

Aircraft secured?	<input type="checkbox"/>
Flight plan closed (SAR-alert-APP)?	<input type="checkbox"/>
Entry in logbook made?	<input type="checkbox"/>
Report an EU376/2014 incident at <a href="http://aviationreporting.eu">aviationreporting.eu</a>	<input type="checkbox"/>

## This image shows a full page of white paper with horizontal dashed lines, typical of primary-ruled notebook paper. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

**Disclaimer:** This guide is intended as a rough overview and does not replace flight preparation or alternative planning which may be necessary during flight.

Safety first, every flight, every time.



## I'M SAFE-Checklist

I'M SAFE-Checklist		Checked
Illness	I am healthy and fit	<input type="checkbox"/>
Medication	I am not taking any medication	<input type="checkbox"/>
Stress	I am not suffering from stress (job, family)	<input type="checkbox"/>
Alcohol	There's no alcohol in my blood	<input type="checkbox"/>
Fatigue	I am fully rested	<input type="checkbox"/>
Eating	I have had something to eat and drink	<input type="checkbox"/>

### PAVE-Checklist: Your personal minimums and risks

<b>Pilot</b>	Licence, medical, photo ID, I'M SAFE, 90-day rule, personal recency	<input type="checkbox"/>
<b>Aircraft</b>	Assess performance/characteristics, performance calculations, W&B, fuel, AFM limitations, on-board documents, check tablet/mobile phone is charged, equipment necessary for flight according to NCO.IDE, check flight logbook, impact of faults	<input type="checkbox"/>
<b>enVironment</b>	<b>Weather:</b> General weather situation, TAF, METAR, GAFOR, Low LVL SIGWX Alps, radar, wind, webcams, density altitude, temp/dew point. <b>Terrain:</b> Experience of mountain flying, minimum altitudes over towns, obstacles and mountains, safe altitude at which to fly over mountain passes <b>Aerodromes:</b> Approach route, alternate, NOTAM, customs declaration <b>Airspace:</b> Route planning, NOTAM and DABS <b>Time of day:</b> Twilight	<input type="checkbox"/>
<b>External Pressures</b>	Deadlines, solo flight or flight with friends/strangers, customs, ATC flight plan, critical self-assessment	<input type="checkbox"/>

«Föhn»:

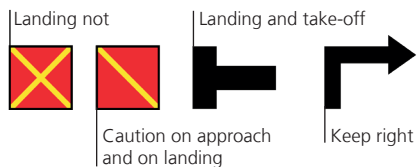
- A «Föhn» wind arises when there is a north-south pressure difference of  $>4\text{hPa}$ . It occurs in the Alpine valleys, at passes and in the Alpine foothills
- Indicated by typical clouds (Altostratus lenticularis), radar images (build-up with rain in the south/north), METAR wind, LLSWC
- **Risks:** Upslope and downslope winds near terrain and strong turbulence

«Bise»:

- The «Bise» is a north-easterly wind that is experienced particularly in the Swiss Plateau/Lake Geneva region
- In summer associated with good weather, in winter an inversion layer with stratus cover
- **Danger:** Northeast wind on the Central Plateau and strong turbulence in western Switzerland

**Aviation weather briefing (MeteoSwiss)**  
**0900 162 737**

## Signals at aerodrome/on ground

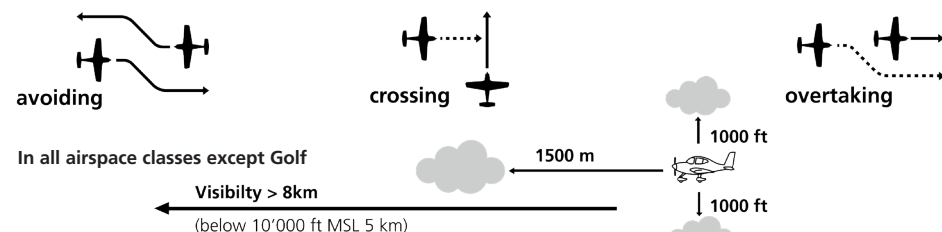


## Windsock



## Aviate, Navigate, Communicate

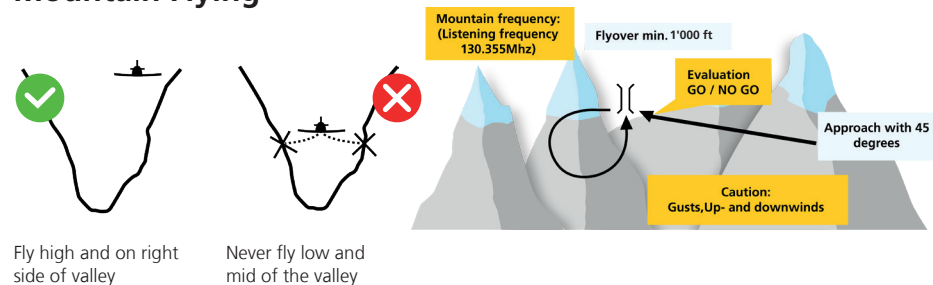
Right-of-way rules, circuits included: Hot air balloon before glider before motorised aircraft/helicopter



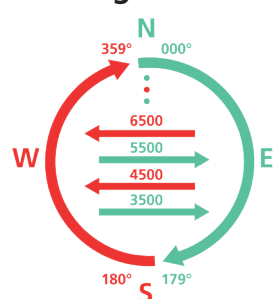
## Minimum flight altitudes (according to SERA.5001)



## Mountain Flying

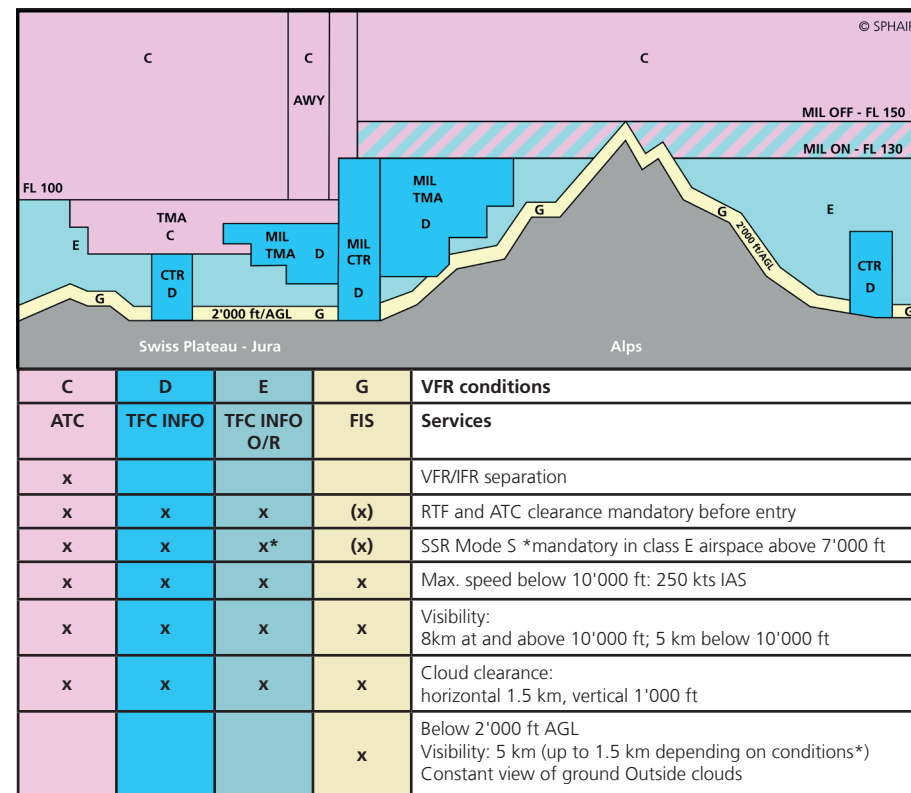


## VFR flight altitudes



## ATC@your service:

- "Don't be afraid to use the radio!"
- In general: transponder set to 'Alt'
- ZRH Info 124.70, GVA Info 126.35
- FIC standard call: 'Initial call':  
'Registration, aircraft type, position, altitude, flight to/from, routing'
- Keep flight plan up-to-date, report any changes to FIS
- Air-to-Air-Frequenz: 123.135 Mhz
- Motorised flight training: 122.205Mhz
- Mountain frequency: 130.355Mhz



\* Transponder S mandatory for flights in motorised aircraft with cloud clearance of less than 11'000 ft / 1'500 m (SERA.5001)

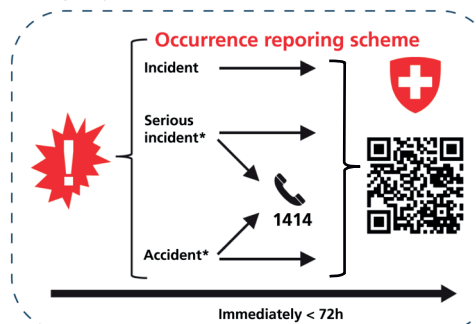
## Interception rules (military aircraft)

Emergency: Frequencies and telephone numbers  
Emergency Frequency: 121.500 Mhz

## Transponder Codes:

- Hijacking 7500
- Radio failure 7600
- Emergency 7700

Emergency/accident (REGA) 1414



\*Accident = aircraft damaged, no further flight possible; or injury to persons.

