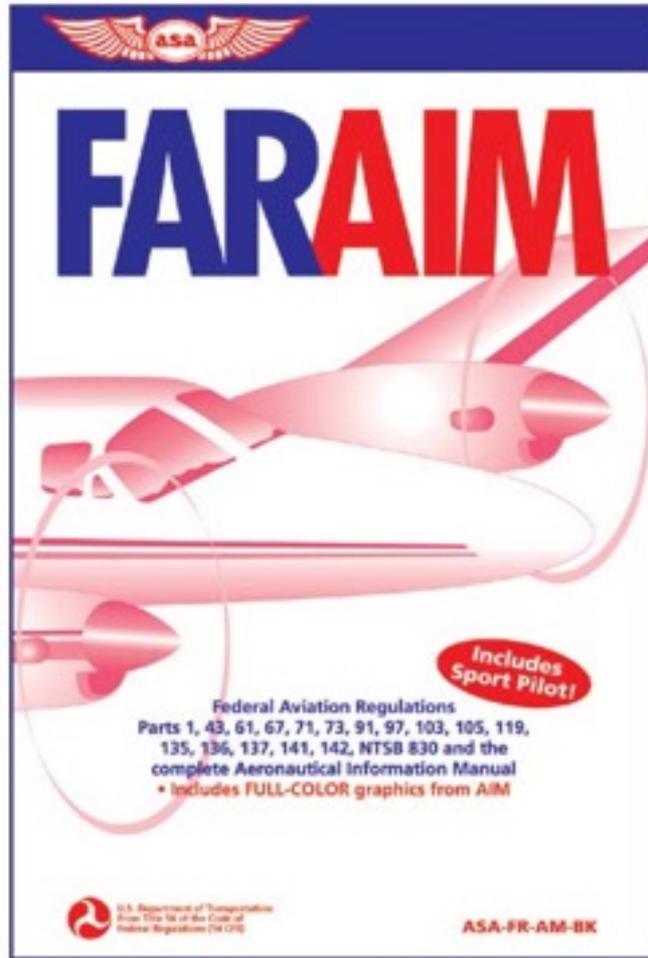


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FAR/AIM book.

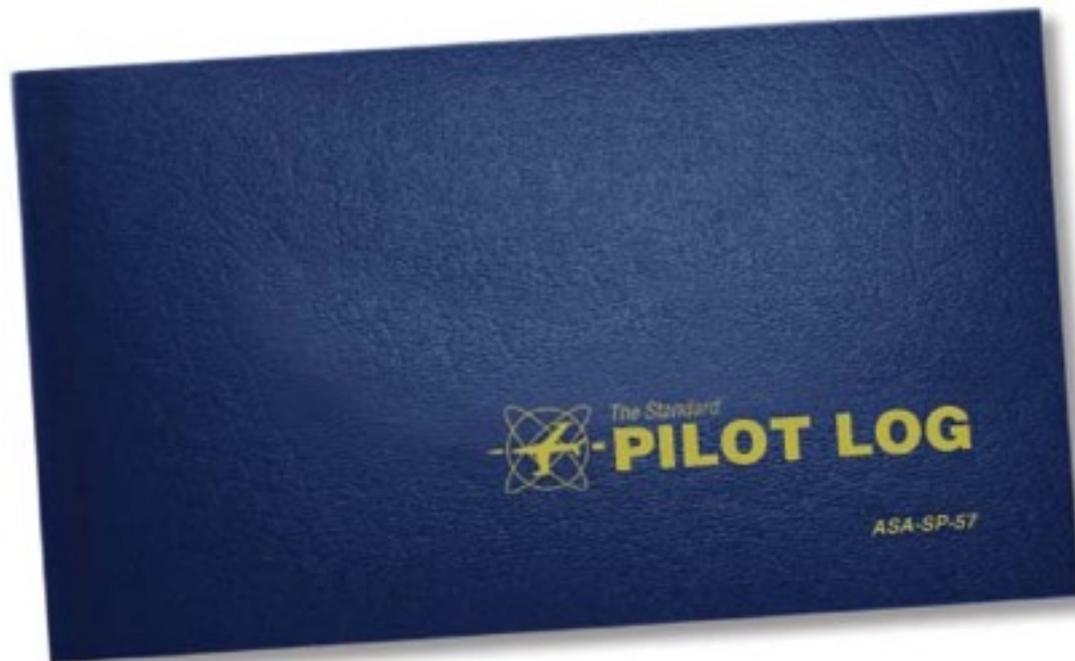
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V_S	Stall speed or minimum steady flight speed at which the airplane is controllable.
V_{SO}	Stall speed or minimum steady flight speed in the landing configuration. (An easy way to remember this is to think of the "0" as "flaps Out").
V_{S1}	Stall speed or minimum steady flight speed in a specific configuration (for instance, flaps up and landing gear retracted).
V_{NO}	Maximum structural cruise speed (marked by intersection of green and yellow arcs on airspeed indicator).
V_{NE}	Never-exceed speed (red line on airspeed indicator).

V_{FE}	Maximum flap extended speed (high-speed end of the white arc on airspeed indicator).
V_F	Design flap speed.
V_{LO}	Maximum landing-gear operating speed.
V_{LE}	Maximum landing-gear extended speed (faster than V _{LO} in some airplanes because of the greater structural strength once the gear is lowered).
V_X	Speed for best angle of climb (used to clear obstacles by achieving the steepest possible climb-out gradient).
V_Y	The speed for best rate of climb (used to gain altitude as quickly as possible).

Know your V speeds.



Endorsements Pilot logbook.

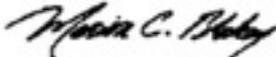
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UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION
STANDARD AIRWORTHINESS CERTIFICATE

1. NATIONALITY AND REGISTRATION MARKS N723BB	2. MANUFACTURER AND MODEL CIRRUS SR22	3. AIRCRAFT SERIAL NUMBER 1298	4. CATEGORY NORMAL
<p>5. AUTHORITY AND BASIS FOR ISSUANCE</p> <p>This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.</p> <p>Exceptions:</p> <p style="text-align: center; font-size: 2em;">NONE</p>			
<p>6. TERMS AND CONDITIONS</p> <p>Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 45 of the Federal Aviation Regulations, as applicable, and the aircraft is registered in the United States.</p>			
DATE OF ISSUANCE February 3, 2005	FAA REPRESENTATIVE Paul R. Sitko	DESIGNATION NUMBER DMIR-410373-CE	
<p>Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.</p>			
FAA Form 8100-2 (8-82)		U.S. GPO-2001 - 658-455	

Certificate of Airworthiness.

REGISTRATION NOT TRANSFERABLE

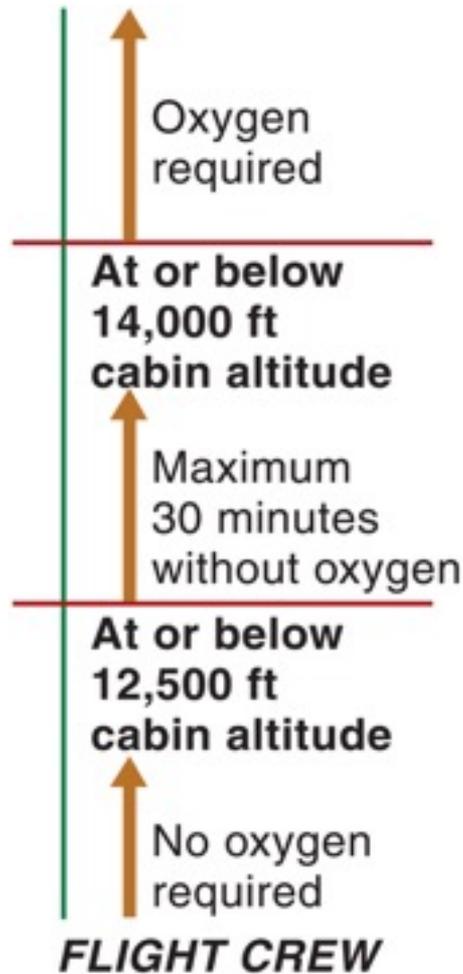
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.
NATIONALITY AND REGISTRATION MARKS N 723BB	AIRCRAFT SERIAL NO. 1298	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CIRRUS DESIGN CORP SR2 ICAO Aircraft Address Code: 52327314		
I S S U E D T O	CIRRUS DESIGN CORP 4515 TAYLOR CIR DULUTH MN 55811	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
CORPORATION		 U.S. Department of Transportation Federal Aviation Administration
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder.		
DATE OF ISSUE April 03, 2007	 ADMINISTRATOR	

AC Form 8050-3(10/2003) Supersedes previous editions

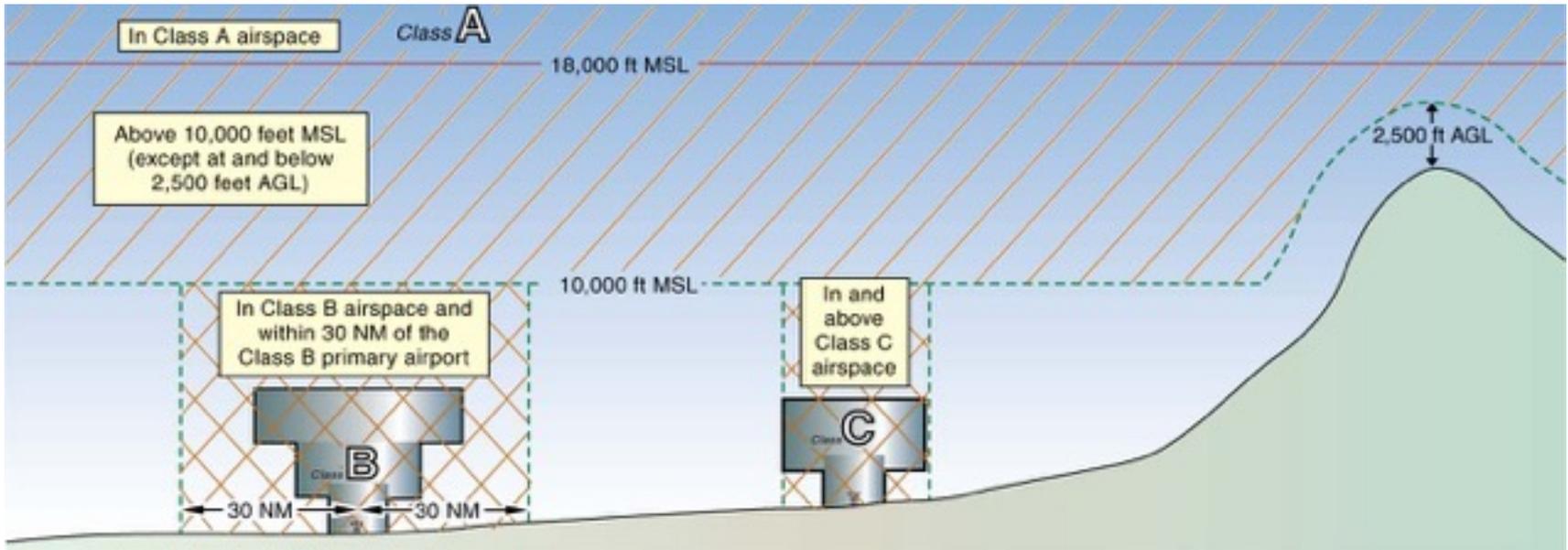
Certificate of Registration.

1.	General Section;
2.	Limitations Section;
3.	Emergency Procedures;
4.	Normal Procedures;
5.	Performance;
6.	Weight and Balance;
7.	Description and Operation of the Airplane and its Systems;
8.	Handling, Service and Maintenance; and
9.	Supplements (optional systems and equipment not provided with the standard airplane).

Review Sections of the Flight Manual.

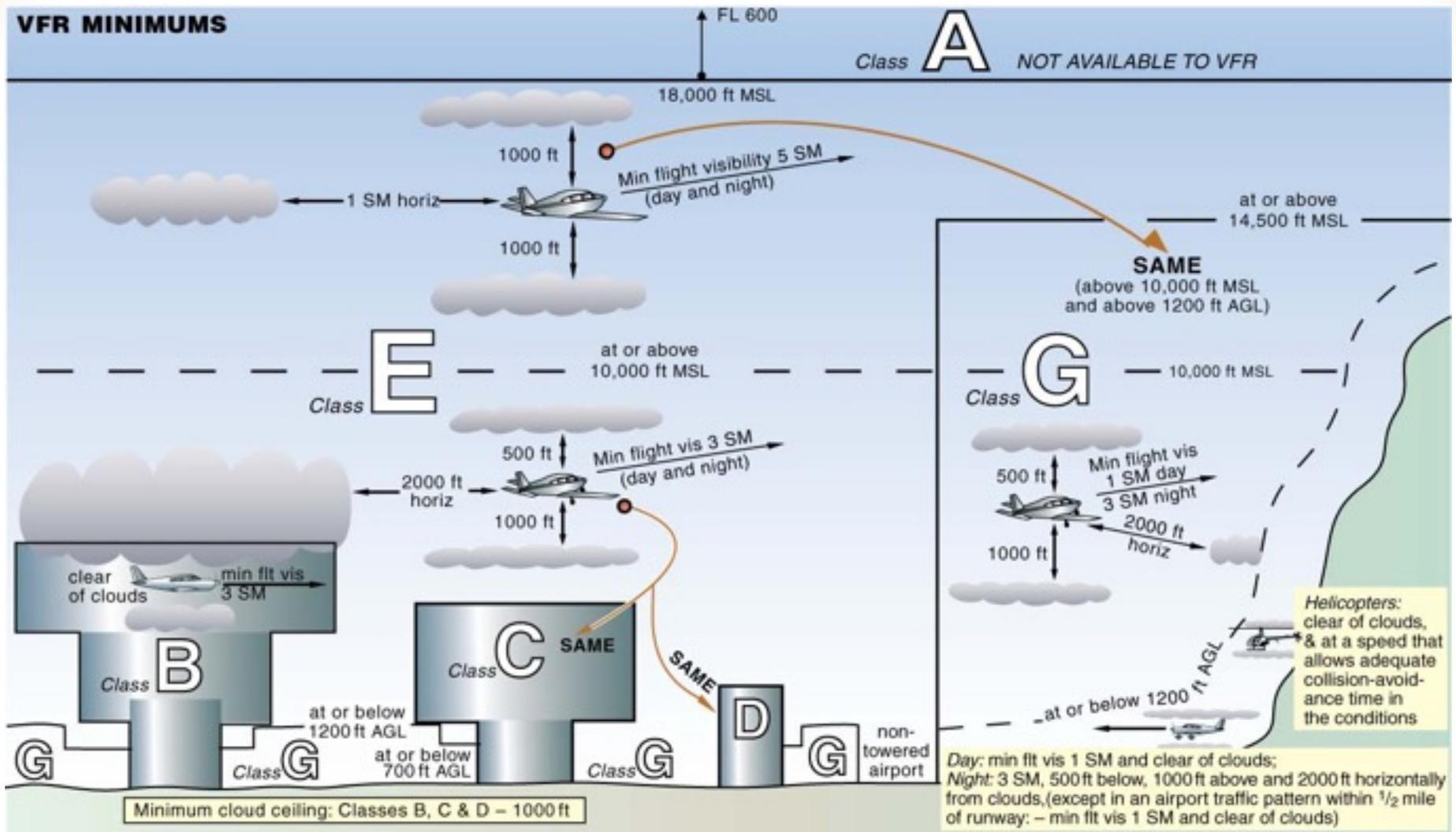


Know Oxygen requirements.



A transponder is required in the shaded airspace.

VFR MINIMUMS



Know the VFR weather minimums and Airspace.

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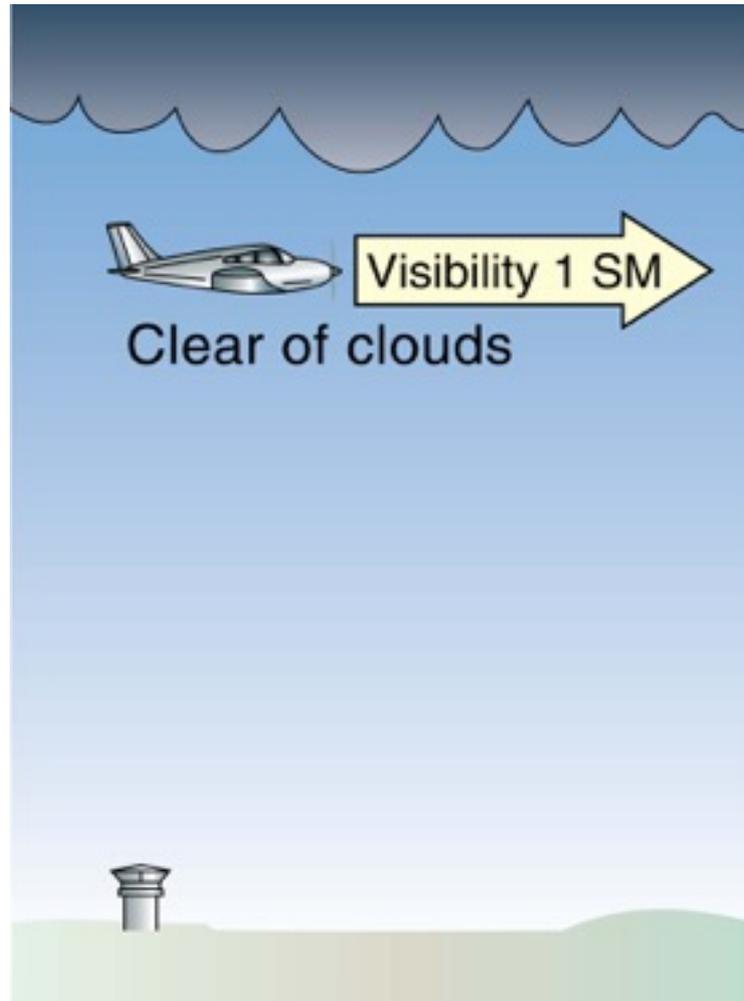


	Class A Airspace	Class B Airspace	Class C Airspace	Class D Airspace	Class E Airspace	Class G Airspace
VFR minimum visibility	Not applicable (IFR only)	3 statute miles	3 statute miles	3 statute miles	*3 statute miles	**1 statute mile
VFR minimum distance from clouds	Not applicable (IFR only)	Clear of clouds	500 feet below; 1,000 feet above; and 2,000 feet horizontal	500 feet below; 1,000 feet above; and 2,000 feet horizontal	*500 feet below; 1,000 feet above; and 2,000 feet horizontal	**500 feet below; 1,000 feet above; and 2,000 feet horizontal

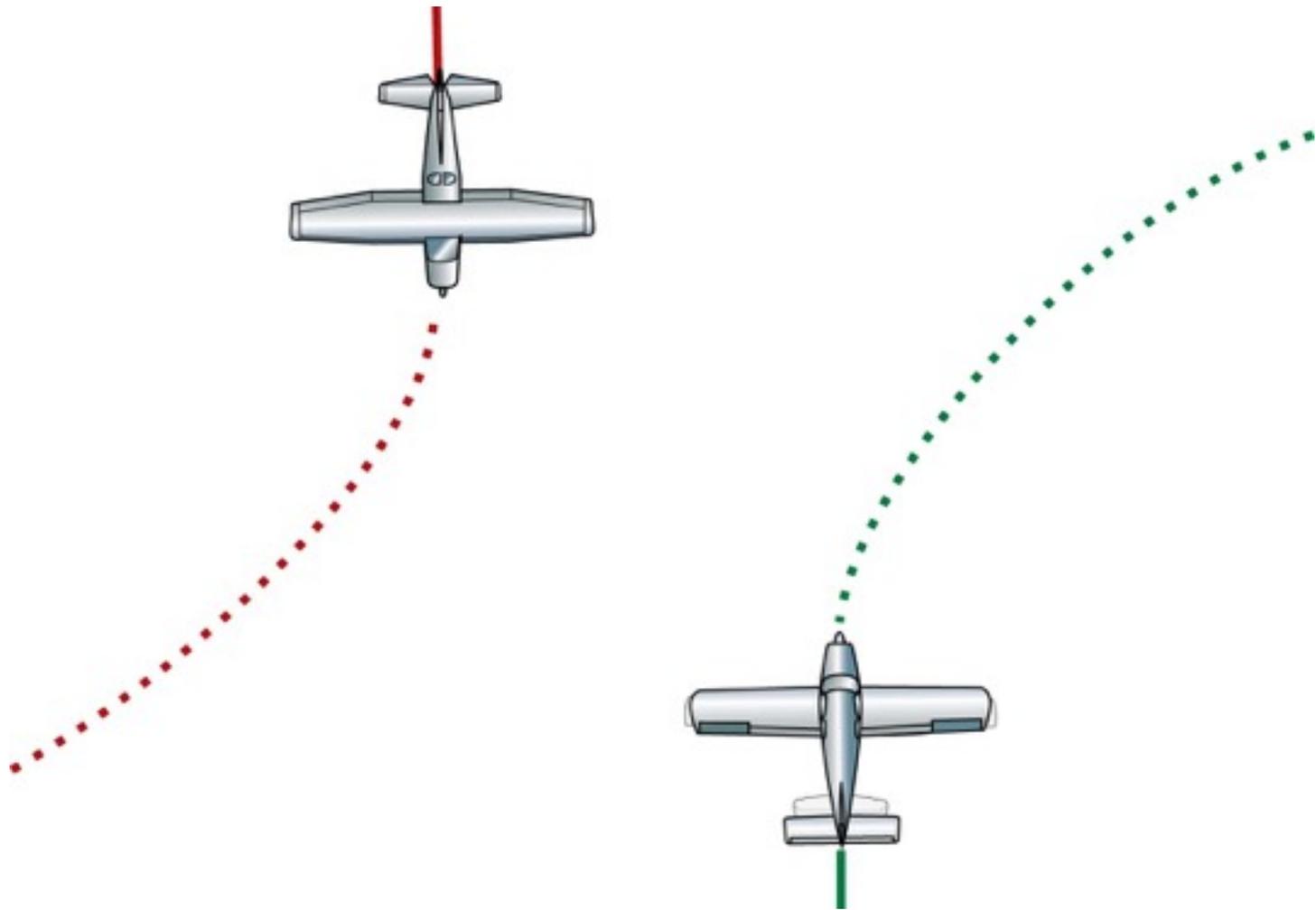
**Different visibility minimums and distance from cloud requirements exist for operations above 10,000 feet MSL in Class E airspace.*

***Different visibility minimums and distance from cloud requirements exist for night operations, operations above 10,000 feet MSL, and operations below 1,200 feet AGL in Class G airspace.*

VFR weather minimums.

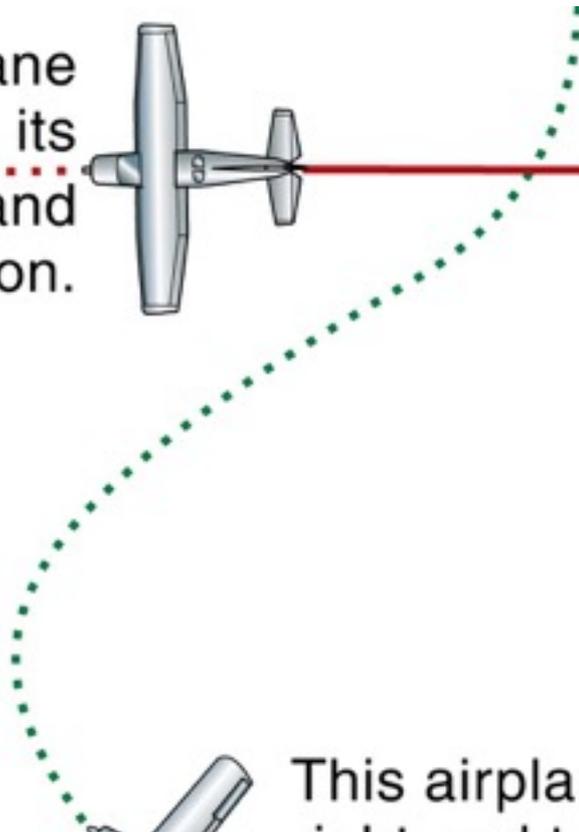
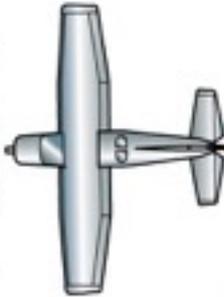


ATC may issue a special VFR clearance upon request.

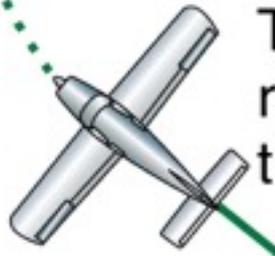


Approaching head-on, turn right.

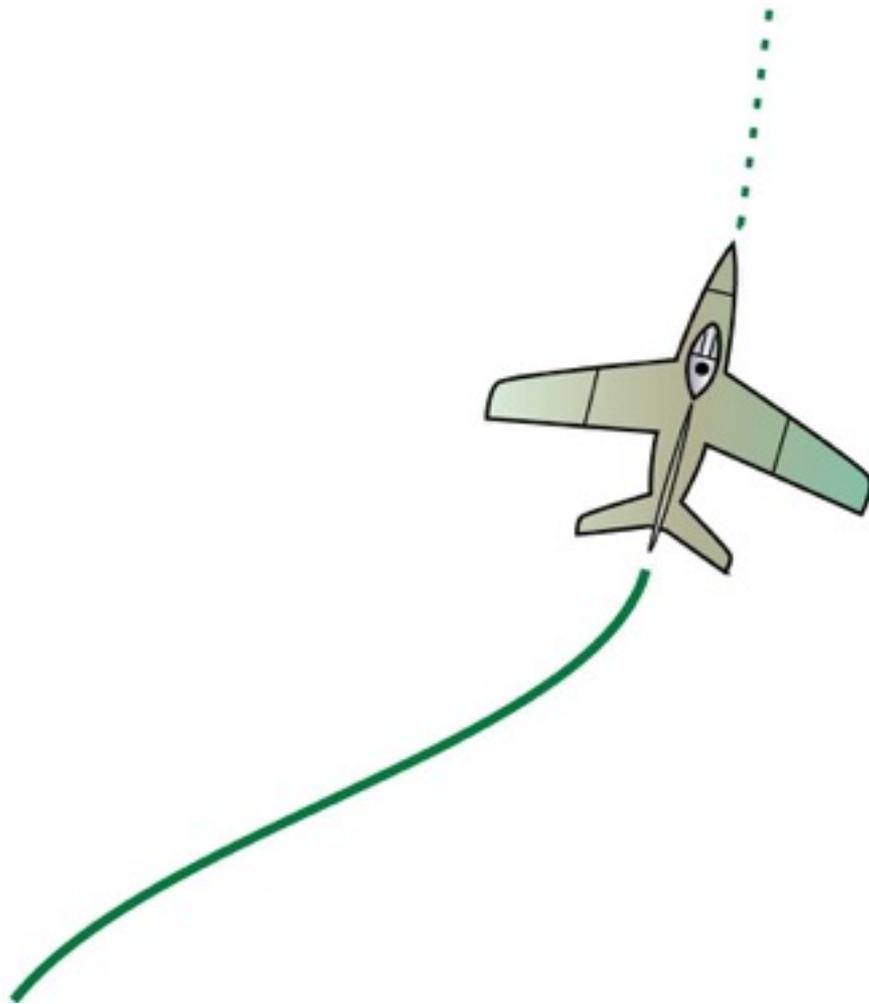
This airplane maintains its speed and direction.



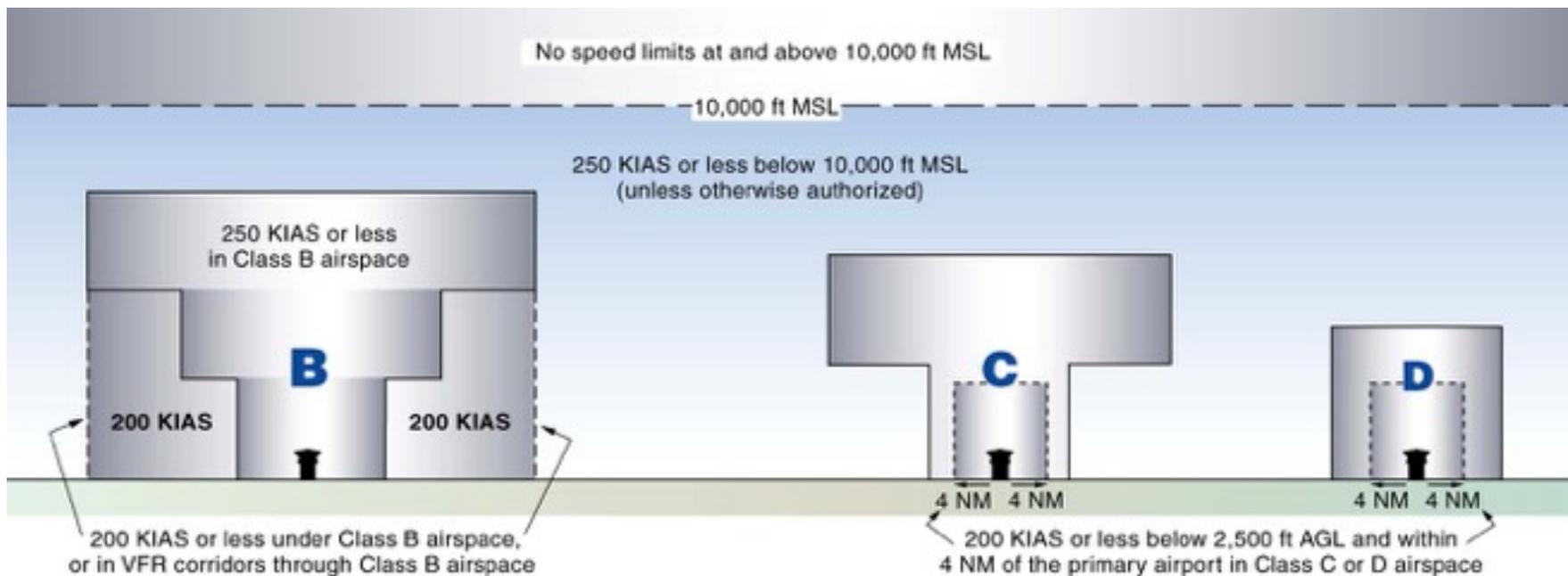
This airplane turns right and tracks behind the other airplane.



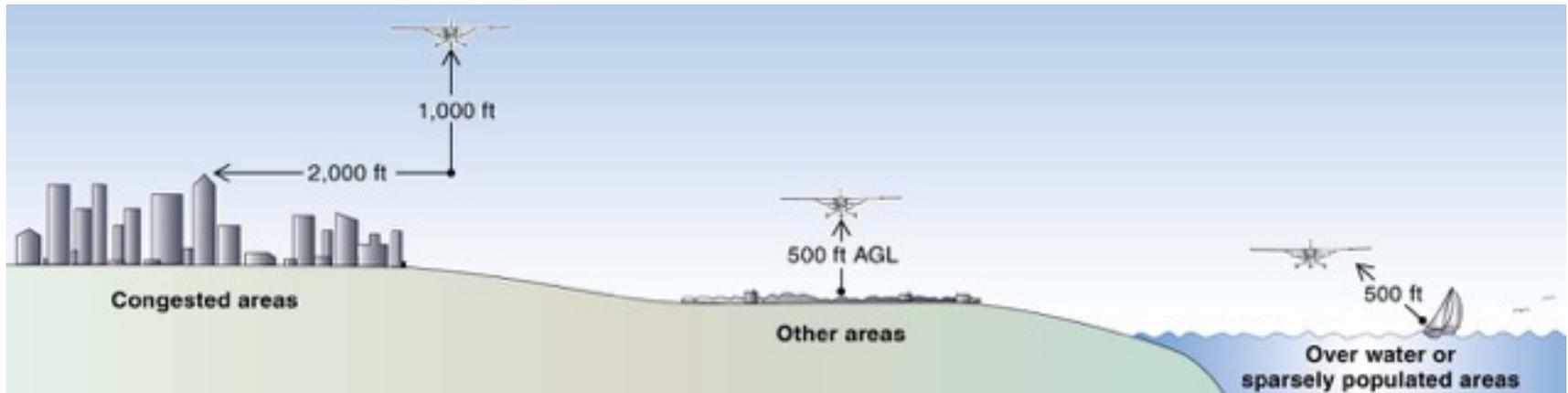
Give way to the right.



Overtaking, keep right.



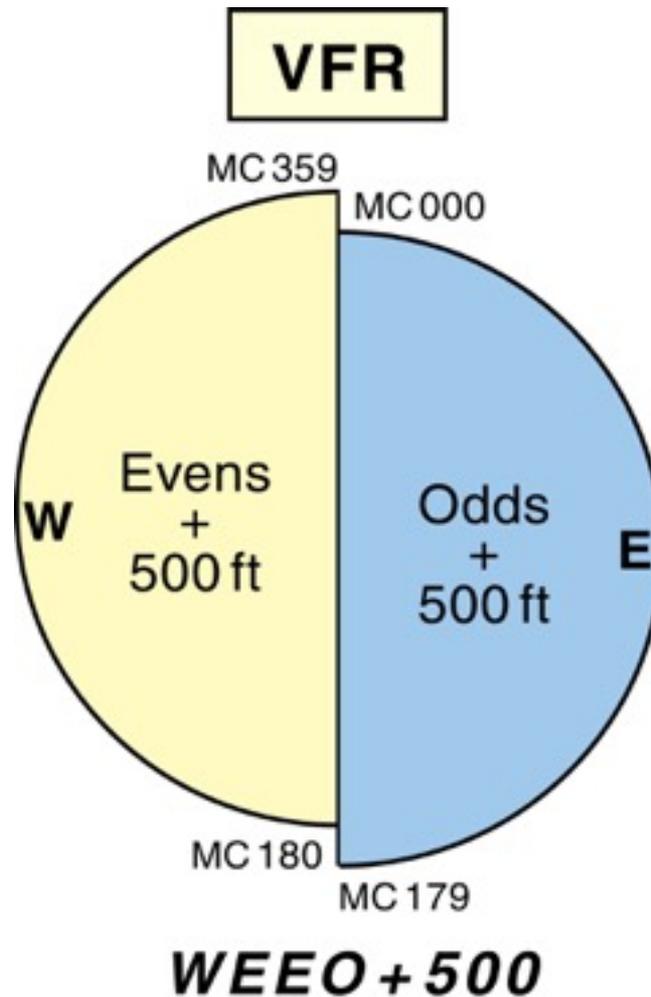
Speed limitations.



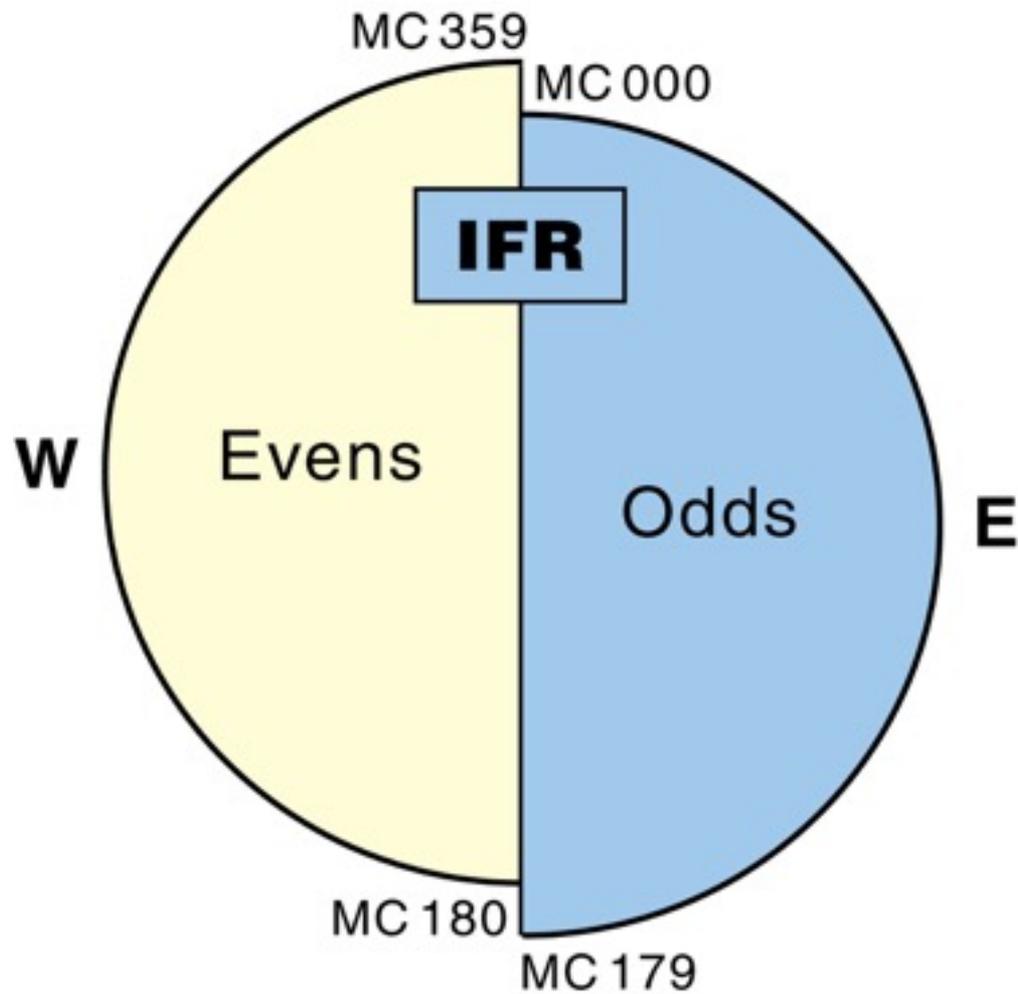
Minimum safe altitudes.

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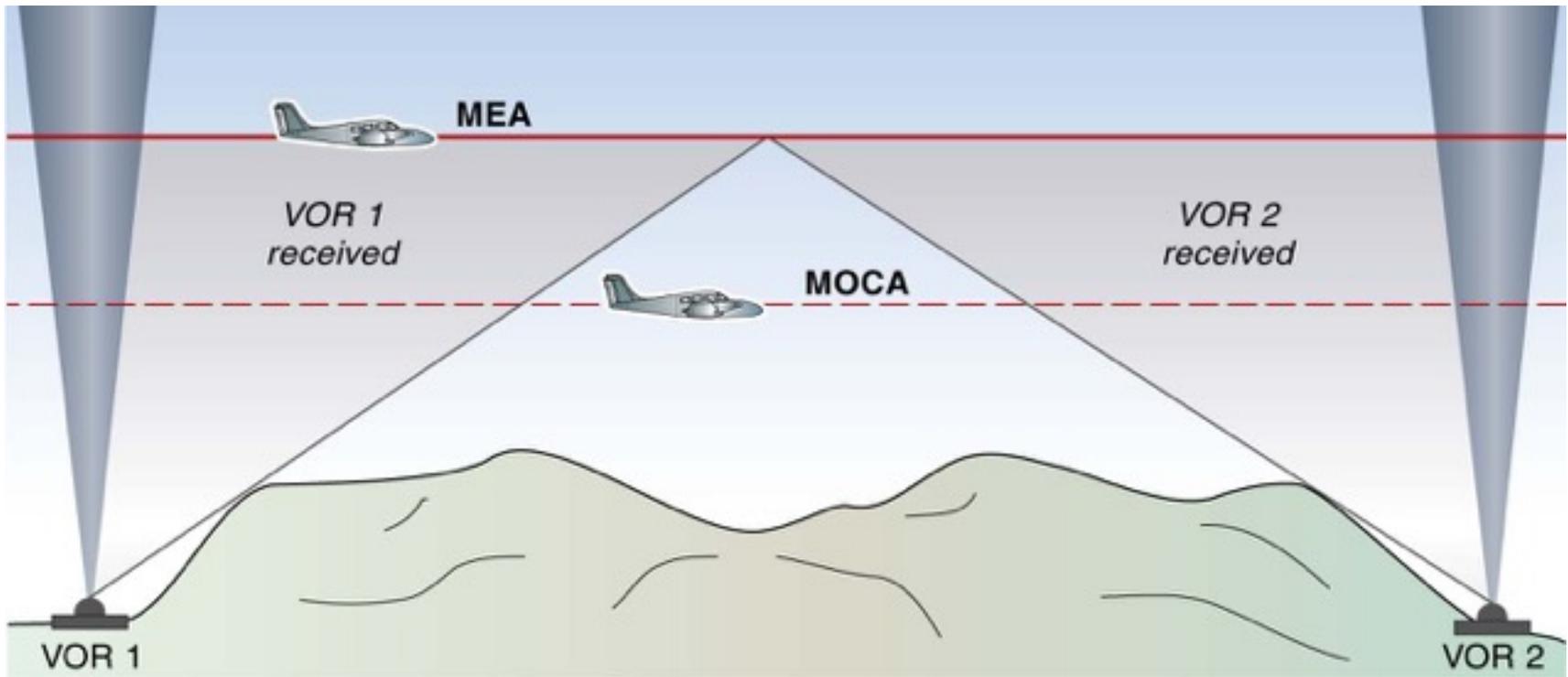




VFR cruise altitudes and flight levels above 3,000 feet AGL.



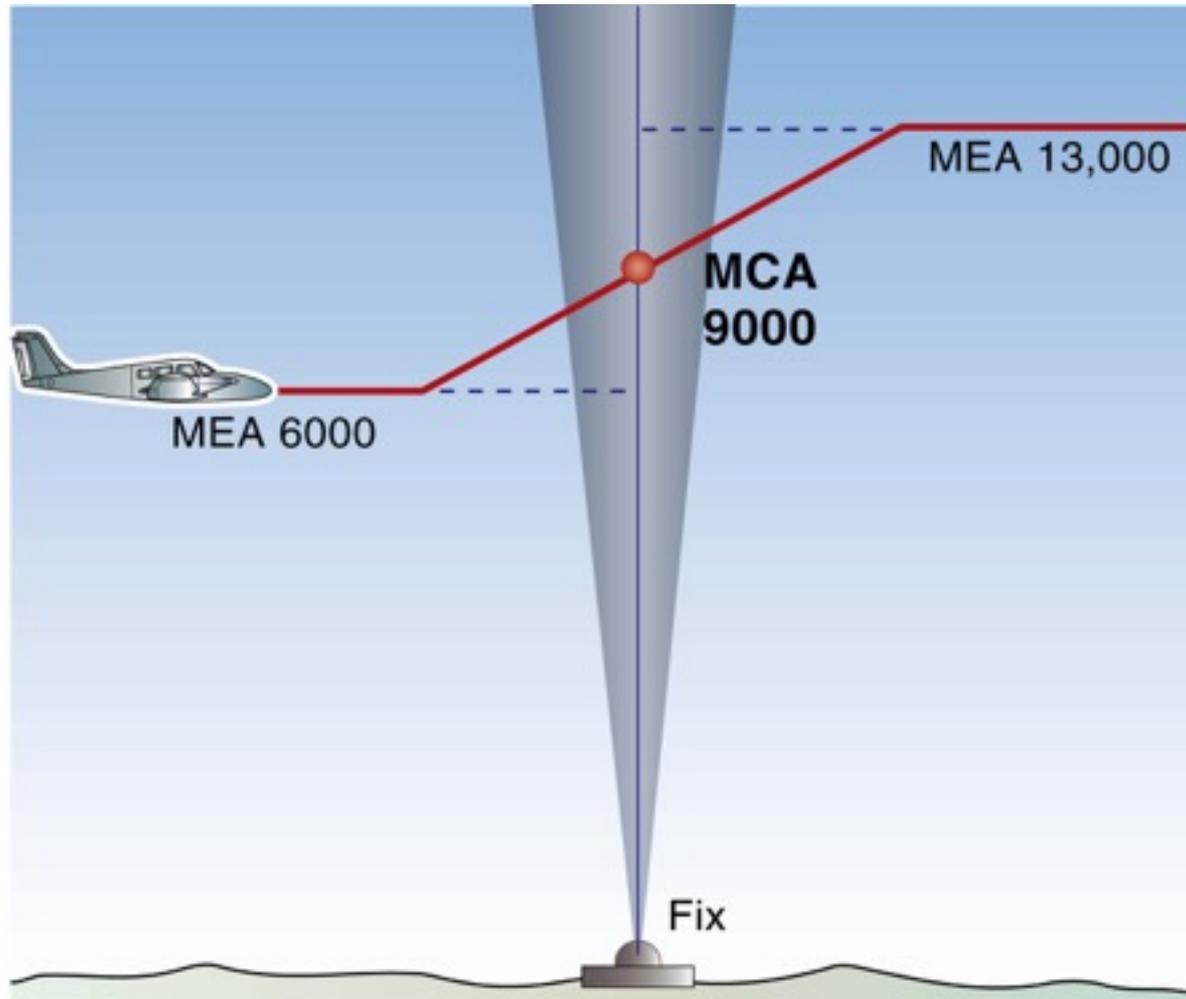
IFR cruise levels “WEEO” (west evens, east odds).



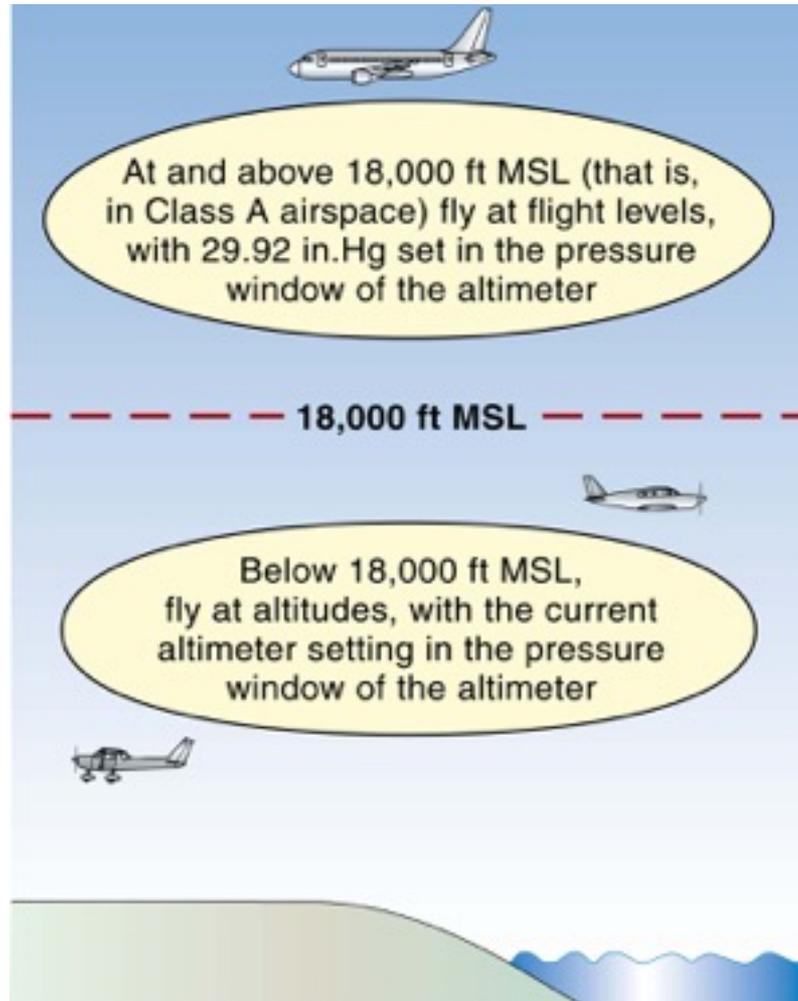
IFR MEA and MOCA.

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IFR MCA.



Use the current altimeter setting when flying below 18,000 feet MSL.

Color and Type of Signal	Meaning with respect to Aircraft on the Surface	Meaning with respect to Aircraft in Flight
Steady Green	Cleared for takeoff	Cleared to land
Flashing Green	Cleared to taxi	Return for a landing (followed by a steady green at the proper time to indicate cleared to land)
Steady Red	Stop	Give way to other aircraft and continue circling
Flashing Red	Taxi clear of runway in use	Airport unsafe — do not land
Flashing White	Return to starting point on airport	Not applicable
Alternating Red and Green	Exercise extreme caution	Exercise extreme caution

ATC light signals.

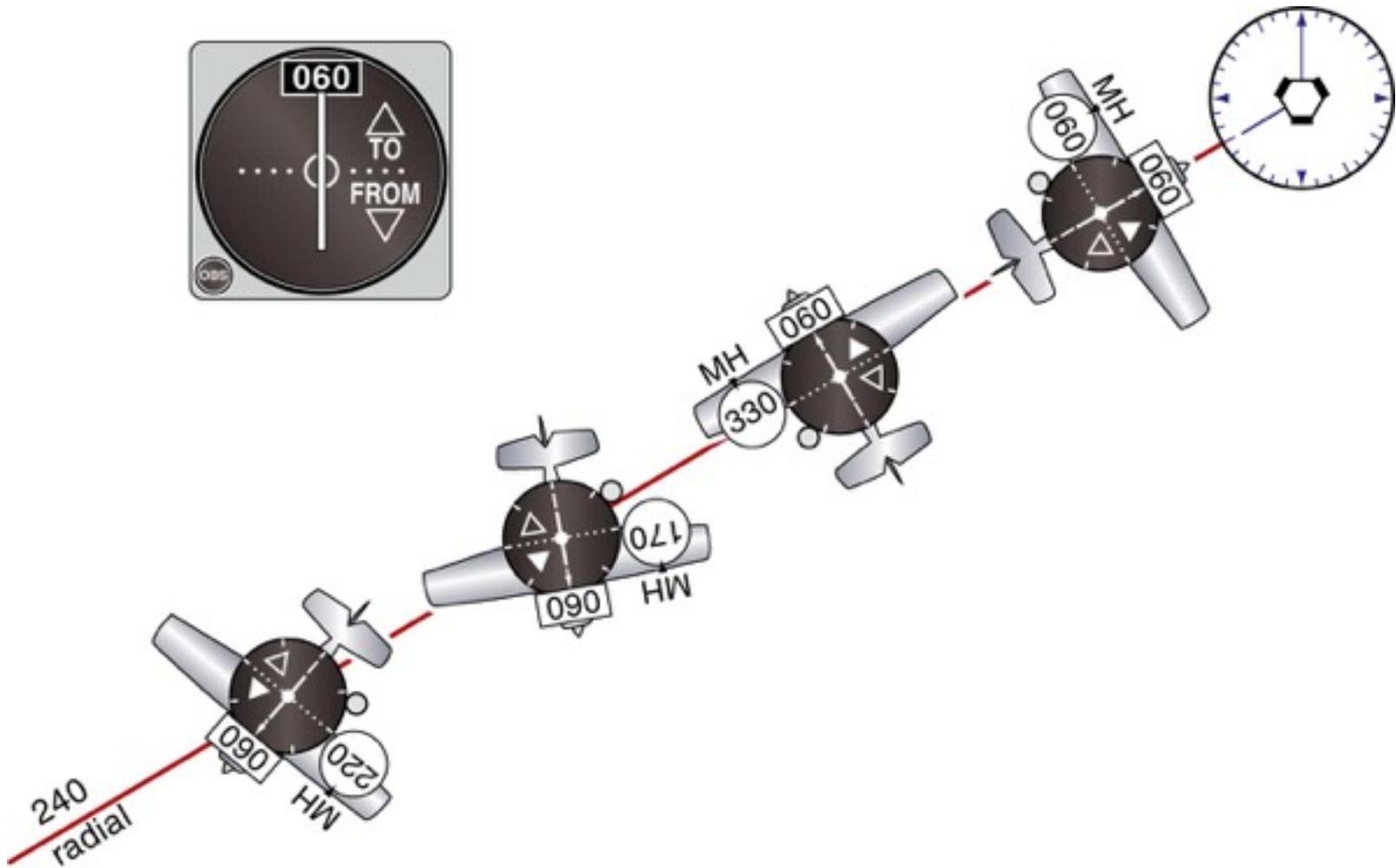


Figure 17-18. The VOR cockpit display is not heading sensitive.

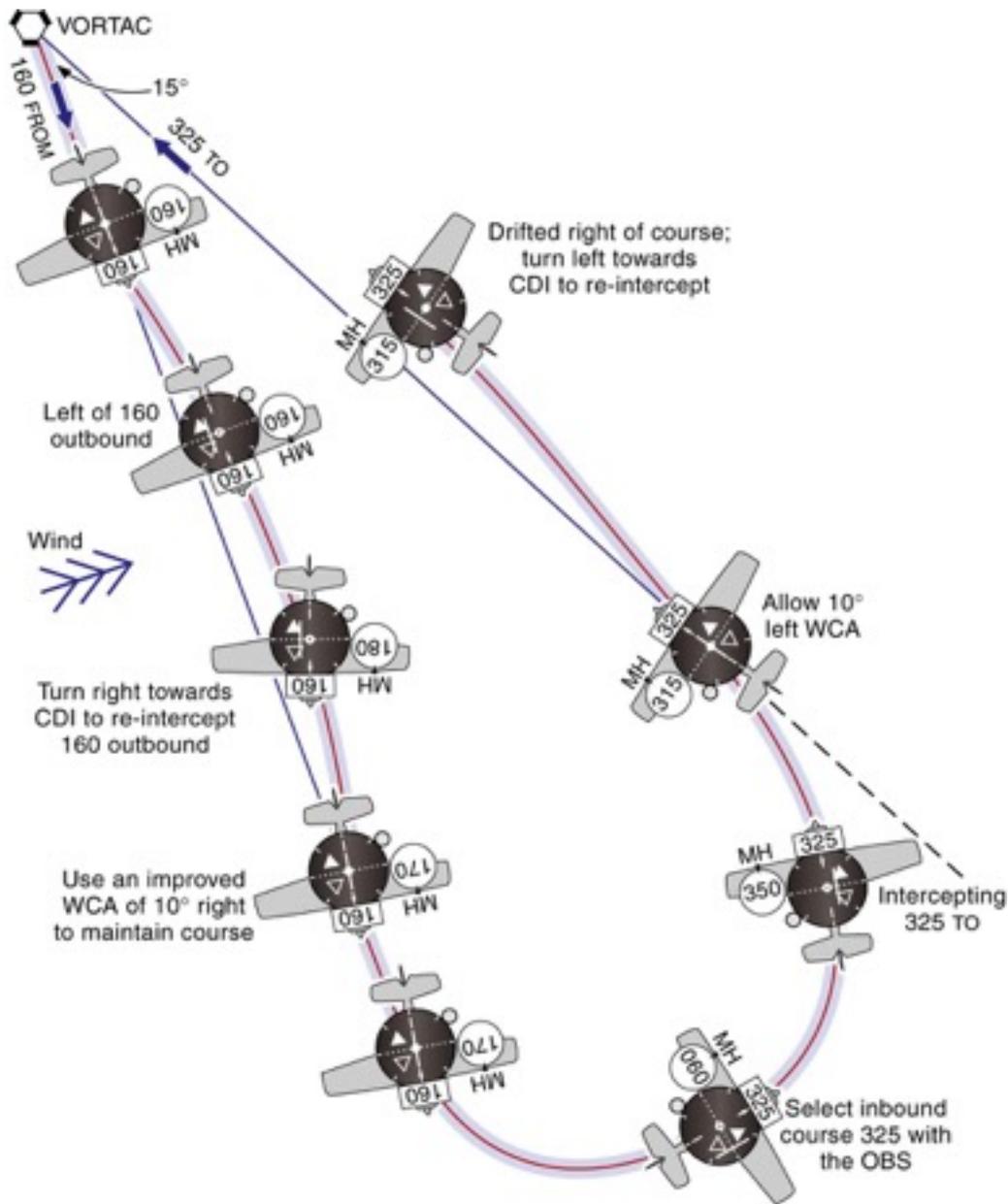


Figure 17-39. Using the CDI as a command instrument during a VOR procedure turn.