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# WELCOME! AOPA RUSTY PILOTS



## Knocking The Rust Off



Or Why It's Such A Great Time To Come Back To Flying!



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### What we will cover today...

- What it takes to be PIC again
- What has changed since you last flew
- Prepare you for returning to the sky
  - Airspace review
  - Part 91 refresher
- Flight planning
- Staying active

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### New Shiny Plastic Pilot Certificate

- Your old paper certificate is no longer valid.









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### Steps back to PIC: Flight Review

- No Need To:
  - Take another check ride with the FAA
  - Take another FAA 'knowledge' test.

Just call or visit a local flight school and arrange a "Flight Review"


*\*Attending this program today helps you meet the ground portion of the flight review!*





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### The Steps Back to PIC

- Determine what type of FAA Medical Certificate you need if at all.





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### Renew Your Medical (Or Not!)

<p><b>Need Medical If</b></p> <ul style="list-style-type: none"> <li>• You want to carry more than one passenger</li> <li>• Flight At Night</li> <li>• Fly IFR</li> <li>• Fly High Performance or Complex Aircraft</li> </ul>	<p><b>No Medical Need If</b></p> <ul style="list-style-type: none"> <li>• Flying Gliders</li> <li>• Flying Under Light Sport Rules           <ul style="list-style-type: none"> <li>– You have a current, valid drivers license.</li> </ul> </li> </ul>
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**CAUTION!** If your medical has been revoked, denied, or withdrawn, you may not fly under Light Sport rules.




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## If You Decide to Renew Your Medical


- MedXpress – <https://medexpress.faa.gov/>
- Visit the AME
- Generally, if you can walk, talk, see, and breath, you can pass a 3<sup>rd</sup> class exam.
- Validity differences for 3<sup>rd</sup> class (under 40 vs over 40)
- Special Issuance. What's that? How to handle?

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## AME's In Your Area

- Very Easy To Find....
- Just 'Google' Airmen Medical Examiners In The Houston Area.
- Link: <http://ame.cami.jccbi.gov/amelist.asp>

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## So What's This Light Sport Thing?

- A new "class" of pilot license
- Encompasses Airplanes, Glider, Lighter-Than-Air, Weight Shift, Powered Parachute
- Airplanes
  - Max Gross 1320 lb.
  - Max Speed 120 knots
  - Two seats
  - Fixed Gear
  - Single Engine/Reciprocating
  - Fixed pitch or ground adjustable prop
  - Unpressurized Cabin
  - What's your "mission" ?
  - Cost of operation – LESS!
  - Lot's of 'legacy' airplanes qualify
  - Buy new?



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## So What's This Light Sport Thing?


<p><b>Can Do Under LSA Rules</b></p> <ul style="list-style-type: none"> <li>• Fly anywhere you want to...same as PPL or higher</li> <li>• Fly into Class B, C, and D airports</li> <li>• No distance limits</li> </ul>	<p><b>Can't Do Under LSA Rules</b></p> <ul style="list-style-type: none"> <li>• IFR flight</li> <li>• Night flight</li> <li>• Fly over 10,000 ft.</li> <li>• Fly above clouds out of sight of ground</li> <li>• Less than 3 miles visibility</li> </ul>
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## I am a private pilot now... I want to become a sport pilot.

- Pretty simple – complete your flight review to allow you to act as PIC and limit yourself to the requirements of sport pilot.
- If you have a current medical – let it lapse.
- Important: Your medical cannot have been revoked, denied, or withdrawn.

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## New Technology




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## Glass Panels and Technically Advanced Aircraft




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## Electronic Flight Bags



- FAA now permits use of i-Pads and tablets for use in the cockpit.
- These can be used legally for navigation.
- No need to carry paper charts anymore
  - Pros
  - Cons


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## Apps For EFBs

- AOPA FlyQ
- ForeFlight
- WingX
- Garmin Pilot




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### Airspace



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## Airspace and TFRs

- Prior to Sept 16, 1993, we only had Control Zones, Terminal Control Areas, and Terminal Radar Service Areas (TRSAs).
- Now
  - Class A
  - Class B
  - Class C
  - Class D
  - Class E
  - Class G

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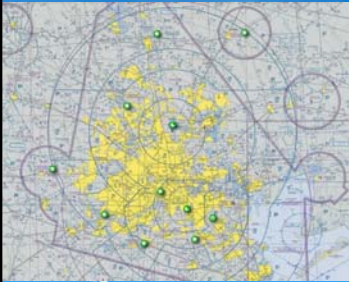
## Let's talk about: Class A Airspace

- From 18,000 to 60,000 msl.
- Not shown on Sectionals or WACs
- Altimeter setting at 29.92
- Need Transponder
- Instrument Rating
- On Instrument Flight Plan
- DME above 24,000 feet
- EXCEPTION: Gliders may operate in CLASS A airspace with ATC's blessing!
- AIRSPACE TRIVIA: WHAT AIRSPACE IS ABOVE CLASS A?
- CLASS E

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### What's This?




- **Class B Airspace**
- 30 mi but could be more
- 3 statute miles
- Clear of Clouds
- Two-way communication
- Mode C Transponder
- Specific permission to enter "Cleared into Bravo". If you're not sure, ask!!!
- 250 kias speed limit within Class B
- Student access limited

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### What's This:




- **Mode C Veil**
- Within 30nm of most Class B airports
- Mode C Transponder required
- Except: Aircraft not originally certified with engine driven electrical system
- Gliders, Balloons

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### What's This:




- **Class C Airspace**
- 5nm-10nm in radius
- Generally to 4000' agl
- 3 Miles
- 1000 above, 500 below, 2000 horizontal (think 3-152s)
- Class C, Mode C...even when flying over, but outside of, Class C airspace
- Two-Way Communication: MUST hear your tail number before entering

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### What's This:



- **Class D**
- About 4nm radius. Can vary.
- 200 kias speed limit within 4nm
- Ground to 2500' agl
- 3 Miles
- 1000 above, 500 below, 2000 horizontal (think 3-152s)
- No Mode C if outside the veil
- Two-Way Communication: MUST hear your tail number before entering
- Generally reverts to Class E when the tower closes

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### What's This:



- **Class E Airspace Transition Area**
- Transitions traffic to/from the terminal or en route environment
- 3 Miles
- 1000 above, 500 below, 2000 horizontal (think 3-152s)
- Outside the "hard" boundary, "E" starts at...
- 1200' agl
- Inside the 'soft' boundary, "E" starts at...
- 700' agl

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### Uh oh...What's This!!




- **Class E, but...**
- To the ground (Class E Surface Area) within the dashed line
- 3 Miles
- 1000 above, 500 below, 2000 horizontal (think 3-152s)
- Outside the "hard" boundary, "E" starts at...
- 1200' agl
- Inside the 'soft' boundary, "E" starts at...
- 700' agl
- Must have a weather observer or functioning ASOS/AWOS on the field to be considered Class E Surface Area.

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## Bet you've never seen *THIS* before!



- **Class G Airspace**
- You won't generally see this on a chart unless you fly in the mountains and sparsely populated areas
- 1 Mile / Clear of Clouds below 1200' agl during the day
- 1 Mile / 1000'/500'/2000' above 1200' agl (think 1-152)
- **AT NIGHT:** 3 Miles, 1000' above, 500' below, 2000' horizontal (think 3-152s)
- Extends from the ground to the base of overlying airspace OR up to but not including 14,500' msl

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## Cloud Clearance and Visibility Requirements are EASY:

- Class C,
- Class D,
- Class E and
- (at night) Class G
- are ALL
- 3-152

**EXCEPTION:** Sport Pilots, or pilots operating under Sport Pilot rules, cannot fly at night OR with visibility of less than 3 miles and ALWAYS within sight of the ground.

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## But what about ABOVE 10,000'

- 5 statute miles
- 1000 feet above
- 1000 feet below
- 1 statute mile horizontally
- REMEMBER "5111"
- AND, you need a (working!) transponder.



**EXCEPTION:** Sport Pilots, or pilots operating under Sport Pilot Rules, many not fly over 10,000, or 2000 ft AGL if MSL altitude is above 10,000 feet


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## Special Use Airspace


**Military Operations Area**



**Alert Area**



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## Special Use Airspace

**Warning Areas**



**ADIZ**



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## Special Use Airspace

**Prohibited Areas**



**Restricted Area**



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## Special Use Airspace



**Washington DC Special Flight Rules Area**

- The dotted magenta ring is a land-based SFRA surrounding Washington DC
- Airspeed restrictions
- Permission to enter the SFRA doesn't mean permission to enter Class B
- Discrete transponder code
- Inside the SFRA is an Flight Restricted Zone
  - GA flight prohibited with very few exceptions
  - Requires background check & special procedures.


**IMPORTANT, if you intend to fly within 60nm of Washington DC, you must undergo special training**


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## Watch out for these!

- Military Training Routes




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## Temporary Flight Restrictions (TFRs)


**Other TFRs**


- Sporting events (3 mi/3000 ft)
- Other places (Crawford Ranch)



**Presidential TFRs**

- Can pop up anytime, and on very short notice. Virtually zero tolerance for incursions.




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## Regulation Review

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## What type of activities can take the place of a flight review?

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- 61.56 explains that you do not need to accomplish a flight review if...
  - you have recently added a new pilot certificate level or rating
  - you have completed a phase of the Wings Pilot Proficiency program

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You completed your flight review yesterday afternoon and now you want to take your kids out for a night flight to see the city lights. Are you current to carry passengers for this flight?

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**No** (unless part of your flight review was done at night and met 61.57).

- Experience (61.57)
  - 3 TO/LDG same CAT and CLASS
    - Tail wheel to a full stop
  - At night: 3 TO/LDG (full stop) 1 hr. after sunset to 1 hr. before sunrise

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I am preparing for a flight to visit family for the weekend, what type of information should I become familiar with before the flight?

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FAR 91.103 Preflight Action:  
*"Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight..."*

*(don't forget NOTAMS!!)*

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You are on a VFR cross-country flight when weather begins deteriorating rapidly. Storms are heading your way and visibility has dropped to two miles. The closest airport is marked on the chart as "No Special VFR."  
What do you do?

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FAR 91.3 states YOU are the "final authority" as to the operation of the aircraft and you can "deviate from any rule" to take immediate action to handle the emergency. Just be prepared to justify your action.

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Who is responsible for determining if an aircraft is in airworthy condition?

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**You Are!**

FAR 91.7 – Not only is the pilot-in-command responsible for deciding airworthiness, but also to discontinue the flight if any mechanical, electrical or structural problem renders the aircraft un-airworthy.

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As you preflight the airplane, you notice that the attitude indicator (artificial horizon) is not displaying accurately. Can you still go flying if it is broken?

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- FAR 91.205 lists the required instruments and equipment. For day VFR flight, an artificial horizon is NOT required.

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What is the significance of FAR 91.13?

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**The “Careless & Reckless” Rule**

- (a) *Aircraft operations for the purpose of air navigation. **No person may operate an aircraft in a careless or reckless manner** so as to endanger the life or property of another.*
- (b) *Aircraft operations other than for the purpose of air navigation. **No person may operate an aircraft**, other than for the purpose of air navigation, on any part of the surface of an airport used by aircraft for air commerce (including areas used by those aircraft for receiving or discharging persons or cargo), **in a careless or reckless manner** so as to endanger the life or property of another.*

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A friend lives in a remote area and wants you to deliver a part for his generator by dropping it from your plane. Can you do it?

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FAR 91.15 says Yes, IF precautions are taken.

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You and your spouse are celebrating your anniversary and have a few glasses of wine. Can you drive out to the airport and take a pleasure flight?

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- FAR 91.17 says NO, unless it has been eight hours since you drank ANY alcohol (and your BAC is less than .04%)

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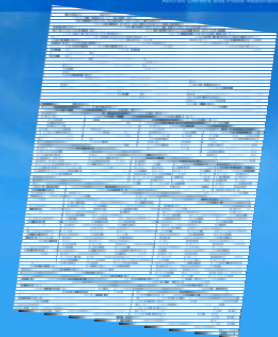
You are flying VFR when you realize you accidentally and unintentionally flew through the edge of Class B airspace. What should you do?

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**File This!**

- Online at [asrs.arc.nasa.gov](http://asrs.arc.nasa.gov)
- FAR 91.25



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Do you and/or your passengers have to have their seat belts and shoulder harnesses fastened if you are just repositioning the aircraft at the airport?

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**Yes!**

See FAR 91.107

- §91.107 Use of safety belts, shoulder harnesses, and child restraint systems.
- (a) Unless otherwise authorized by the Administrator—
- (2) **No pilot may cause to be moved on the surface, take off, or land** a U.S.-registered civil aircraft (except a free balloon that incorporates a basket or gondola, or an airship type certificated before November 2, 1987) unless the pilot in command of that aircraft ensures **that each person on board has been notified to fasten his or her safety belt and, if installed, his or her shoulder harness**

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- You are flying on an Instrument Flight Plan under ATC control. Does this place the responsibility of collision avoidance and/or TFR avoidance on ATC?

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**NO.**

FAR 91.113 (b)

(b) *General.* When weather conditions permit, regardless of whether an operation is conducted under instrument flight rules or visual flight rules, **vigilance shall be maintained by each person** operating an aircraft so as to see and avoid other aircraft.

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- You have a Commercial Pilot Certificate and someone is paying you for a local sightseeing flight. Your passenger also knows another pilot and asks him to fly in formation with you. Legal?

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- FAR 91.111(c) Says **No.**
- **§91.111 Operating near other aircraft.**
  - (a) No person may operate an aircraft so close to another aircraft as to create a collision hazard.
  - (b) No person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in the formation.
  - **(c) No person may operate an aircraft, carrying passengers for hire, in formation flight.**


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- Follow Up:
- What if that same passenger is not paying you for the flight?


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- Yes, you can fly formation with precautions.
- 91.111(b) No person may operate an aircraft in formation flight except **by arrangement with the pilot in command of each aircraft** in the formation.

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Let's Play  
"Who Has The Right-Of-Way?"

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Let's Play  
"Who Has The Right-Of-Way?"

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"Who Has The Right-Of-Way?"

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"Who Has The Right-Of-Way?"

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"Who Has The Right-Of-Way?"

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**Let's Play**  
"Who Has The Right-Of-Way?"

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Under 10,000 Feet?

**SPEED LIMIT**

**?**

**SPEED LIMITS**

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Class C or D within 4 miles of primary airport

**SPEED LIMIT**

**?**

**SPEED LIMITS**

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Class B

**SPEED LIMIT**

**?**

Knots

**SPEED LIMITS**

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Underneath Class B

**SPEED LIMIT**

**?**

Knots

**SPEED LIMITS**

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### Where Do I Find NOTAMS

- 1-800-WX-BRIEF (FSS)
- All of the on-line briefing services previously mentioned.

**TYPES OF NOTAMS**

- NOTAM(D) - Disseminated for all navigational facilities that are part of the [National Airspace System](#) (NAS), all public use airports, seaplane bases, and [helipads](#) listed in the [Airport Facility Directory](#) (A/FD)
- FDC NOTAM - Flight Data Center will issue these NOTAMs when it becomes necessary to disseminate information that is regulatory in nature, and they contain such things as amendments to published [IAPs](#) and other current [aeronautical charts](#). They are also used to advertise [temporary flight restrictions](#)
- Pointer NOTAM - Issued by a flight service station to highlight or point out another NOTAM, such as an FDC or NOTAM (D) NOTAM.
- FICON NOTAM - For field conditions.

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**Weather Review**

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### Weather and Flight Planning

- Get briefings 'live' or on-line. On-line sources are legal, and same as FSS briefer is looking at.
- Your flight plan can now be filed on-line and ATC will have it in minutes!

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Let's decode some METARS and TAFS  
(try to contain your excitement....)

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KAXH 142015Z AUTO 26008KT 10SM CLR  
22/M04 A3007

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## WEATHER

### Decoding TAFS

KSGR 141720Z 1418/1518 22008KT P6SM SKC  
FM150300 34009G17KT 3SM -RA BKN030  
FM151700 33012KT P6SM SKC

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## PilotWeb.com



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## DUATS (Direct User Access Terminal Service)

DUATS "Serving Pilots Since 1989."

- Free FAA Weather
- Free Flight Planning
- Free Flight Plan Filing



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## ADDS (Aviation Digital Data Service)



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## Forecasts and Warnings

- Sigmet
  - Convective
  - Non-Convective
- Airmet
  - Sierra
  - Tango
  - Zulu

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## Forecasts and Warnings

- HIWAS (Hazardous In-Flight Weather Advisory Service)
- Area Forecasts (FA)
- Winds Aloft Forecasts

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## Flight Planning Tools (free private resources)

- AOPA FlyQ Web (*full feature flight planner*)
- FitPlan.com (*full feature flight planner*)
- AOPA Airports (*airport directory*)
- AirNav (*airport directory*)
- VFRMAP.com (*digital charts*)
- SkyVector (*digital charts*)

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## Flight Planning


- Flight Service : 1-800-WX-BRIEF
- Airport Facility Directory (AFD)
- METARS/TAFS/AREA FORECASTS, WINDS ALOFT (electronically and translated!)

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## Updated flight planning

And now, A word on Flight Service (while in flight)...

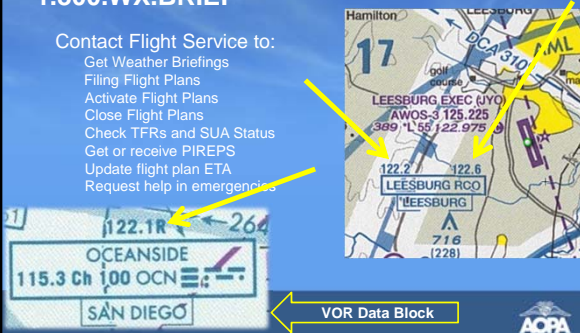
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## Flight Service 1.800.WX.BRIEF

Contact Flight Service to:

- Get Weather Briefings
- Filing Flight Plans
- Activate Flight Plans
- Close Flight Plans
- Check TFRs and SUA Status
- Get or receive PIREPS
- Update flight plan ETA
- Request help in emergencies



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## Flight Following

What It Is:

- **FREE** VFR radar advisory service.
- Inform aircraft of their position and of possible hazards (e.g. terrain, traffic).

Benefits

- An extra set of eyes helping you watch for traffic
- Routing suggestions around (and through!) complicated airspace
- Search and Rescue in case of emergency

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**MIDDLETON MUNI – MOREY FLD** (C29) 5 NW UTC-6:50  
 928 8 54 FUEL 100LL, JET A TPA-1928(1000) NOT  
 RWY 16-28: H400X100 (ASPH) 4000' x 100' MISC.  
 RWY 28: REIL, PAPI(2L)-GA 4.0' TCH 31'. Trees.  
 RWY 81-18: 2000X120 (TURF)  
 RWY 61: Road.  
 RWY 15: Trees.  
**AIRPORT REMARKS:** Attended 1400-2330Z. Birds on and in/ovf arpt.  
 1 mile SW. Ctr. arpt manager at 608-836-1711 for noise abate  
 Ray 10 and Ray 28-CAT.  
**AIRPORT MANAGER:** 608-836-1711  
**WEATHER DATA SOURCES:** AWOS-3 118.675 (608) 833-1686.  
**COMMUNICATIONS:** CTAF UNCOM 123.0  
 MADISON APP DEP COM 135.45  
 CHICAGO CENTER APP DEP COM 133.3  
 GDD 121.725 (FLIGHT SVC AND MADISON APCH CTL)  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSH.  
**MADISON (L) VORTAC** 108.6 MSN Chan 23 N43°08.69'  
 mntd by bar  
**DME unusable:**  
 010°-070° hwy 20 NM bto 4,500'  
 070°-210° hwy 20 NM bto 3,500'  
 210°-240° hwy 30 NM bto 4,000'  
 285°-010° hwy 30 NM bto 4,000'  
**VOR portion unusable:**  
 155°-230° hwy 20 NM bto 2,800'  
 230°-155° hwy 30 NM bto 2,800'  
**TACAN DME unusable:**  
 240°-280° hwy 30 NM bto 4,000'  
**LOC/ME 110.35** L-CEQ Chan 40V1 Ray 10: Ulmston

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## Airport Facility Directory (A/FD)

- Runways and Lengths
- Services
- ATC, and other, radio frequencies
- Airport Lighting
- Instrument Approaches
- Much, much more.

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## Traffic Patterns and Radio Communications

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## Pattern Entries

For non-towered fields, the AIM makes ONE recommendation as to how we enter the traffic pattern, and TWO as to how we leave it. Remember, it isn't regulatory in nature, but if you have an 'issue', the FAA will look to the AIM for guidance. Here's what it says...

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## TRAFFIC PATTERN ETIQUETTE

"Inbound pilots should monitor and communicate as appropriate on the designated CTAF from 10 miles to landing" AIM 4.1.9(c)(1)

1. Enter pattern in level flight, abeam the midpoint of the runway, at pattern altitude. (1,000' AGL is recommended pattern altitude unless established otherwise. . .)
2. Maintain pattern altitude until abeam approach end of the landing runway on downwind leg.
3. Complete turn to final at least 1/4 mile from the runway.

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## TRAFFIC PATTERN ETIQUETTE

4. Continue straight ahead until beyond departure end of runway
5. If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.

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## TRAFFIC PATTERN ETIQUETTE

Application of Traffic Pattern Indicators

Legend:  
 Recommended Standard Left-Hand Traffic Pattern (Standard)  
 Recommended Standard Right-Hand Traffic Pattern (Pattern would be the opposite)

6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.

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## TRAFFIC PATTERN ETIQUETTE

The AIM says nothing about:

1. Upwind Entries
2. Mid-field downwind entries
3. Crosswind entries
4. Straight-in approaches
5. Right-hand turnouts
6. Crossing mid-field at 1500' for a teardrop turn while descending to a 45 degree entry to the downwind.
7. Other 'creative' ways to enter or depart

But, we ALL have done them (go ahead...admit it ☺!)

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## TRAFFIC PATTERN ETIQUETTE

FIG 4-3-1  
 Components of a Traffic Pattern

NOTE—  
 This diagram is intended only to illustrate terminology used in identifying various components of a traffic pattern. It should not be used as a reference or guide on how to enter a traffic pattern.  
 AIM 4.3.2(c)

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## TRAFFIC PATTERN ETIQUETTE

But, what about Towered Fields? AIM says this...

"Initial call-up should be made about 15 miles from the airport"

"Unless there is good reason to leave the tower frequency before exiting the Class B, Class C and Class D surface areas, it is a good operating practice to remain on the tower frequency for the purpose of receiving traffic information.

...it is not necessary to request permission to leave the tower frequency once outside of Class B, Class C and Class D surface areas.

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## "Position and Hold" is now.... "Line Up And Wait"

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## AIM 4-1-9 (g-1)

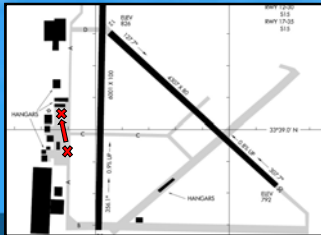
1. General. Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports which do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF.

**Pilots stating, "Traffic in the area, please advise" is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition.**

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## Too Much

“Gainesville traffic, Cardinal 23G taxiing from the tie-down to the fuel pumps, Gainesville.”



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## Too Much

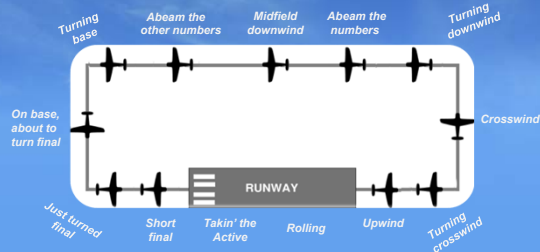
- “Chester Unicom, 23G, radio check Comm 1”
- “Chester Unicom, 23G, radio check Comm 2”
- “Chester Unicom, 23G, radio check handheld”
- “Chester Unicom, 23G, can I try you on my cell?”



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## Too Much



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## Good Information To Know

Other Frequency Usage Designated by FCC

Use Frequency

Air-to-air communication  
(private fixed wing aircraft).  
122.750

Air-to-air communications  
(general aviation helicopters).  
123.025

Aviation instruction, Glider, Hot Air  
Balloon (**not to be used for  
advisory service**).  
123.300 (Soaring Club of Houston uses this one)  
123.500 (Greater Houston Soaring Assoc. uses this one)

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## What's next?

Go FLY! Have Fun!

Be an active participant in the flight review process...



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## Now that you're back: Keys to keeping active...

- Charity/Volunteer flying
- EAA Chapters; WAI Chapters
- Fly-out groups and events



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**Additional items to consider as you get back into the left seat...**

- Good aviation apps
- AOPA Membership
- Free ASI Resources

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**Before you go...**

There are lots of great tutorials on the AOPA website (ASI tab). Some of the subjects:

- Radio Communications
- Runway Markings
- Weather Flying
- GPS
- Single Pilot IFR
- and LOTS more!!

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**Questions/Comments**

**Before you leave...don't forget to have your logbook endorsed!!**


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Email AOPA when you complete the flight review! Receive a commemorative patch to celebrate!

[RustyPilots@aopa.org](mailto:RustyPilots@aopa.org)




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**WELCOME!**  
**AOPA**  
**RUSTY PILOTS**



**Thanks for coming!**

