... | 7-14 | Landing Gear | 7-33 |
| Ignition System | 7-15 | Tricycle Landing Gear | 7-33 |
| Oil Systems | 7-16 | Tailwheel Landing Gear | 7-33 |
| Engine Cooling Systems | 7-17 | Fixed and Retractable Landing Gear | 7-34 |
| Exhaust Systems | 7-18 | Brakes..... | 7-34 |
| Starting System | 7-18 | Pressurized Aircraft | 7-34 |
| Combustion..... | 7-18 | Oxygen Systems..... | 7-37 |
| Full Authority Digital Engine Control (FADEC) | 7-20 | Oxygen Masks..... | 7-38 |
| Turbine Engines | 7-20 | Cannula..... | 7-38 |
| Types of Turbine Engines | 7-20 | Pressure-Demand Oxygen Systems..... | 7-38 |
| Turbojet..... | 7-20 | Continuous-Flow Oxygen System | 7-38 |
| Turboprop | 7-21 | Electrical Pulse-Demand Oxygen System..... | 7-38 |
| Turbofan | 7-21 | Pulse Oximeters..... | 7-39 |
| Turboshaft..... | 7-21 | Servicing of Oxygen Systems | 7-39 |
| Turbine Engine Instruments | 7-22 | Anti-Ice and Deice Systems..... | 7-40 |
| Engine Pressure Ratio (EPR) | 7-22 | Airfoil Anti-Ice and Deice | 7-40 |
| Exhaust Gas Temperature (EGT) | 7-22 | Windscreen Anti-Ice..... | 7-41 |
| Torquemeter..... | 7-22 | Propeller Anti-Ice | 7-41 |
| N ₁ Indicator..... | 7-23 | Other Anti-Ice and Deice Systems | 7-41 |
| N ₂ Indicator..... | 7-23 | Chapter Summary | 7-41 |
| Turbine Engine Operational Considerations | 7-23 | | |
| Engine Temperature Limitations | 7-23 | | |
| Thrust Variations | 7-23 | | |
| Foreign Object Damage (FOD) | 7-23 | | |
| Turbine Engine Hot/Hung Start..... | 7-23 | | |
| Compressor Stalls | 7-23 | | |
| Flameout | 7-24 | | |
| Performance Comparison | 7-24 | | |
| Airframe Systems | 7-25 | | |
| Fuel Systems | 7-25 | | |
| Gravity-Feed System | 7-25 | Chapter 8 | |
| Fuel-Pump System | 7-25 | | |
| Fuel Primer | 7-25 | Flight Instruments | 8-1 |
| Fuel Tanks | 7-25 | Introduction..... | 8-1 |
| | | Pitot-Static Flight Instruments | 8-1 |
| | | Impact Pressure Chamber and Lines | 8-2 |
| | | Static Pressure Chamber and Lines | 8-2 |
| | | Altimeter..... | 8-3 |
| | | Principle of Operation..... | 8-3 |
| | | Effect of Nonstandard Pressure and Temperature .. | 8-4 |
| | | Setting the Altimeter..... | 8-5 |
| | | Altimeter Operation | 8-6 |
| | | Types of Altitude | 8-6 |
| | | Instrument Check..... | 8-7 |
| | | Vertical Speed Indicator (VSI)..... | 8-7 |

| | |
|---|------|
| Principle of Operation..... | 8-7 |
| Instrument Check..... | 8-8 |
| Airspeed Indicator (ASI)..... | 8-8 |
| Airspeed Indicator Markings | 8-9 |
| Other Airspeed Limitations | 8-9 |
| Instrument Check..... | 8-10 |
| Blockage of the Pitot-Static System..... | 8-10 |
| Blocked Pitot System..... | 8-10 |
| Blocked Static System | 8-11 |
| Electronic Flight Display (EFD)..... | 8-12 |
| Airspeed Tape..... | 8-12 |
| Altitude Indicator | 8-13 |
| Altimeter..... | 8-13 |
| Vertical Speed Indicator (VSI)..... | 8-13 |
| Heading Indicator | 8-13 |
| Turn Indicator | 8-13 |
| Tachometer..... | 8-13 |
| Slip/Skid Indicator..... | 8-13 |
| Turn Rate Indicator | 8-13 |
| Air Data Computer (ADC)..... | 8-14 |
| Trend Vectors..... | 8-14 |
| Gyroscopic Flight Instruments..... | 8-15 |
| Gyroscopic Principles..... | 8-15 |
| Rigidity in Space..... | 8-15 |
| Precession | 8-15 |
| Sources of Power..... | 8-16 |
| Turn Indicators | 8-16 |
| Turn-and-Slip Indicator | 8-16 |
| Turn Coordinator | 8-17 |
| Inclinometer..... | 8-18 |
| Yaw String | 8-18 |
| Instrument Check..... | 8-18 |
| Attitude Indicator | 8-18 |
| Heading Indicator | 8-19 |
| Attitude and Heading Reference System (AHRS) ... | 8-20 |
| The Flux Gate Compass System | 8-20 |
| Remote Indicating Compass..... | 8-21 |
| Instrument Check..... | 8-22 |
| Angle of Attack Indicators..... | 8-22 |
| Compass Systems..... | 8-23 |
| Magnetic Compass | 8-23 |
| Magnetic Compass Induced Errors..... | 8-24 |
| The Vertical Card Magnetic Compass | 8-27 |
| Lags or Leads..... | 8-27 |
| Eddy Current Damping..... | 8-27 |
| Outside Air Temperature (OAT) Gauge | 8-28 |
| Chapter Summary | 8-28 |
| Chapter 9 | |
| Flight Manuals and Other Documents..... 9-1 | |
| Introduction..... | 9-1 |
| Preliminary Pages..... | 9-2 |
| General (Section 1)..... | 9-2 |
| Limitations (Section 2)..... | 9-2 |
| Airspeed..... | 9-2 |
| Powerplant | 9-3 |
| Weight and Loading Distribution | 9-3 |
| Flight Limits | 9-4 |
| Placards..... | 9-4 |
| Emergency Procedures (Section 3) | 9-4 |
| Normal Procedures (Section 4) | 9-4 |
| Performance (Section 5)..... | 9-4 |
| Weight and Balance/Equipment List (Section 6)..... | 9-4 |
| Systems Description (Section 7) | 9-4 |
| Handling, Service, and Maintenance (Section 8)..... | 9-5 |
| Supplements (Section 9)..... | 9-5 |
| Safety Tips (Section 10) | 9-6 |
| Aircraft Documents..... | 9-6 |
| Certificate of Aircraft Registration..... | 9-6 |
| Airworthiness Certificate | 9-7 |
| Aircraft Maintenance..... | 9-8 |
| Aircraft Inspections..... | 9-8 |
| Annual Inspection..... | 9-8 |
| 100-Hour Inspection..... | 9-8 |
| Other Inspection Programs | 9-9 |
| Altimeter System Inspection | 9-9 |
| Transponder Inspection | 9-9 |
| Emergency Locator Transmitter | 9-9 |
| Preflight Inspections | 9-9 |
| Minimum Equipment Lists (MEL) and Operations | |
| With Inoperative Equipment | 9-9 |
| Preventive Maintenance..... | 9-10 |
| Maintenance Entries | 9-10 |
| Examples of Preventive Maintenance | 9-10 |
| Repairs and Alterations | 9-12 |
| Special Flight Permits | 9-12 |
| Airworthiness Directives (ADs) | 9-12 |
| Aircraft Owner/Operator Responsibilities | 9-13 |
| Chapter Summary | 9-13 |
| Chapter 10 | |
| Weight and Balance 10-1 | |
| Introduction..... | 10-1 |
| Weight Control..... | 10-1 |
| Effects of Weight..... | 10-2 |
| Weight Changes | 10-2 |

| | | | |
|---|-------------|---|-------|
| Balance, Stability, and Center of Gravity | 10-2 | Landing Charts | 11-26 |
| Effects of Adverse Balance | 10-3 | Stall Speed Performance Charts | 11-27 |
| Stability | 10-3 | Transport Category Aircraft Performance | 11-28 |
| Control | 10-3 | Air Carrier Obstacle Clearance Requirements | 11-28 |
| Management of Weight and Balance Control | 10-4 | Chapter Summary | 11-28 |
| Terms and Definitions | 10-4 | | |
| Principles of Weight and Balance Computations..... | 10-5 | | |
| Weight and Balance Restrictions | 10-6 | | |
| Determining Loaded Weight and CG | 10-7 | | |
| Computational Method..... | 10-7 | | |
| Graph Method..... | 10-7 | | |
| Table Method | 10-9 | | |
| Computations With a Negative Arm | 10-10 | | |
| Computations With Zero Fuel Weight | 10-10 | | |
| Shifting, Adding, and Removing Weight | 10-10 | | |
| Weight Shifting..... | 10-10 | | |
| Weight Addition or Removal..... | 10-11 | | |
| Chapter Summary | 10-11 | | |
| Chapter 11 | | | |
| Aircraft Performance..... | 11-1 | | |
| Introduction..... | 11-1 | | |
| Importance of Performance Data | 11-1 | | |
| Structure of the Atmosphere | 11-2 | | |
| Atmospheric Pressure | 11-2 | | |
| Pressure Altitude | 11-3 | | |
| Density Altitude | 11-3 | | |
| Effects of Pressure on Density | 11-4 | | |
| Effects of Temperature on Density | 11-5 | | |
| Effects of Humidity (Moisture) on Density | 11-5 | | |
| Performance | 11-5 | | |
| Straight-and-Level Flight | 11-5 | | |
| Climb Performance..... | 11-6 | | |
| Angle of Climb (AOC) | 11-7 | | |
| Rate of Climb (ROC)..... | 11-7 | | |
| Climb Performance Factors | 11-8 | | |
| Range Performance | 11-9 | | |
| Region of Reversed Command..... | 11-11 | | |
| Takeoff and Landing Performance..... | 11-12 | | |
| Runway Surface and Gradient..... | 11-12 | | |
| Water on the Runway and Dynamic Hydroplaning..... | 11-13 | | |
| Takeoff Performance..... | 11-14 | | |
| Landing Performance | 11-16 | | |
| Performance Speeds..... | 11-18 | | |
| Performance Charts..... | 11-19 | | |
| Interpolation | 11-20 | | |
| Density Altitude Charts | 11-20 | | |
| Takeoff Charts..... | 11-20 | | |
| Climb and Cruise Charts | 11-21 | | |
| Crosswind and Headwind Component Chart | 11-25 | | |
| Chapter 12 | | | |
| Weather Theory | 12-1 | | |
| Introduction..... | 12-1 | | |
| Atmosphere | 12-2 | | |
| Composition of the Atmosphere..... | 12-2 | | |
| Atmospheric Circulation | 12-3 | | |
| Atmospheric Pressure..... | 12-3 | | |
| Coriolis Force..... | 12-3 | | |
| Measurement of Atmosphere Pressure | 12-4 | | |
| Altitude and Atmospheric Pressure | 12-5 | | |
| Altitude and Flight | 12-6 | | |
| Altitude and the Human Body | 12-6 | | |
| Wind and Currents | 12-7 | | |
| Wind Patterns | 12-7 | | |
| Convective Currents | 12-7 | | |
| Effect of Obstructions on Wind..... | 12-8 | | |
| Low-Level Wind Shear | 12-11 | | |
| Wind and Pressure Representation on Surface | | | |
| Weather Maps..... | 12-12 | | |
| Atmospheric Stability | 12-12 | | |
| Inversion..... | 12-13 | | |
| Moisture and Temperature | 12-13 | | |
| Relative Humidity | 12-13 | | |
| Temperature/Dew Point Relationship | 12-13 | | |
| Methods by Which Air Reaches the Saturation Point | 12-14 | | |
| Dew and Frost | 12-15 | | |
| Fog..... | 12-15 | | |
| Clouds..... | 12-15 | | |
| Ceiling | 12-17 | | |
| Visibility | 12-17 | | |
| Precipitation..... | 12-17 | | |
| Air Masses | 12-17 | | |
| Fronts | 12-18 | | |
| Warm Front | 12-18 | | |
| Flight Toward an Approaching Warm Front..... | 12-19 | | |
| Cold Front | 12-20 | | |
| Fast-Moving Cold Front | 12-20 | | |
| Flight Toward an Approaching Cold Front | 12-20 | | |
| Comparison of Cold and Warm Fronts | 12-20 | | |
| Wind Shifts..... | 12-21 | | |
| Stationary Front | 12-21 | | |
| Occluded Front | 12-21 | | |
| Thunderstorms..... | 12-22 | | |
| Hazards | 12-23 | | |

| | |
|---|-------|
| Squall Line | 12-23 |
| Tornadoes | 12-23 |
| Turbulence | 12-24 |
| Icing | 12-24 |
| Hail | 12-25 |
| Ceiling and Visibility | 12-25 |
| Effect on Altimeters | 12-25 |
| Lightning..... | 12-25 |
| Engine Water Ingestion | 12-25 |
| Chapter Summary | 12-25 |
| Weather Products Age and Expiration | 13-18 |
| What Can Pilots Do? | 13-19 |
| NEXRAD Abnormalities..... | 13-21 |
| NEXRAD Limitations | 13-21 |
| AIRMET/SIGMET Display | 13-21 |
| Graphical METARs..... | 13-21 |
| Data Link Weather | 13-21 |
| Data Link Weather Products | 13-23 |
| Flight Information Service- Broadcast (FIS-B).. | 13-23 |
| Pilot Responsibility..... | 13-24 |
| Chapter Summary | 13-24 |

Chapter 13

| | |
|---|-------------|
| Aviation Weather Services | 13-1 |
| Introduction..... | 13-1 |
| Observations | 13-2 |
| Surface Aviation Weather Observations | 13-2 |
| Air Route Traffic Control Center (ARTCC) | 13-2 |
| Upper Air Observations..... | 13-2 |
| Radar Observations | 13-3 |
| Satellite..... | 13-4 |
| Service Outlets | 13-4 |
| Flight Service Station (FSS)..... | 13-4 |
| Telephone Information Briefing Service (TIBS) | 13-4 |
| Hazardous Inflight Weather Advisory Service (HIWAS) | 13-4 |
| Transcribed Weather Broadcast (TWEB) (Alaska Only) | 13-4 |
| Weather Briefings | 13-5 |
| Standard Briefing | 13-5 |
| Abbreviated Briefing..... | 13-5 |
| Outlook Briefing | 13-5 |
| Aviation Weather Reports..... | 13-5 |
| Aviation Routine Weather Report (METAR) | 13-6 |
| Pilot Weather Reports (PIREPs) | 13-8 |
| Aviation Forecasts..... | 13-9 |
| Terminal Aerodrome Forecasts (TAF)..... | 13-9 |
| Area Forecasts (FA) | 13-10 |
| Inflight Weather Advisories | 13-11 |
| AIRMET | 13-11 |
| SIGMET | 13-12 |
| Convective Significant Meteorological Information (WST) | 13-12 |
| Winds and Temperature Aloft Forecast (FB)..... | 13-13 |
| Weather Charts..... | 13-13 |
| Surface Analysis Chart..... | 13-13 |
| Weather Depiction Chart..... | 13-15 |
| Significant Weather Prognostic Charts | 13-15 |
| ATC Radar Weather Displays | 13-16 |
| Weather Avoidance Assistance | 13-18 |
| Electronic Flight Displays (EFD) /Multi-Function Display (MFD) Weather | 13-18 |

| | |
|---|-------|
| Weather Products Age and Expiration | 13-18 |
| What Can Pilots Do? | 13-19 |
| NEXRAD Abnormalities..... | 13-21 |
| NEXRAD Limitations | 13-21 |
| AIRMET/SIGMET Display | 13-21 |
| Graphical METARs..... | 13-21 |
| Data Link Weather | 13-21 |
| Data Link Weather Products | 13-23 |
| Flight Information Service- Broadcast (FIS-B).. | 13-23 |
| Pilot Responsibility..... | 13-24 |
| Chapter Summary | 13-24 |

Chapter 14

| | |
|--|-------------|
| Airport Operations..... | 14-1 |
| Introduction..... | 14-1 |
| Airport Categories..... | 14-1 |
| Types of Airports..... | 14-2 |
| Towered Airport | 14-2 |
| Nontowered Airport..... | 14-2 |
| Sources for Airport Data..... | 14-3 |
| Aeronautical Charts..... | 14-3 |
| Chart Supplement U.S. (formerly Airport/Facility Directory) | 14-3 |
| Notices to Airmen (NOTAM) | 14-4 |
| Automated Terminal Information Service (ATIS)... | 14-5 |
| Airport Markings and Signs..... | 14-5 |
| Runway Markings and Signs..... | 14-5 |
| Relocated Runway Threshold | 14-5 |
| Displaced Threshold | 14-5 |
| Runway Safety Area | 14-6 |
| Runway Safety Area Boundary Sign..... | 14-6 |
| Runway Holding Position Sign | 14-6 |
| Runway Holding Position Marking | 14-8 |
| Runway Distance Remaining Signs..... | 14-8 |
| Runway Designation Marking | 14-8 |
| Land and Hold Short Operations (LAHSO) | 14-10 |
| Taxiway Markings and Signs | 14-11 |
| Enhanced Taxiway Centerline Markings..... | 14-12 |
| Destination Signs | 14-12 |
| Holding Position Signs and Markings for an Instrument Landing System (ILS) Critical Area .. | 14-12 |
| Holding Position Markings for Taxiway/Taxiway Intersections | 14-14 |
| Marking and Lighting of Permanently Closed Runways and Taxiways | 14-14 |
| Temporarily Closed Runways and Taxiways | 14-15 |
| Other Markings..... | 14-15 |
| Airport Signs | 14-15 |
| Airport Lighting | 14-16 |
| Airport Beacon | 14-16 |

| | | | |
|---|-------|--|-------|
| Approach Light Systems | 14-16 | ATC Instructions—Explicit Runway Crossing.... | 14-34 |
| Visual Glideslope Indicators | 14-16 | ATC Instructions—“Line Up and Wait” | |
| Visual Approach Slope Indicator (VASI)..... | 14-16 | (LUAW)..... | 14-34 |
| Other Glidepath Systems | 14-16 | ATC Instructions—“Runway Shortened” | 14-35 |
| Runway Lighting..... | 14-17 | Pre-Landing, Landing, and After-Landing..... | 14-35 |
| Runway End Identifier Lights (REIL)..... | 14-17 | Engineered Materials Arresting Systems (EMAS).... | 14-36 |
| Runway Edge Lights..... | 14-17 | Incidents | 14-36 |
| In-Runway Lighting..... | 14-18 | EMAS Installations and Information | 14-37 |
| Control of Airport Lighting..... | 14-18 | Pilot Considerations | 14-37 |
| Taxiway Lights..... | 14-19 | Chapter Summary | 14-38 |
| Omnidirectional | 14-19 | | |
| Clearance Bar Lights | 14-19 | | |
| Runway Guard Lights..... | 14-19 | | |
| Stop Bar Lights | 14-19 | | |
| Obstruction Lights..... | 14-19 | | |
| New Lighting Technologies | 14-19 | | |
| Wind Direction Indicators..... | 14-20 | | |
| Traffic Patterns | 14-20 | | |
| Example: Key to Traffic Pattern Operations— | | | |
| Single Runway | 14-21 | | |
| Example: Key to Traffic Pattern Operations— | | | |
| Parallel Runways..... | 14-21 | | |
| Radio Communications..... | 14-22 | | |
| Radio License | 14-22 | Introduction..... | 15-1 |
| Radio Equipment..... | 14-22 | Controlled Airspace | 15-2 |
| Using Proper Radio Procedures | 14-22 | Class A Airspace | 15-2 |
| Lost Communication Procedures | 14-23 | Class B Airspace | 15-2 |
| Air Traffic Control (ATC) Services..... | 14-24 | Class C Airspace | 15-2 |
| Primary Radar..... | 14-24 | Class D Airspace | 15-2 |
| ATC Radar Beacon System (ATCRBS) | 14-24 | Class E Airspace..... | 15-2 |
| Transponder..... | 14-25 | Uncontrolled Airspace | 15-3 |
| Automatic Dependent Surveillance— | | Class G Airspace | 15-3 |
| Broadcast (ADS-B) | 14-26 | Special Use Airspace | 15-3 |
| Radar Traffic Advisories | 14-26 | Prohibited Areas..... | 15-3 |
| Wake Turbulence | 14-26 | Restricted Areas | 15-3 |
| Vortex Generation | 14-26 | Warning Areas..... | 15-4 |
| Terminal Area | 14-27 | Military Operation Areas (MOAs)..... | 15-4 |
| En Route | 14-27 | Alert Areas | 15-4 |
| Vortex Behavior | 14-27 | Controlled Firing Areas (CFAs)..... | 15-4 |
| Vortex Avoidance Procedures..... | 14-28 | Other Airspace Areas..... | 15-4 |
| Collision Avoidance..... | 14-28 | Local Airport Advisory (LAA) | 15-6 |
| Clearing Procedures | 14-28 | Military Training Routes (MTRs) | 15-6 |
| Training Operations | | Temporary Flight Restrictions (TFR)..... | 15-6 |
| Scanning Techniques for Traffic Avoidance | | Published VFR Routes | 15-6 |
| Best Practices to See and Avoid | | Terminal Radar Service Areas (TRSAs)..... | 15-7 |
| Pilot Deviations (PDs)..... | 14-31 | National Security Areas (NSAs) | 15-7 |
| Runway Incursion Avoidance | 14-31 | Air Traffic Control and the National Airspace System.. | 15-7 |
| Causal Factors of Runway Incursions..... | 14-32 | Coordinating the Use of Airspace | 15-7 |
| Runway Confusion | 14-32 | Operating in the Various Types of Airspace | 15-7 |
| Causal Factors of Runway Confusion | 14-32 | Basic VFR Weather Minimums..... | 15-7 |
| ATC Instructions | 14-33 | Operating Rules and Pilot/Equipment | |
| ATC Instructions—“Hold Short” | 14-33 | Requirements | 15-8 |

| | |
|---|-------------|
| Chapter 16 | |
| Navigation | 16-1 |
| Introduction..... | 16-1 |
| Aeronautical Charts | 16-2 |
| Sectional Charts..... | 16-2 |
| VFR Terminal Area Charts | 16-2 |
| World Aeronautical Charts..... | 16-2 |
| Latitude and Longitude (Meridians and Parallels)..... | 16-3 |
| Time Zones..... | 16-3 |
| Measurement of Direction..... | 16-5 |
| Variation..... | 16-6 |
| Magnetic Variation..... | 16-7 |
| Magnetic Deviation | 16-7 |
| Deviation | 16-8 |
| Effect of Wind..... | 16-8 |
| Basic Calculations..... | 16-11 |
| Converting Minutes to Equivalent Hours..... | 16-11 |
| Time T = D/GS | 16-11 |
| Distance D = GS X T | 16-11 |
| GS GS = D/T | 16-11 |
| Converting Knots to Miles Per Hour..... | 16-11 |
| Fuel Consumption | 16-11 |
| Flight Computers..... | 16-12 |
| Plotter | 16-12 |
| Pilotage | 16-12 |
| Dead Reckoning | 16-13 |
| Wind Triangle or Vector Analysis | 16-13 |
| Step 1 | 16-14 |
| Step 2 | 16-15 |
| Step 3 | 16-15 |
| Step 4 | 16-15 |
| Flight Planning..... | 16-17 |
| Assembling Necessary Material..... | 16-17 |
| Weather Check | 16-17 |
| Use of Chart Supplement U.S. (formerly Airport/Facility Directory) | 16-17 |
| Airplane Flight Manual or Pilot's Operating Handbook (AFM/POH) | 16-17 |
| Charting the Course | 16-18 |
| Steps in Charting the Course | 16-18 |
| Filing a VFR Flight Plan..... | 16-21 |
| Ground-Based Navigation | 16-22 |
| Very High Frequency (VHF) Omnidirectional Range (VOR)..... | 16-22 |
| Using the VOR | 16-23 |
| Course Deviation Indicator (CDI)..... | 16-23 |
| Horizontal Situation Indicator | 16-24 |
| Radio Magnetic Indicator (RMI)..... | 16-24 |
| Tracking With VOR..... | 16-25 |
| Tips on Using the VOR | 16-26 |
| Time and Distance Check From a Station Using a RMI..... | 16-26 |
| Time and Distance Check From a Station Using a CDI | 16-27 |
| Course Intercept | 16-27 |
| Rate of Intercept | 16-27 |
| Angle of Intercept | 16-27 |
| Distance Measuring Equipment (DME)..... | 16-27 |
| VOR/DME RNAV | 16-28 |
| Automatic Direction Finder (ADF)..... | 16-29 |
| Global Positioning System | 16-30 |
| Selective Availability..... | 16-31 |
| VFR Use of GPS | 16-32 |
| RAIM Capability | 16-32 |
| Tips for Using GPS for VFR Operations | 16-33 |
| VFR Waypoints | 16-33 |
| Lost Procedures..... | 16-34 |
| Flight Diversion | 16-34 |
| Chapter Summary | 16-35 |
| Chapter 17 | |
| Aeromedical Factors | 17-1 |
| Introduction..... | 17-1 |
| Obtaining a Medical Certificate..... | 17-2 |
| Health and Physiological Factors Affecting Pilot Performance | 17-3 |
| Hypoxia | 17-3 |
| Hypoxic Hypoxia..... | 17-3 |
| Hypemic Hypoxia..... | 17-3 |
| Stagnant Hypoxia..... | 17-3 |
| Histotoxic Hypoxia | 17-4 |
| Symptoms of Hypoxia..... | 17-4 |
| Treatment of Hypoxia..... | 17-4 |
| Hyperventilation..... | 17-4 |
| Middle Ear and Sinus Problems | 17-5 |
| Spatial Disorientation and Illusions | 17-6 |
| Vestibular Illusions | 17-7 |
| Visual Illusions | 17-8 |
| Postural Considerations | 17-8 |
| Demonstration of Spatial Disorientation | 17-8 |
| Climbing While Accelerating | 17-9 |
| Climbing While Turning | 17-9 |
| Diving While Turning | 17-9 |
| Tilting to Right or Left | 17-9 |
| Reversal of Motion | 17-9 |
| Diving or Rolling Beyond the Vertical Plane..... | 17-9 |
| Coping with Spatial Disorientation | 17-9 |
| Optical Illusions | 17-10 |
| Runway Width Illusion | 17-10 |

| | | |
|---|-------|---|
| Runway and Terrain Slopes Illusion..... | 17-10 | Appendix A |
| Featureless Terrain Illusion | 17-10 | Performance Data for Cessna Model 172R |
| Water Refraction..... | 17-10 | and Challenger 605..... |
| Haze | 17-10 | A-1 |
| Fog | 17-10 | |
| Ground Lighting Illusions..... | 17-10 | |
| How To Prevent Landing Errors Due to | | Appendix B |
| Optical Illusions | 17-10 | Acronyms, Abbreviations, and NOTAM |
| Motion Sickness | 17-12 | Contractions |
| Carbon Monoxide (CO) Poisoning | 17-12 | B-1 |
| Stress | 17-12 | |
| Fatigue..... | 17-13 | |
| Exposure to Chemicals..... | 17-13 | Appendix C |
| Hydraulic Fluid..... | 17-13 | Airport Signs and Markings..... |
| Engine Oil | 17-14 | C-1 |
| Fuel | 17-14 | |
| Dehydration and Heatstroke..... | 17-14 | Glossary |
| Alcohol..... | 17-15 | G-1 |
| Drugs | 17-16 | |
| Altitude-Induced Decompression Sickness (DCS).. | 17-18 | Index |
| DCS After Scuba Diving | 17-18 | I-1 |
| Vision in Flight | 17-19 | |
| Vision Types | 17-20 | |
| Photopic Vision | 17-20 | |
| Mesopic Vision..... | 17-21 | |
| Scotopic Vision..... | 17-21 | |
| Central Blind Spot..... | 17-21 | |
| Empty-Field Myopia | 17-22 | |
| Night Vision | 17-22 | |
| Night Blind Spot..... | 17-22 | |
| Dark Adaptation..... | 17-23 | |
| Scanning Techniques | 17-23 | |
| Night Vision Protection | 17-23 | |
| Self-Imposed Stress | 17-25 | |
| Distance Estimation and Depth Perception | 17-25 | |
| Binocular Cues..... | 17-26 | |
| Night Vision Illusions | 17-26 | |
| Autokinesis | 17-26 | |
| False Horizon..... | 17-26 | |
| Reversible Perspective Illusion..... | 17-26 | |
| Size-Distance Illusion..... | 17-27 | |
| Fascination (Fixation)..... | 17-27 | |
| Flicker Vertigo..... | 17-27 | |
| Night Landing Illusions..... | 17-27 | |
| Enhanced Night Vision Systems | 17-27 | |
| Synthetic Vision System..... | 17-28 | |
| Enhanced Flight Vision System..... | 17-28 | |
| Chapter Summary | 17-29 | |