

Flight Lesson 1 – Introduction

Task #	✓	Task	1	2	3
1		<p>Discuss the Acronyms</p> <p>14CFR Title 14 of the Code of Federal Regulations</p> <p>ADF Automatic Direction Finder</p> <p>ADIZ Air Defense Identification Zone</p> <p>ADM Aeronautical Decision Making</p> <p>AFD Airport/Facility Directory</p> <p>AFIS Automatic Flight Information Service (hourly)</p> <p>AIRMET Airman’s Meteorological Information</p> <p>AM Automation Management</p> <p>APV Approach with Vertical Guidance</p> <p>ASOS Automated Surface Observing System (real-time)</p> <p>AWOS Automated Weather Observing System (real-time, I,II,III*)</p> <p>ATC Air Traffic Control</p> <p>AFIS Automatic Flight Information Service (hourly)</p> <p>ATIS Automatic Terminal Information Service (hourly)</p> <p>ATS Air Traffic Service</p> <p>CDI Course Deviation Indicator</p> <p>CFIT Controlled Flight Into Terrain</p> <p>CRM Crew Resource Management</p> <p>DA/DH Decision Altitude/Decision Height</p> <p>DH Decision Height</p> <p>DME Distance Measuring Equipment</p> <p>DME Arc Curved route at a constant distance from a NAVAID</p> <p>DP Departure Procedures</p> <p>EFD Electronic Flight Display (eg. MFD/PFD)</p> <p>EFIS Electronic Flight Instrument System (flight deck instrument display versus electro mechanical)</p> <p>EGPWS Enhanced Ground Proximity Warning System</p> <p>FAF Final Approach Fix</p> <p>FAA Federal Aviation Administration</p> <p>FDC Flight Data Center</p> <p>FITS FAA-Industry Training Standards</p> <p>FMS Flight Management System</p> <p>FSDO Flight Standards District Office</p> <p>GLS GNSS Landing System</p> <p>GNSS Global Navigation Satellite System</p> <p>GPO Government Printing Office</p> <p>GPS Global Positioning System</p> <p>GPWS Ground Proximity Warning System</p> <p>IAF Initial Approach Fix</p> <p>IAP Instrument Approach Procedures</p> <p>IFR Instrument Flight Rules</p> <p>ILS Instrument Landing System</p> <p>IMC Instrument Meteorological Conditions</p> <p>LAHSO Land and Hold Short Operations</p> <p>LCD Liquid Crystal Display</p> <p>LDA Localizer-Type Directional Aid</p> <p>LED Light-Emitting Diode</p> <p>LNAV Lateral Navigation</p> <p>LOC Localizer</p> <p>LORAN Long Range Navigation</p> <p>LPV Localizer Performance with Vertical Guidance</p>			

INSTRUMENT FLIGHT TRAINING LESSON PLAN

		<p>MALSR <i>Medium intensity Approach Light System with Runway alignment indicator lights</i></p> <p>MAP <i>Missed Approach Point</i></p> <p>MDA <i>Minimum Descent Altitude</i></p> <p>MFD <i>Multi-function Display (allows data to be presented on multiple pages that can be switched between)</i></p> <p>MLS <i>Microwave Landing System</i></p> <p>NAS <i>National Airspace System</i></p> <p>NAVAID <i>Navigation Aid</i></p> <p>NDB <i>Nondirectional Beacon</i></p> <p>NOTAM <i>Notice to Airmen</i></p> <p>NPA <i>Non-Precision Approach (no vertical guidance)</i></p> <p>NWS <i>National Weather Service</i></p> <p>OCS <i>Obstacle Clearance Surface</i></p> <p>OEA <i>Obstacle Evaluation Area</i></p> <p>PA <i>Precision Approach</i></p> <p>PC <i>Proficiency Check</i></p> <p>PFD <i>Primary Flight Display (found in an aircraft equipped with an Electronic Flight Instrument System [EFIS]. Primary certified reference for flight information)</i></p> <p>PTS <i>Practical Test Standard</i></p> <p>RAIM <i>Receiver Autonomous Integrity Monitor (for satellites)</i></p> <p>RM <i>Risk Management</i></p> <p>RMI <i>Radio Magnetic Indicator</i></p> <p>RNAV <i>Area Navigation</i></p> <p>RNP <i>Required Navigation Performance (onboard navigation monitoring and alerting ensuring the aircraft stays within a specific containment area)</i></p> <p>RVR <i>Runway Visual Range (distance a pilot should be able to see down the runway).</i> <i>RVR is reported in steps of:</i> <i>(a) 25 meters when the RVR is less than 400 meters</i> <i>(b) 50 meters when the RVR is 400 meters or more, but less than 800 meters</i> <i>(c) 100 meters when the RVR is 800 meters or more</i></p> <p>SA <i>Situational Awareness</i></p> <p>SAAAR <i>Special Aircraft and Aircrew Authorization Required</i></p> <p>SAS <i>Stability Augmentation System</i></p> <p>SDF <i>Simplified Directional Facility</i></p> <p>SIGMETS <i>Significant Meteorological Advisory</i></p> <p>SRM <i>Single-pilot Resource Management</i> <i>Situational Awareness</i> <i>Task management</i> <i>Automation management</i> <i>Risk Management.</i> <i>Aeronautical Decision making.</i> <i>CFIT Awareness</i></p> <p>SID <i>Standard Instrument Departure procedure</i></p> <p>STAR <i>Standard Terminal Arrival procedure</i></p> <p>TACAN <i>TACTical Air Navigation, a military system that is similar to a VOR but with higher accuracy (99% replaced by GPS)</i></p> <p>TAWS <i>Terrain Awareness and Warning System</i></p> <p>TCAS <i>Traffic Alert and Collision Avoidance System</i></p> <p>TM <i>Task Management</i></p> <p>VDP <i>Visual Descent Point</i></p> <p>VHF <i>Very High Frequency</i></p> <p>VNAV <i>Vertical Navigation</i></p> <p>VOR <i>Very High Frequency Omnidirectional Range</i></p>		
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INSTRUMENT FLIGHT TRAINING LESSON PLAN

		<i>Review Practical Test Standards abbreviations (FAA-S-8081-9D)</i>			
2		<p>Discuss the various types of instrument approaches</p> <p><i>ADF : Automatic Director Finder (displays relative bearing to navaid)</i></p> <p><i>ASR : Airport Surveillance Radar (precision APV)</i></p> <p><i>GPS : Global Positioning System (NPA – no vertical guidance)</i></p> <p><i>ILS : Instrument Landing System (precision APV)</i></p> <p><i>LDA : Localizer Directional Aid (NPA - no vertical guidance)</i></p> <p><i>LOC : Localizer (NPA - no vertical guidance)</i></p> <p><i>LPV : Localizer Performance with Vertical guidance (NPV/NPA/WAAS)</i></p> <p><i>LNAV : Lateral Navigation (NPA - azimuth navigation)</i></p> <p><i>PAR : Precision Approach Radar</i></p> <p><i>RNAV: Area Navigation (NPA)</i></p> <p><i>VNAV: Vertical navigation (NPA)</i></p>			
3		<p>Discuss the special areas of emphasis</p> <p><i>Positive aircraft control</i></p> <p><i>Positive exchange of flight controls</i></p> <p><i>Stall/spin awareness</i></p> <p><i>Collision avoidance</i></p> <p><i>Wake turbulence avoidance</i></p> <p><i>Land short operations</i></p> <p><i>Runway incursion avoidance</i></p> <p><i>CFIT</i></p> <p><i>ADM/RM</i></p> <p><i>Check list usage</i></p> <p><i>SRM</i></p> <p><i>Icing hazards, anti-icing, deicing, and the differences</i></p> <p><i>Required Navigation Performance (RNP)</i></p> <p><i>Crew Resource Management (CRM) for multi-pilot aircraft</i></p> <p><i>Review Practical Test Standards special areas of emphasis (FAA-S-8081-9D)</i></p>			

Flight Lesson 1 – (Objectives) Understanding the Instrument Flight Rules (IFR) Language, Acronyms, and Areas of Special Interest.

Objective: Being able to converse using Instrument Flight Rules (IFR) terminology with a basic understanding of the multiple types of IFR approaches, and the special areas of interest the Federal Aviation Administration (FAA) wants you to be aware, of when executing IFR procedures.

Date: _____

Name of Pilot: _____