WELCOME TO THE PAVE STUDY GUIDE.

As you prepare for your checkride, it’s important to polish up the knowledge from your written test days.

This study guide is meant to refresh that knowledge that is actionable to a flight, and practical in application. In other words, your written test was pure knowledge, but now that you’ve flown and have applied that knowledge, it’s time to look at knowledge in a practical and applicable way rather than simple memorization.

PAVE is an format created by someone at the FAA, and I found it very helpful in applying knowledge to a checkride.

Not only will PAVE be helpful for your checkride, but it’s a great way to evaluate any flight you’re going to take, especially cross countries.

As such, enjoy the process of applying this to memory so you can evaluate any flight you’re going to take.

Throttle On!

Chris Palmer
Founder & Chief Flight Instructor
“THE ENGINE IS THE HEART OF AN AIRPLANE, BUT THE PILOT IS ITS SOUL.”
UNKNOWN
Start with the most important thing — you. Are you fit for flight?
Are you legal to do the operation you’d like? Do you have all the paperwork necessary?

IMSAFE
I
M
S
A
F
E

Documents
3 Documents
1. M. How long is it good for?
2. P. Who must issue this?
3. L. Does it expire?

Currency | Recency | Proficiency
Every 90 Days for Passengers
   Day
   Night
Every 24 Calendar Months
Personal Minimums: Print and fill out.

Privileges & Limitations
Can you fly for hire?
Can you carry passengers?
Can you fly IFR?
Can you do maintenance on your aircraft?
## Hazardous Attitudes

### Macho
- Define: 
- Antidote: 

### Invulnerability
- Define: 
- Antidote: 

### Impulsivity
- Define: 
- Antidote: 

### Antiauthority
- Define: 
- Antidote: 

### Resignation
- Define: 
- Antidote: 

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**OWN WORST ENEMY:**

Soon into your time as a Private Pilot, you’re going to find that you are your own worst enemy. Hopefully you’ve been trained well by your instructor, and have taken a deep look inside to understand who are you and what you’re capable of, good and bad. Be honest with yourself about your hazardous attitudes, and strive to maintain safety always.
What is required to make sure the aircraft is airworthy to fly? What does it need to be legal? What can we do without? Knowing the state of an aircraft before you take it for a flight is just common sense and good decision making.

Documents

A R R O W

Maintenance

A V 1 A T E

Required Equipment

FARs MELs KOEL TCDS
PILOT LOGBOOK

THROTTLE ON!

ANGLE OF ATTACK

HOMER

ALASKA

ANGLE OF ATTACK™