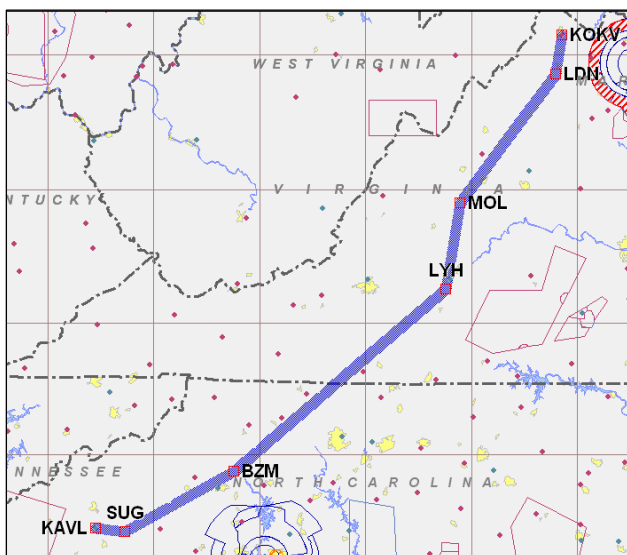


ADM Flight Scenario 1



Trip: VFR cross-country from Winchester, VA (KOKV) to Asheville, NC (KAVL). Distance is 326 nm; ETE is 2:45.

Pilot: You are a private pilot with approximately 300 hours of total time, and 30 hours of cross-country experience. You are not instrument-rated. You have not flown at all in two months, and you have never before been to KAVL.

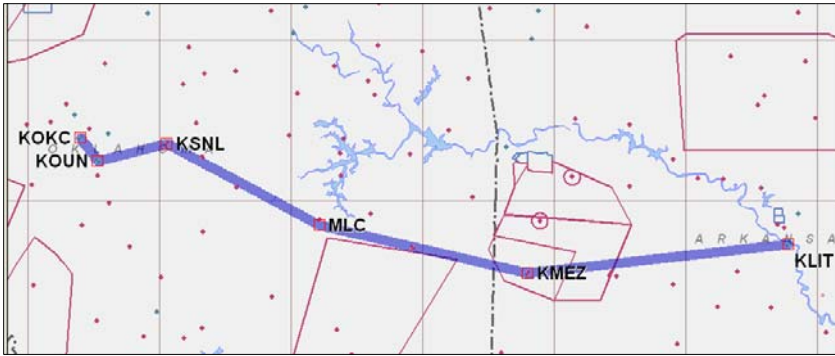
Aircraft: Your aircraft, which you co-own with several friends, is a

1970s-model Cessna 182 with long-range tanks (endurance is 6.5 hours). It recently completed its annual inspection with no major squawks, and the preflight inspection indicates that it is in a condition for safe flight. The instrument panel is a standard “six-pack.” There is no moving map GPS navigator in the panel.

enVironment: Departure and destination airports both have long runways (more than 5,000 feet). Although it is VFR, it is a typical summer day in the south: hot (near 90° F) hazy (visibility 7 miles), and humid with a density altitude of 2,500 feet. Weather at the destination airport is still IMC, but forecast to improve to VMC by your ETA. En route weather is VMC, and at least three airports within 50 miles of your destination are now reporting VMC.

External pressures: You are making the trip to spend a weekend with relatives you don’t see very often. Your family is very excited and has made a number of plans for the visit.

ADM Flight Scenario 2



Trip: IFR night flight from Little Rock, AK (KLIT) to Oklahoma City (KOKC). Distance is 293 nm; ETE is 1:50. Departure time is 2330Z.

Pilot: You are a private pilot with an instrument rating. You are making this trip on Sunday evening, after spending a relaxed weekend with family. You have logged over 2,000 hours, most of which was flown on business for the company you own. About half of your total time was logged at night. Most of your trips are made under IFR, but your actual time in instrument meteorological conditions (IMC) is around 30 hours. You last flew the airplane 4 days ago, and you last flew in IMC 7 months ago. You have never flown an approach all the way to minimums, and strictly adhere to your personal minimums, which are as follows:

Weather Condition		VFR	IFR
Ceiling			
	VFR DAY	1,500 feet	1,000 feet
	VFR NIGHT	3,000 feet	1,500 feet
	IFR APPROACH	n/a	Minimums + 500
Visibility			
	VFR DAY	3 miles	2 miles
	VFR NIGHT	5 miles	3 miles
	IFR APPROACH	n/a	Minimums + ½ mile
Turbulence (Wind)			
	Surface Wind Speed	15 knots	15 knots
	Surface Wind Gusts	10 knots	10 knots
	Crosswind Component	8 knots	8 knots

Aircraft: You own and fly a Bonanza, which is equipped with an HSI, a stormscope, a multifunction display (MFD), and an IFR-certified GPS moving map navigator. There is no ice protection equipment.

enVironment: Here are excerpts from your weather briefing for the trip:

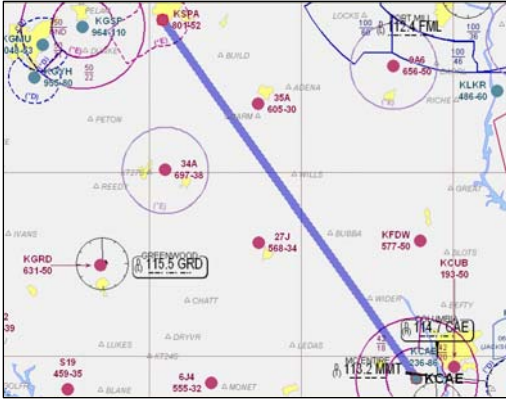
METARS	KLIT 202053Z 13004KT 7SM FEW025 OVC040 03/M06 A3040 KFSS 202053Z 11003KT 5SM HZ OVC013 03/M01 A3035 KMLC 202053Z AUTO 21004KT 10SM OVC020 04/M01 A3034 KOKC 202052Z 26007KT 6SM BR OVC010 03/01 A3031
TAFS	KLIT 201737Z 201818 15006KT P6SM OVC040 TEMPO 1821 -SN OVC020

	FM2100 25005KT P6SM OVC025 FM0300 28004KT P6SM OVC020 FM0900 30003KT P6SM OVC012 FM1500 28004KT P6SM OVC020 KFSM 201728Z 201818 00000KT P6SM OVC015 TEMPO 1822 4SM -SN OVC008 FM0000 08003KT P6SM OVC015 TEMPO 0812 2SM BR OVC008 FM1200 00000KT P6SM OVC012 TEMPO 1518 BKN025 KMLC 201728Z 201818 13003KT P6SM BKN025 OVC045 TEMPO 1822 4SM -SN BKN015 FM0200 18003KT P6SM BKN025 TEMPO 0812 3SM BR OVC010 FM1200 18003KT P6SM BKN025 TEMPO 1216 SCT025 FM1600 18006KT P6SM SCT025 KOKC 201733Z 201818 VRB03KT 3SM BR SCT003 OVC015 TEMPO 1819 1SM -SN BR BKN002 OVC015 FM1900 VRB03KT 5SM BR OVC015 FM2000 VRB03KT P6SM BKN020 TEMPO 2123 SCT020 FM0500 VRB03KT 5SM BR BKN010 FM1000 VRB03KT 2SM BR BKN008 FM1300 VRB03KT 5SM BR SCT008 FM1500 22004KT P6SM SCT015
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		3000	6000	9000	12000
Winds Aloft	LIT	2609	2913-04	3220-06	3027-11
	FMS	2705	2811-04	3117-06	3018-11
	OKC	3107	3114-01	3316-04	3516-09

External pressures: The purpose of your trip is to attend an important business meeting with clients in Oklahoma City at 9am on Monday morning. Since it involves a large contract for your company, a lot of money is at stake and your chief financial officer will be accompanying you on this trip.

ADM Flight Scenario 3



Trip: Day VFR cross-country from Spartanburg, SC (KSPA) to Columbia, SC (KCAE). Distance is 78 nm; ETE is 45 minutes. ETD is 2200Z.

Pilot: You are a new private pilot. You have logged 75 hours (10 hours since passing the private pilot checkride). You now have 5 hours of PIC cross-country time, and you have logged 5 hours of night flying (all dual). You plan to check out soon in the flight school's DA 40 Diamond Star, but so far you have flown only the late model C172 in which you learned to fly.

In consultation with your flight instructor, you have developed the following personal minimums. On your instructor's recommendation, you have decided to adhere to these minimums until you have logged at least 150 hours of total time, and at least 50 hours of PIC cross-country time.

Weather Condition		VFR
Ceiling		
	VFR DAY	3,500 feet
	VFR NIGHT	6,000 feet
Visibility		
	VFR DAY	7 miles
	VFR NIGHT	10 miles
Turbulence (Wind)		
	Surface Wind Speed	10 knots
	Surface Wind Gusts	5 knots
	Crosswind Component	5 knots
Performance Issues		
	Minimum Takeoff Distance	3,000 feet
	Minimum Landing Distance	3,000 feet
	Maximum Density Altitude	3,000 feet

Aircraft: You will fly a C172 with conventional instruments ("steam gauges") and dual nav/comms. You do not have a panel mounted or handheld GPS. When you review the aircraft discrepancy log, you see that the attitude indicator is inoperative. Repairs have been deferred, and the AI has been properly placarded as "inop."

enVironment: You have made this trip several times in training, so you are very familiar with the route and the airport. Here are excerpts from your weather briefing:

METARS	KGSP 202153Z 15005KT 10SM CLR 07/M03 A3016 KCAE 202056Z VRB03KT 10SM FEW240 10/M06 A3019
TAFS	KGSP 201738Z 201818 VRB03KT P6SM FEW040 SCT250 KCAE 201725Z 201818 06007KT P6SM SCT250 FM0000 VRB03KT P6SM SCT250 FM0400 00000KT P6SM BKN250 FM1400 05005KT P6SM BKN250

Winds Aloft		3000	6000	9000	12000
	GSP	3507	3108-03	2617-03	2726-08
	FLO	3211	2615+00	2527-02	2634-07
	CAE	3207	2712+00	2624-01	2633-06

External pressures: You are trying to log cross-country time in preparation for instrument training. You want to start IFR training in the next 6 weeks, so you are anxious to log XC time as quickly as possible.

ADM Flight Scenario 4



Trip: Day IFR XC from Eugene, Oregon (KEUG) to Seattle, Washington (KSEA). Distance is 204 nm; ETE is 1:40. ETD is 2130Z.

Pilot: You are an instrument-rated commercial pilot with 1,500 hours. Most of your time (1,000 hours) was logged flying as a traffic reporter for a local radio station. You have 95 hours of cross-country time, 30 hours of night flying time, and 10 hours of experience in instrument meteorological conditions (IMC). Although your IMC experience

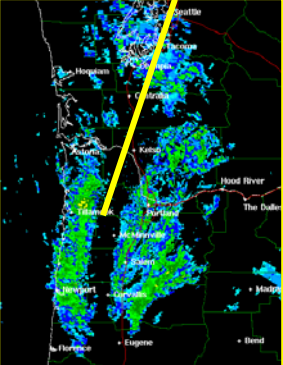
is limited, your traffic flying job has given you considerable experience with flying in marginal VFR conditions. You trained in the C172 and, since you use the Skyhawk for your professional flying, almost all of your flying experience has been logged in this aircraft. You are, however, checked out in the DA40 Diamond Star with G1000 avionics, and logged about 8 hours of experience in this aircraft shortly after your checkout last year.

Aircraft: You will fly a rented DA40 Diamond Star with G1000 avionics. The aircraft has traffic information service (TIS) and XM weather datalink.

enVironment: Below is an excerpt from your weather briefing:

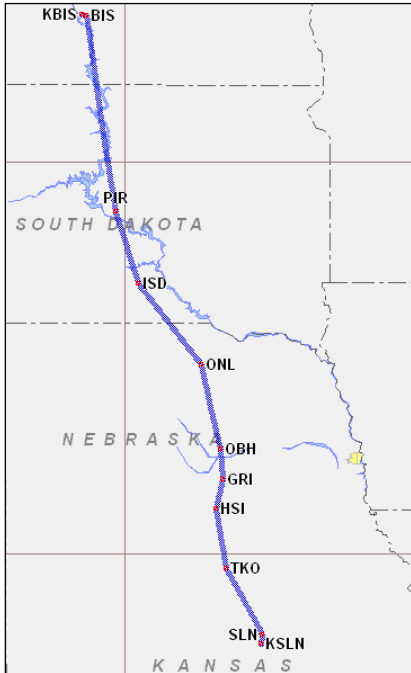
METARS	KEUG 202054Z 35006KT 5SM BR SCT060 BKN080 07/06 A2999 RMK RAB17E29 KSLE 201956Z 00000KT 8SM OVC055 05/03 A3001 RMK AO2 RAB05E54 KPDX 202055Z 13009KT 4SM RA BR BKN040 OVC065 04/02 A3005 RMK RAE01B19 KSEA 202056Z 00000KT 10SM -RA BKN037 OVC060 11/08 A2997 RMK RAB13
TAFS	KEUG 201739Z 201818 VRB03KT 3SM BR SCT004 OVC050 TEMPO 1820 -RA FM2000 VRB03KT 4SM -RA BR BKN012 OVC030 FM0000 19004KT 4SM -SHRA BR BKN025 BKN050 FM0900 VRB03KT 1/4SM FG VV001 FM1600 15004KT 5SM BR VCSH BKN015 OVC050 KSLE 201739Z 201818 VRB03KT 6SM -RA BR SCT030 OVC050 FM2100 VRB03KT 3SM -RA BR SCT020 OVC045 FM0000 18004KT P6SM -SHRA BKN035 BKN050 FM0900 VRB03KT 1SM BR VCSH BKN003 BKN050 KPDX 201739Z 201818 11012KT P6SM SCT050 OVC080 TEMPO 1820 -RA FM2000 11012KT P6SM -RA SCT030 OVC050 FM2300 13010KT P6SM -SHRA SCT020 OVC040 FM1500 10013KT P6SM -SHRA SCT020 OVC050 KSEA 201720Z 201818 12008KT P6SM BKN050 OVC090 TEMPO 1822 -RA OVC040 FM1600 12012KT P6SM -RA OVC040

Winds Aloft		3000	6000	9000	12000
	PDX	1720	2143+04	2152-02	2157-08
	RDM	1823+06	2147+01	2147-05	2157-18
	SEA	1934	2152+04	2159-02	2160-08

	<p>Radar display at the time of your preflight briefing for the trip (approximate course overlay shown in yellow)</p>
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External pressures: With a three-day weekend coming up (i.e., no regular traffic reporting flight on Monday), you have rented the aircraft for a 200-mile cross-country to visit your significant other. You have not seen one another for 6 weeks and, since your loved one departs in 2 weeks for a six-month work assignment overseas, this weekend is probably your last chance to be together for some time.

ADM Flight Scenario 5



Trip: Day IFR cross-country from Bismarck, ND (KBIS) to Salina, KS (KSLN). Distance is 513 nm; ETE is 3:42. You plan to depart on Friday afternoon after finishing training flights with the three students you have scheduled for today. ETD is 2200Z.

Pilot: You are a flight instructor with instrument and multi-engine privileges on your commercial and flight instructor certificates. You have logged approximately 1,275 hours and, since you work 6 days a week as a flight instructor, you are current and proficient. Most of your flight experience has been in single-engine aircraft; however, you now have several students in the Piper Seminole. All but 10 hours of your 190 hours of multi-engine time have been logged in the Seminole. Except for one cross-country trip in instrument

meteorological conditions (IMC), all of your multi-engine flight time has taken place in visual meteorological conditions (VMC). You are, however, comfortable in IMC because you currently have 2 advanced instrument students and have taken both of them into actual instrument conditions in the past two weeks.

Aircraft: You have rented a Piper Aztec (PA-23-250) for the trip. It has conventional instrumentation, with no ice protection or weather avoidance gear. You are using a handheld GPS to help with navigation. Fuel burn is approximately 26 gph, and you have four 36-gallon tanks (144 gallons, 138 usable).

enVironment: Here are excerpts from your weather briefing:

METARS	KBIS 202152Z 0000KT 10SM CLR M07/M13 A3011 KPIR 202153Z AUTO 22004KT 10SM CLR M05/M12 A3019 KVTN 202152Z AUTO 25004KT 10SM CLR 00/M09 A3018 KLBF 202153Z AUTO 19004KT 10SM CLR 04/M12 A3021 KSLN 202153Z AUTO 29006KT 6SM BR OVC007 M03/M06 A3034
TAFS	KBIS 201732Z 201818 26005KT P6SM SKC FM0300 28004KT P6SM SKC FM1200 VRB02KT P6SM SCT007 KPIR 201724Z 201818 VRB03KT P6SM SKC FM0100 23006KT P6SM SKC FM1400 25005KT P6SM SCT035 KVTN 201722Z 201818 28006KT P6SM FEW250 FM0100 24004KT P6SM FEW250

	FM1400 26010KT P6SM SCT250 KLBF 201722Z 201818 27004KT P6SM FEW250 FM0400 29002KT P6SM FEW250 FM1500 29008KT P6SM SCT250 KSLN 202137Z 202218 28006KT P6SM OVC010 TEMPO 2223 4SM BR OVC005 FM2300 27006KT P6SM SCT020 TEMPO 0913 3SM BR
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		3000	6000	9000	12000
Winds Aloft	MOT	2817+03	2818-04	3022-11	3035-22
	PIR	3113+02	3016-03	3020-09	3021-22
	ICT	3107	3413-01	3515-04	0117-09
	SLN	3408	3414-01	3615-04	0119-09

External pressures: To qualify for an interview with a regional airline, you need a minimum of 1,200 hours total time and 200 hours of multi-engine time. Anxious to advance your flying career, you have decided to bite the bullet and accumulate the remaining 10 hours you need during a weekend trip to visit your significant other, who lives several states away. You have to be back at work on Monday morning.

ADM Flight Scenario 6



Trip: Day IFR cross-country from Salina, KS (KSLN) to Bismarck, ND (KBIS). Distance is 513 nm; ETE is 3:42. ETD is 1800Z. This trip is the return portion of the flight described in ADM Scenario 5.

Pilot: You are a flight instructor with instrument and multi-engine privileges on your commercial and flight instructor certificates. You have logged approximately 1,279 hours and, since you work 6 days a week as a flight instructor, you are current and proficient. Most of your flight experience has been in single-engine aircraft; however, you now have several students in the Piper Seminole. All but 14 hours of your 194 hours of multi-engine time have been logged in the Seminole. Except for one cross-country trip in instrument meteorological conditions (IMC), all of your multi-engine flight time has taken place in visual

meteorological conditions (VMC). You are, however, comfortable in IMC because you currently have 2 advanced instrument students and have taken both of them into actual instrument conditions in the past two weeks.

Aircraft: You have rented a Piper Aztec (PA-23-250) for the trip. It has conventional instrumentation, with no ice protection or weather avoidance gear. You are using a handheld GPS to help with navigation. Fuel burn is approximately 26 gph, and you have four 36-gallon tanks (144 gallons, 138 usable).

enVironment: Here are excerpts from your weather briefing:

METARS	KSLN 291653Z 16009KT 10SM CLR 10/02 A2972 KLBF 291653Z AUTO 21003KT 7SM -RA OVC050 03/M01 A2959 KGRI 291853Z 15013KT 10SM SCT065 BKN100 04/01 A2958 KVTN 291652Z AUTO 20013KT 10SM SCT100 07/03 A2945 KPIR 291653Z AUTO 10013KT 10SM FEW024 BKN045 OVC049 02/00 A2944 KBIS 291743Z 03005KT 1/2SM SN FZFG FEW005 OVC012 M01/M02 A2958
TAFS	KSLN 291723Z 291818 17014KT P6SM BKN100 FM0200 23008KT P6SM SCT100 FM0700 28017KT P6SM SCT100 FM1500 30018G28KT P6SM FEW040 SCT200 KLBF 291722Z 291818 22007KT P6SM SCT080 TEMPO 1819 -SHRA OVC050 FM2100 28020G28KT P6SM SCT050 FM0200 31016KT P6SM BKN050 FM0600 32010KT P6SM BKN035

	TEMPO 0609 BKN025 FM1400 30014KT P6SM SCT040 KGRI 291722Z 291818 16011KT P6SM SCT040 BKN120 TEMPO 2023 -RA OVC040 FM0000 18014KT P6SM SCT040 BKN120 FM0300 24014KT P6SM OVC040 FM0800 30014G22KT P6SM OVC020 KVTN 291722Z 291818 21016G22KT P6SM BKN120 FM2100 30025G32KT P6SM SCT100 FM0000 32018KT P6SM OVC015 TEMPO 0205 4SM -RASN BR OVC010 FM0500 32015KT 3SM -SN BR OVC008 FM0800 32012KT P6SM OVC015 TEMPO 0812 5SM -SN BR OVC008 FM1600 32017KT P6SM OVC020 KPIR 291739Z 291818 11015KT P6SM SCT025 BKN040 OVC060 FM2100 01010KT P6SM SCT020 BKN030 OVC050 FM0000 34015G22KT 5SM -RASN OVC030 TEMPO 0103 1SM -SN FM0300 33017G25KT 1SM -SN OVC015 FM1200 33012KT P6SM -SN SCT015 BKN030 FM1600 33012KT P6SM SCT030 BKN150 KBIS 291724Z 291818 04006KT 1SM -SN BR SCT012 OVC025 TEMPO 1822 1/2SM -FZDZSN FZFG OVC005 FM0600 36008KT 2SM -SN OVC008 FM1400 32010KT 5SM -SN OVC012
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		3000	6000	9000	12000
Winds Aloft	SLN	1930	2226+08	2523+02	2519-03
	ICT	2026	2222+08	2516+03	2513-02
	PIR	2317+03	2423-02	2528-06	2525-17
	MOT	3308-02	3311-09	3205-14	2720-19

External pressures: As described in ADM Scenario 5, you have made this trip to visit your significant other and to build multi-engine time for your airline interview. It is Sunday afternoon, and you have to be back at work on Monday morning.