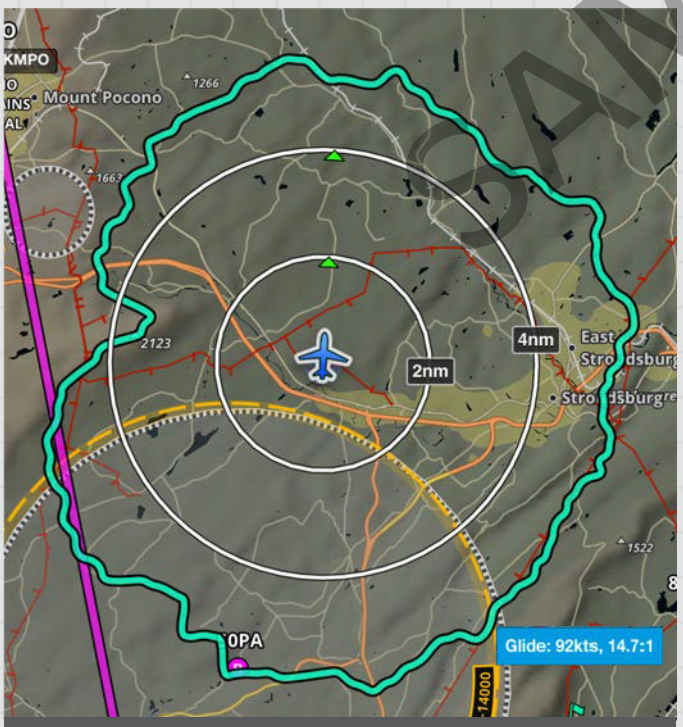
TASK D. CROSS-COUNTRY FLIGHT PLANNING (CONTINUED)

PA.I.D.K1a	a. Use of an electronic flight bag (EFB), if used 2
PA.I.D.K2	Altitude selection accounting for terrain and obstacles, glide distance of airplane, VFR cruising altitudes, and effect of wind. 3



With so many EFBs and GPS navigators offering glide range rings, it's essential to put in a slightly conservative number for glide ratio to allow for misconfiguration or imperfect technique for at least some of the glide. It's also important to know if the edge of the ring represents where the airplane will be at 1000' AGL or ground level. — PilotWorkshops

2 | Make Sure the Downloads Are Up-to-Date

According to the "applicant's checklist" in the back of the ACS, it is the applicant's decision to use paper or digital products, not the examiner's. — *Pete R. (DPE)*

I *will* ask you how you know the information on your EFB is up-to-date. — *David G. (DPE)*

3 | Determine the Altitude You Could Use *That Day*

The applicant briefed that indicated ceilings along the route would be 3500 feet MSL or less, but the applicant's navigation log indicated 5500 feet. Winds and other parameters for 5500 feet were used in the navigation log. When questioned, the conflict was not apparent to the applicant. Not integrating the day's weather into the proposed cross-country is more common than you might expect. Don't be that pilot. — *Bob N. (DPE)*.

I always assign a route with airspace, mountains, or some problem to discourage a straight-line GPS route. I'll always ask, "What's the lowest ceiling and visibility you would fly this trip?" Hopefully a discussion of PAVE and personal minimums ensues. — *David S. (DPE)*

One of the first questions I ask on a practical exam is "What altitude did you choose and why?" This question covers many of the areas in the ACS. It can go downhill when applicants plan their route through an MOA, restricted areas, etc., without checking the altitudes and active times of the airspace. Many can't find that information on their EFB.
The best advice is: Know how to use your EFB to get the same information that you could on a paper chart. — *Sarah R. (DPE)*

Know Your Real Glide Ratio

It's important to understand how aircraft configuration can affect glide distance. Most trainers only have flaps for configuration, but the examiner might still ask.
For example, the Piper Saratoga lists a glide ratio of roughly 10:1—but only with the gear up, flaps up, and a prop that has been pulled back to low RPM/high pitch. The emergency procedure for engine out does not specify pulling the prop lever back. It's in the amplified procedure, which one no one will consult during a true engine-out situation. — *Catherine C. (DPE)*