

Guide for Pilot's Planning to Rent Aircraft, or, Get a Biennial Flight Review or Instrument Proficiency Check from Signal Aviation

Certificated Pilots Planning to Rent

Certificated pilots who wish to rent Signal Aviation aircraft must fly with a Signal Aviation Flight Instructor in one of our aircraft before being allowed to rent the aircraft. There is no minimum amount of flight time that we require, the checkout is mainly to determine that the pilot is competent. We try and keep them brief as it is expensive to rent aircraft. In addition to this, there are several documents available on the website concerning the terms and conditions of rental, the equipment installed in the aircraft, and the currency requirements. New student pilots or student pilots who are transferring to our program should meet with an instructor before scheduling training.

Certificated pilots who have scheduled a checkout with a flight instructor must be prepared before arriving for the checkout flight. The pilot must have in their possession a Pilots' Operating Handbook for the C172S, a current New York Sectional chart, and a current Northeast Airport/Facility Directory (all available for purchase at Signal Aviation). In addition, the pilot must be familiar with the basic systems of the C172S by reading the Pilots' Operating Handbook.

VFR pilots must demonstrate some basic maneuvers like stalls, steep turns, slow flight, emergency procedures, and, takeoffs and landings. Because of this a checkout may take a little more than an hour (assuming things go smoothly). Knowledge of the GPS and autopilot is *not* a requirement for rental. IFR pilots desiring to use the aircraft in instrument meteorological conditions must demonstrate a precision approach and non-precision approach (in addition to the maneuvers described for VFR pilots). Knowledge of the GPS and autopilot is *not* a requirement for rental in instrument meteorological conditions, however, it is incumbent on the pilot to be thoroughly familiar with this equipment if they choose to operate it.

To keep the checkout as brief as possible;

- Study the POH and know the V-speeds (write them on the kneeboard if needed).
- Study the local area on the charts and A/FD.
- Familiarize oneself with the controls by sitting in the airplane when it is not being used (no rental charge for that).
- Be current on regulations and procedures.

Call an instructor if there are any questions.

Pilots Planning on a Biennial Flight Review

A Biennial Flight Review (BFR) is tailored to the type of certificate held, and to a certain extent, the kinds of operations the pilot conducts. The pilot should expect to demonstrate any of the maneuvers listed in the Practical Test Standards (PTS) appropriate to the pilots' certificate, as well as demonstrate the knowledge requirements listed in the PTS, including FAR's. The minimum time specified by law for the conduct of a BFR is one hour of flight instruction and one hour of ground instruction. Only a pilot who has a lot of experience and recent flying time would be able to conduct a BFR in the minimum time and so plan on it taking several hours in the airplane and on the ground. In addition to the knowledge and documentation requirements for checking out to rent (listed previously), the pilot planning a BFR will;

- have in their possession a current FAR/AIM (available for purchase at Signal Aviation).
- be familiar with regulations and procedures by reviewing current training manuals like the Pilots Handbook of Aeronautical Knowledge, the Airplane Flying Handbook, and the appropriate sections of the FAR/AIM.
- be familiar with the maneuvers listed in the appropriate PTS and how to conduct them

- be prepared to plan a cross-country flight, fully filling out a VFR navigation flight log and using the E6-B (the flight will probably not be flown but it is used during the ground portion of the BFR to examine procedures).

Note that obtaining a BFR at Signal Aviation will qualify the pilot to rent the aircraft in VFR conditions.

Pilots Planning an Instrument Proficiency Check

An instrument proficiency check (IPC) is required to be conducted in accordance with the Practical Test Standards for the Instrument rating, and so is a comprehensive check. It is far easier for pilots to maintain their own currency rather than be subject to an IPC. An advantage of an IPC is the ability to learn new equipment and aircraft, and practice those things which one may be out of practice on. An instrument proficiency check that goes well will probably require 2.5 hours of airplane/simulator time, and several hours of ground instruction. The PTS requires one precision approach and two non-precision approaches. One of the non-precision approaches must be partial-panel (timed turns). A review of the PTS will provide detailed information regarding the knowledge requirements and what other maneuvers must be conducted.

Signal Aviation aircraft are equipped with VOR/LOC/GS, ADF, and GPS. Pilots must be familiar with this equipment if it is installed in the aircraft, according to the PTS. The GPS manuals are available for download (see the equipment list for Signal Aviation aircraft to get the make and model of GPS). In addition, the aircraft are equipped with a sophisticated two-axis autopilot system (the manuals are also available for download).

Pilots planning an IPC will;

- have in their possession a current FAR/AIM (available for purchase at Signal Aviation).
- have in their possession a current enroute chart, IAP book, and AF/D appropriate to this geographical area (sometimes they're for sale here but they sell out quickly)
- have in their possession a POH for the C172S and be familiar with its' contents and the equipment in the plane (can be purchased here)
- be familiar with regulations and procedures by reviewing current training manuals like the Instrument Procedures Handbook, Instrument Flying Handbook, Aviation Weather and Weather Services, and the appropriate sections of the FAR/AIM.
- expect to perform maneuvers and demonstrate the knowledge requirements listed in the Instrument PTS.

The amount of instruction required for an IPC will be significantly reduced by studying and practicing before meeting with the instructor. Plan on at least two separate training sessions to complete an IPC.

Call and talk to an instructor if there are any questions.