AIRCRAFT CHECKOUT WORKSHEETS Parts A, B, and C

This General Aircraft Checkout Packet is designed to be thorough and efficient. Worksheets Part A (Gallatin Field Area VFR Operations) and Part B (General Airplane Operations) need only be completed once. These are kept on file and reissued as appropriate, such as during flight reviews (BFRs). Worksheet Part C (Airplane Make & Model Operations) is completed for each different aircraft checkout. Student pilots receive a Pre-Solo Test supplement (Part D) in addition to Parts A, B, and C.

Complete the worksheets before you arrive. For Paragon Air Adventures equipment, copies of Pilot Operating Handbooks (POH) are available in the office for use in completing worksheets. This material must remain on the premises. Your preparation will keep aircraft and instructor time to a minimum. On average, a first-time checkout with a company CFI in a single-engine, non-complex, aircraft will require 2.0 - 2.5 hours instructor time (ground and flight) and 1.0 - 1.5 hours aircraft time.

Aircraft checkouts are entirely dependent on customer proficiency and performance. Pilots must exhibit the proficiency specified in the Practical Test Standard (PTS) for the pilot certificate held.

BRING TO SESSION

- ☐ Completed Worksheets
- ☐ Proper and current pilot documentation (Pilot and Medical certificates)
- ☐ Logbook (to verify BFR & endorse dual)
- ☐ Current Great Falls Sectional, Airport/Facility Directory (or approved planning aid) and FAR/AIM (optional, based on pilot's experience)

GROUND

- ☐ Discuss worksheet.
- ☐ Review POH.
- ☐ Review aircraft documents.
- ☐ Preflight brief.
- ☐ Inspect aircraft.
- ☐ Postflight debriefing.
- ☐ Logbook.
- ☐ Safety Procedures & Rental Agreement

FLIGHT (order may vary)

- ☐ Depart normal takeoff
- ☐ Climb to 6,500' MSL
- ☐ Cruise trim and leaning
- ☐ Medium and Steep turns, left and right
- ☐ MCA; flaps 0°, @ go-around setting, and full, and with turns left and right
- ☐ Transition MCA to cruise
- ☐ Full landing stalls, straight and while turning
- ☐ Full departure stalls, straight and while turning
- ☐ Instrument and avionics familiarization
- ☐ Forward and side slips
- ☐ Power off maneuvering and Emergencies
- ☐ Normal landing / Specialty takeoff
- ☐ Go-around from low approach
- ☐ Simulated engine failure from the downwind
- ☐ Aborted takeoff / engine failure on takeoff
- ☐ Other maneuvers as appropriate.

☞ Anticipate a minimum of three (3) landings.

GALLATIN FIELD (KBZN) AREA

VFR Operations Worksheet © 2003

Part A

Customer's Name _____

Signature _____

Corrected to 100% by

_____

Date _____

Refer to the current Great Falls sectional chart, chart legend, Northwest Airport/Facility Directory, FAR, AIM, and Pilot/Controller Glossary (P/CG) to answer the following.

STUDENT PILOTS: Answer questions with diamonds (◆) for Pre-Solo quiz.

1. How can one determine from the sectional whether an airport is controlled (towered)?
☐ (a) Color of airport symbol.
☐ (b) “CT” in airport information text.
☐ (c) Overlying airspace.
☐ (d) All of the above, plus Control Tower Frequencies table.

◆ 2. From where will you receive Bozeman airport information?
☐ (a) Bozeman FSS.
☐ (b) ASOS.
☐ (c) ATIS.
☐ (d) Choices B and C above, depending on time of day.

3. For KBZN what do the asterisks and the darkened © mean, as in “CT - 118.2* ©” and “4474 *L 90”?
☐ (a) Control tower operates part time.
☐ (b) 118.2 is used as a Common Traffic Advisory Frequency.
☐ (c) Runway lights are pilot controlled.
☐ (d) All of the above.

◆ 4. Where on the sectional can one find GROUND CONTROL frequencies?
☐ (a) Control Tower Frequencies table.
☐ (b) Airport Data text next to airport symbol.
☐ (c) Cannot be determined from the sectional chart.
☐ (d) Choices A and B above.

5. Where can one find a control tower's hours of operation?
☐ (a) Control Tower Frequencies table.
☐ (b) Airport Data text next to airport symbol.
☐ (c) Aeronautical Information Manual (AIM).
☐ (d) Choices A and B above.

6. The hours of operation for a control tower, as published on the sectional, refer to which time reference?
☐ (a) GMT (Greenwich Mean Time).
☐ (b) UTC (Universal Time Coordinated).
☐ (c) Zulu time.
☐ (d) Local time.

◆ 7. What Class airspace is directly above Gallatin Field?
☐ (a) Always Class D.
☐ (b) Class E only.
☐ (c) Class D or Class E, depending on the time of day.
☐ (d) Class G or Class D, depending on the time of day.

◆ 8. How high is the airspace directly above Gallatin Field?
☐ (a) 7,000 feet MSL.
☐ (b) 2,500 feet AGL.
☐ (c) 1,200 feet AGL.
☐ (d) 4,474 feet MSL.

◆ 9. To operate VFR from Bozeman airport (takeoffs, landings, or operating in the traffic pattern), what are the ceiling and visibility weather minimums? *(FAR 91.155, 91.157)*
☐ (a) Remain Clear of Clouds & one (1) nautical mile visibility.
☐ (b) 1,000 foot ceiling & three (3) statute miles visibility.
☐ (c) 3,000 foot ceiling & five (5) nautical miles visibility.
☐ (d) Depends on the time of operations.

10. If airborne, what is the visibility and cloud clearance requirements to operate in the airspace directly over KBZN?
☐ (a) Five (5) NM visibility, 1000' above; 1000' below; 1 NM horizontally.
☐ (b) Three (3) SM visibility; 1000' above; 500' below; 2000' horizontally.
☐ (c) Three (3) NM visibility; operate Clear of Clouds.
☐ (d) One (1) SM visibility; operate Clear of Clouds.

◆ 11. Bozeman's weather is 600 scattered, 900 broken, measured 1,200 overcast, visibility 15 miles. The field is...? *(FAR 91-157, AIM para. 3-2-5)*
☐ (a) VFR.
☐ (b) MVFR.
☐ (c) IFR.
☐ (d) LIFR.

12. Bozeman's weather is 600 scattered, 900 broken, measured 1,200 overcast, visibility 15 miles. What (if anything) must you do to land VFR at Bozeman in its airspace? *(FAR 91-157, AIM para. 4–4-5)*
☐ (a) Nothing - Proceed as normal.
☐ (b) A Special VFR clearance must be obtained.
☐ (c) Find another airport that is VFR.
☐ (d) Declare an emergency to continue.

13. How would you obtain a Special VFR clearance in order to operate VFR beneath the ceiling at KBZN in order to takeoff, land, or be in the traffic pattern?
☐ (a) Obtain from Bozeman tower. *(FAR 91-157, para. AIM 4–4-5)*
☐ (b) Request from Salt Lake Center.
☐ (c) Coordinate through GTF AFSS.
☐ (d) All of the above.

14. What are your daytime cloud clearance and visibility requirements when operating on a Special VFR clearance? *(FAR 91-157, AIM para. 4–4-5)*
☐ (a) Clear of Clouds & 5 NM visibility.
☐ (b) Clear of Clouds & 3 SM visibility.
☐ (c) 1000' above; 500' below; 2000' horizontally & 1 SM visibility.
☐ (d) Clear of Clouds & 1 SM visibility.

15. If over the Horseshoe Hills beacon at 500' AGL (13 NM out on BZN VOR R310-degrees), which statement(s) is(are) correct?
☐ (a) You are in Class G airspace; Class E is 700 feet above you.
☐ (b) Class D airspace is about 8 NM SE; you are in Class E airspace.
☐ (c) At your altitude Class G airspace is about 1/2 NM NNW through NNE.
☐ (d) Both choices B and C, but not A.

16. What are the legal weather minimums for VFR operations at Three Forks airport (9S5) west of BZN? *(FAR 91.155)*
☐ (a) Five (5) NM visibility, 1000' above; 1000' below; 1 NM horizontally.
☐ (b) Three (3) SM visibility; 1000' above; 500' below; 2000' horizontally.
☐ (c) Three (3) NM visibility; operate Clear of Clouds.
☐ (d) One (1) SM visibility; operate Clear of Clouds.

17. What frequency should be used at or near Three Forks airport? *(AIM para. 4-1-9 & P/CG)*
☐ (a) 118.2.
☐ (b) 122.2.
☐ (c) 122.8.
☐ (d) 408.6.

18. How would you close a VFR flight plan by radio at Bozeman?
☐ (a) Contact Great Falls FSS on 135.425.
☐ (b) Bozeman tower will automatically close it on 118.2.
☐ (c) Contact Great Falls FSS on 122.5.
☐ (d) Contact Great Falls FSS on 122.7.

19. What is the significance of the underlined frequency (<u>112.4</u>) in the BZN VOR-DME box?
☐ (a) The VOR is operational during daylight hours only.
☐ (b) There are no voice capabilities through this frequency.
☐ (c) This VOR is a standard low altitude VOR.
☐ (d) There has been a recent change to the VOR frequency.

○ ○ ○ ○

◆ 20. Approaching BZN, the following radio exchange takes place:

YOU: Bozeman Tower, Dinoburner 5EX five miles south, inbound for landing.
ATC: Aircraft calling Bozeman, five south, stand by.

Can you enter Bozeman Class D Airspace? *(AIM para. 3-2-5 b.3. Example 2)*
☐ (a) Yes. You have established two-way communications with ATC.
☐ (b) No. You have not received a clearance from ATC.
☐ (c) Yes. No clearance is required from ATC to operate in the airspace.
☐ (d) No. You have not established two-way communication.

◆ 21. Where are the wind socks located at KBZN? *(NW A/FD)*
☐ (a) There is a windsock near the VOR at the middle of the field.
☐ (b) There are windsocks at each end of runways 12 / 30.
☐ (c) There is a windsock abeam the number for runway 3.
☐ (d) All of the above.

◆ 22. Where are the movement (ground controlled) areas at KBZN? *(AIM para. 2-3-6 c., fig. 2-3-21, 4-3-18 a.2.)*
☐ (a) Only the runways are considered controlled.
☐ (b) Taxiway "Alpha" only.
☐ (c) The runways, and Taxiways A, B, C, D and E.
☐ (d) There aren't any controlled areas.

23. What operational limitations are there to the relocated threshold on runway 3? *(AIM 2-3-3 h.1., fig. 2-3-3, P/CG)*
☐ (a) Taxiing is permitted behind the relocated threshold.
☐ (b) Takeoffs are permitted behind the relocated threshold.
☐ (c) Landings are permitted behind the relocated threshold.
☐ (d) Both A and B, but not C.

24. Where can run-ups be done before departing runways 3 / 21?
☐ (a) At the run-up pad west of and abeam the numbers 21.
☐ (b) At the glider staging area at the south end of runway 3.
☐ (c) On taxiway A at the intersection of runway 3/21.
☐ (d) All of the above.

◆ 25. What wake turbulence separation is required for aircraft under 12,500 lbs. max gross weight? *(AIM paras. 4-4-13 b., 5-5-12 a.3., 7-3-6 a., 7-3-8 c., 7-3-9)*
☐ (a) On takeoff, on average, two minutes or 4 to 5 miles separation.
☐ (b) On landing, from 4 to 6 miles separation behind previous aircraft.
☐ (c) If airborne, separation will be 5 miles behind larger aircraft.
☐ (d) All of the above.

◆ 26. What will you do if you receive an ATC instruction which would cause you to operate contrary to FARs? *(AIM paras. 4-3-5, 4-4-1)*
☐ (a) Do not comply and advise ATC "Unable" with the reason.
☐ (b) Get the controller's name and employee ID number before complying.
☐ (c) Follow the instruction from ATC as given.
☐ (d) Comply with the instructions and advise FAA of ATC's actions.

◆ 27. What will you do if after takeoff, ATC instructs you to begin a crosswind turn while you are at an altitude lower than desired? *(AIM paras. 4-3-5, 4-4-1)*
☐ (a) Follow the instruction from ATC as given.
☐ (b) Do not comply and advise ATC "Unable" with the reason.
☐ (c) Aviate first; delay your response until safety or workload permits.
☐ (d) Choices B or C above, but not A.

◆ 28. If you are inbound from the west on V86 and winds are reported as 190 @ 12, what runway and pattern entry can you anticipate? *(AIM para. 4-3-6 b.1. & Note)*
☐ (a) Runway 30; left downwind entry.
☐ (b) Runway 12; right base entry.
☐ (c) Runway 3; left base entry.
☐ (d) Runway 21; straight-in arrival.

◆ 29. What will you do if you desire a runway or pattern entry different from that offered by ATC, either because of wind shift or personal preference? *(AIM paras. 4-3-2 d.3. Note, 4-3-5, 4-3-6 b.1. Note, 4-4-1)*
☐ (a) You must proceed as instructed.
☐ (b) Advise ATC of your needs and inform them of your preferred pattern.
☐ (c) Depart the pattern and re-enter later.
☐ (d) Tell tower your intentions and accept no modifications or instructions.

◆ 30. Which ATC instructions should a pilot read back? *(AIM para. 4-3-18 a. Note, 5-5-2 a.2.)*
☐ (a) Runway assignment from taxi instructions.
☐ (b) Hold short instructions.
☐ (c) Takeoff or landing clearances.
☐ (d) All of the above, plus runway crossing instructions.

◆ 31. What procedure should be followed if experiencing two-way communications failure while airborne enroute to Gallatin Field? *(FAR 91.129 (d), AIM paras. 4-2-13, 6-4-1)*
☐ (a) Remain outside or above KBZN Class D airspace.
☐ (b) Join the airport traffic pattern based on observed direction and flow.
☐ (c) Maintain visual contact with the tower to receive landing clearance light signals.
☐ (d) All of the above.

◆ 32. If you wish ATC help when taxiing at an unfamiliar airport, which phrase should be used? *(P/CG)*
☐ (a) Taxi Help.
☐ (b) Progressive Taxi.
☐ (c) Itinerant Pilot.
☐ (d) Training Pilot.

◆ 33. A pilot cleared "for the option" is permitted... *(AIM 4-3-22 & P/CG)*
☐ (a) A "touch and go."
☐ (b) A "stop and go."
☐ (c) A low approach.
☐ (d) All of the above, plus a go-around or a full stop landing.

◆ 34. Pilots executing "go-arounds" (aborted landings) in Class D airspace... *(P/CG)*
☐ (a) Must first receive permission from tower.
☐ (b) Need not tell tower if cleared "for the option."
☐ (c) Must inform tower of go-around and intentions when able.
☐ (d) Both choices B and C are correct, but not A.

◆ 35. When would you use the term, "Negative Contact." *(P/CG)*
☐ (a) When a VFR pilot cannot see the ground.
☐ (b) It is another way of saying "Go-around."
☐ (c) When the PIC does not have other traffic in sight.
☐ (d) When the PIC is not ready to start the engine.

◆ 36. When making radio calls, why would a pilot use the term, "Student pilot"? *(AIM 4-2-4 c.)*
☐ (a) To receive additional assistance from ATC when in training.
☐ (b) A "student pilot" receives priority handling.
☐ (c) It eliminates enforcement action if they violate an FAR.
☐ (d) It lets ATC know that you will be remaining in the local area.

◆ 37. What traffic pattern altitude (TPA) might you expect a transient pilot to use at Gallatin Field? *(A/FD, AIM para. 4-3-4 & fig. 4-3-3)*
☐ (a) 5,250 feet MSL.
☐ (b) 800 feet AGL.
☐ (c) 1000 feet AGL.
☐ (d) Unable to answer with the information provided.

38. What is the maximum operating speed in Class D airspace? *(FAR 91.117, AIM para. 3-2-5 b.5.)*
☐ (a) No speed restriction exists.
☐ (b) 200 KIAS when within 2,500' AGL and 4 NM of the primary airport.
☐ (c) 230 KIAS when within the Class D or surface based Class E airspace.
☐ (d) 250 MPH when within 2,500' AGL and 4 NM of the primary airport.

39. If asked to do so, are you legally obligated to "call [telephone] the tower" after shutdown? *(http://www.ParagonAir.com/tests/800A/_answer39.html)*
☐ (a) Yes.
☐ (b) No.
☐ (c) Yes, but only if you know you were in the wrong.
☐ (d) No, not unless they say "please."

40. What use is NASA ARC Forms 277 to a pilot? *(AIM para. 7-6-1, AC 00-46)*
☐ (a) Used to report discrepancies and deficiencies involving the safety of aviation operations.
☐ (b) Used to report an accident.
☐ (c) To apply for a pilot position for NASA.
☐ (d) It is another way to file a VFR flight plan.

◆ 41. What does the symbol of the letter "G" in a diamond southeast of the KBZN airport diagram indicate?
☐ (a) There are parachute jumping ops in the area.
☐ (b) There are general aviation ops in the area.
☐ (c) There are glider ops in the area.
☐ (d) The airport is open for general Part 91 operations.

◆ 42. From which directions can aircraft approach KBZN if operating on published Victor airways?
☐ (a) V86 on radials 110-degrees and 259-degrees.
☐ (b) V343 on radials 186-degrees and 284-degrees.
☐ (c) V365 on radial 320-degrees.
☐ (d) All of the above.

◆ 43. Based on the following position report, on which Victor airway is this aircraft: "...Bozeman Pass inbound..."?
☐ (a) V86 starting on radial 110-degrees from BZN VOR.
☐ (b) V343 on radial 186-degrees.
☐ (c) V365 on radial 320-degrees.
☐ (d) Cannot be determined with the information provided.

◆ 44. Identify the location of this aircraft based on its traffic report: "Glider 0HP inbound from the ridge."
☐ (a) This aircraft is inbound from Hyalite Reservoir.
☐ (b) This aircraft is inbound from Tobacco Root Mountains.
☐ (c) This aircraft is inbound from Bridger Range.
☐ (d) This aircraft is inbound from Gallatin Range.

◆ 45. Based on these position reports, which aircraft is north of Gallatin Field?
☐ (a) ... Horseshoe Hills inbound....
☐ (b) ... MENAR for the arc ....
☐ (c) ...North Practice Area ....
☐ (d) Choices A, B and C above.

◆ 46. Based on these position reports, which aircraft is executing an instrument approach into Gallatin Field?
☐ (a) ... Procedure Turn inbound....
☐ (b) ...MANNI outbound....
☐ (c) ...On the Localizer....
☐ (d) Choices A, B and C above.

◆ 47. You are over Amsterdam when you hear an aircraft give a position report: "southwest practice area." Should you have any worry about collision avoidance or is the traffic "no factor"?
☐ (a) You are well clear of the practice area so the traffic is no factor.
☐ (b) You are in the southwest practice area and should be on the look-out for that traffic.
☐ (c) Practice areas are only of concern to Part 141 training students.
☐ (d) Reporting aircraft has an instructor on board spotting traffic so they are of no concern to you.

◆ 48. Which statement(s) is(are) correct regarding THESE intersection?
☐ (a) THESE is located on the 284-degree radial of BZN VOR.
☐ (b) THESE intersection is found on the 060-degree radial of HIA VOR.
☐ (c) THESE is a common entry and reporting point for aircraft on instrument approaches arriving from the west.
☐ (d) Choices A, B and C are correct.

◆ 49. An aircraft reports "Four Corners inbound." Where is it in relation to the airport?
☐ (a) 8 miles south.
☐ (b) 15 miles to the west.
☐ (c) 5 miles to the north.
☐ (d) 8 miles to the east.

◆ 50. Who has the primary responsibility for collision avoidance while operating VFR in, over, or around KBZN's airspace? *(AIM paras. 3-2-5 e., 4-1-2, 4-3-2 d.3. Note & e., 4-3-5, 4-4-1 d., 5-5-1 b., 5-5-8)*
☐ (a) Bozeman Tower.
☐ (b) Salt Lake Center.
☐ (c) Pilot In Command.
☐ (d) Aircraft owner or operator.

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