



#2

# Visual Cues of the Practice Area

## Lesson flow:

- Organizing Your Kneeboard
- Identifying Your Position
- Position Reporting
- Looking for Traffic

# Organizing Your Kneeboard

This is how *I* like to fly, but **practice chairflying to find what is most comfortable for you!**



# Identifying Your Position: WHERE ARE YOU?

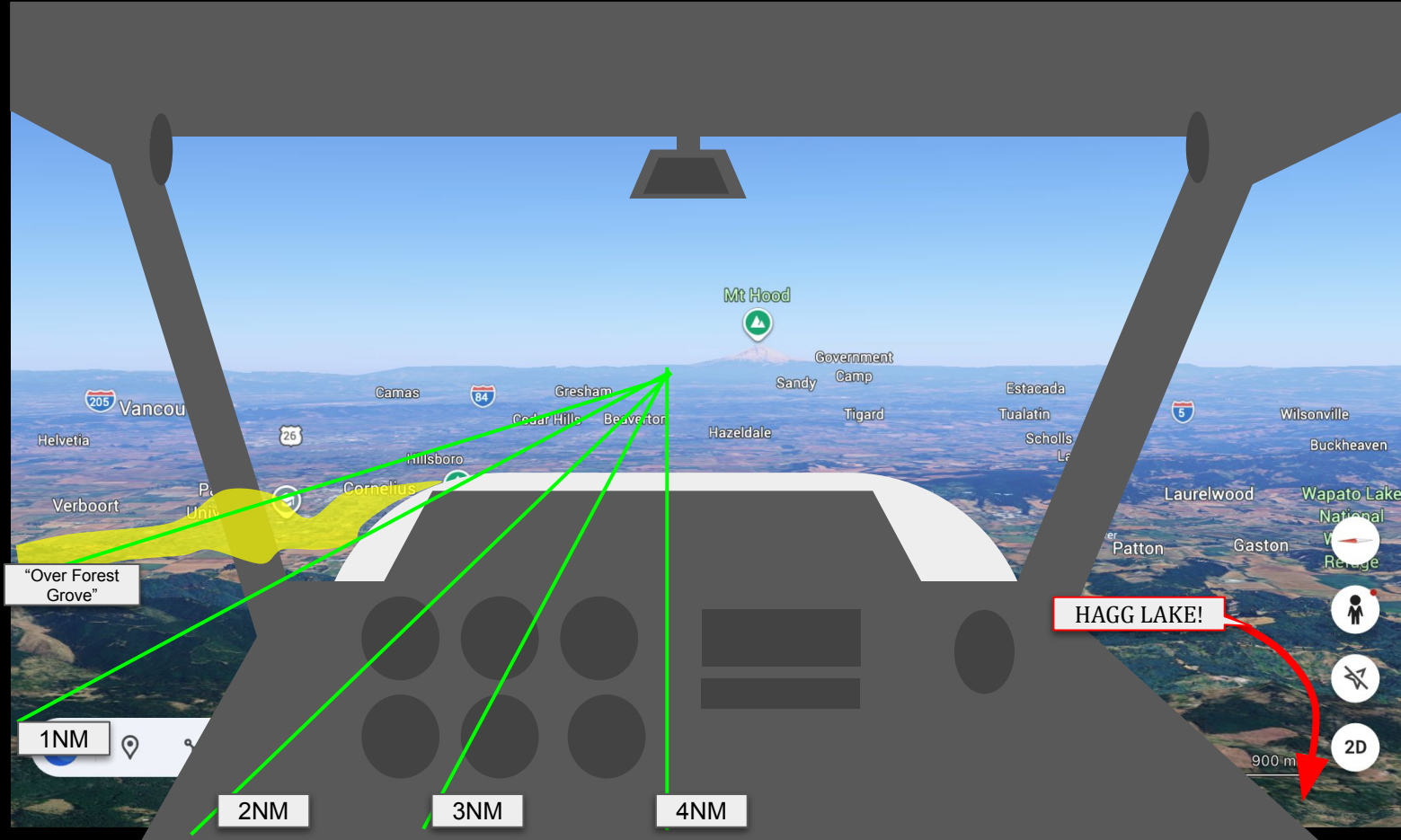


900 m

# YOU ARE: South-West of Forest Grove, looking to the East



# Now give a Position report



*"West Practice Area, Cessna 760 Over Hagg Lake, 5,000. Eastbound"*



900 m

# Fewer words = more relaxed pilot!

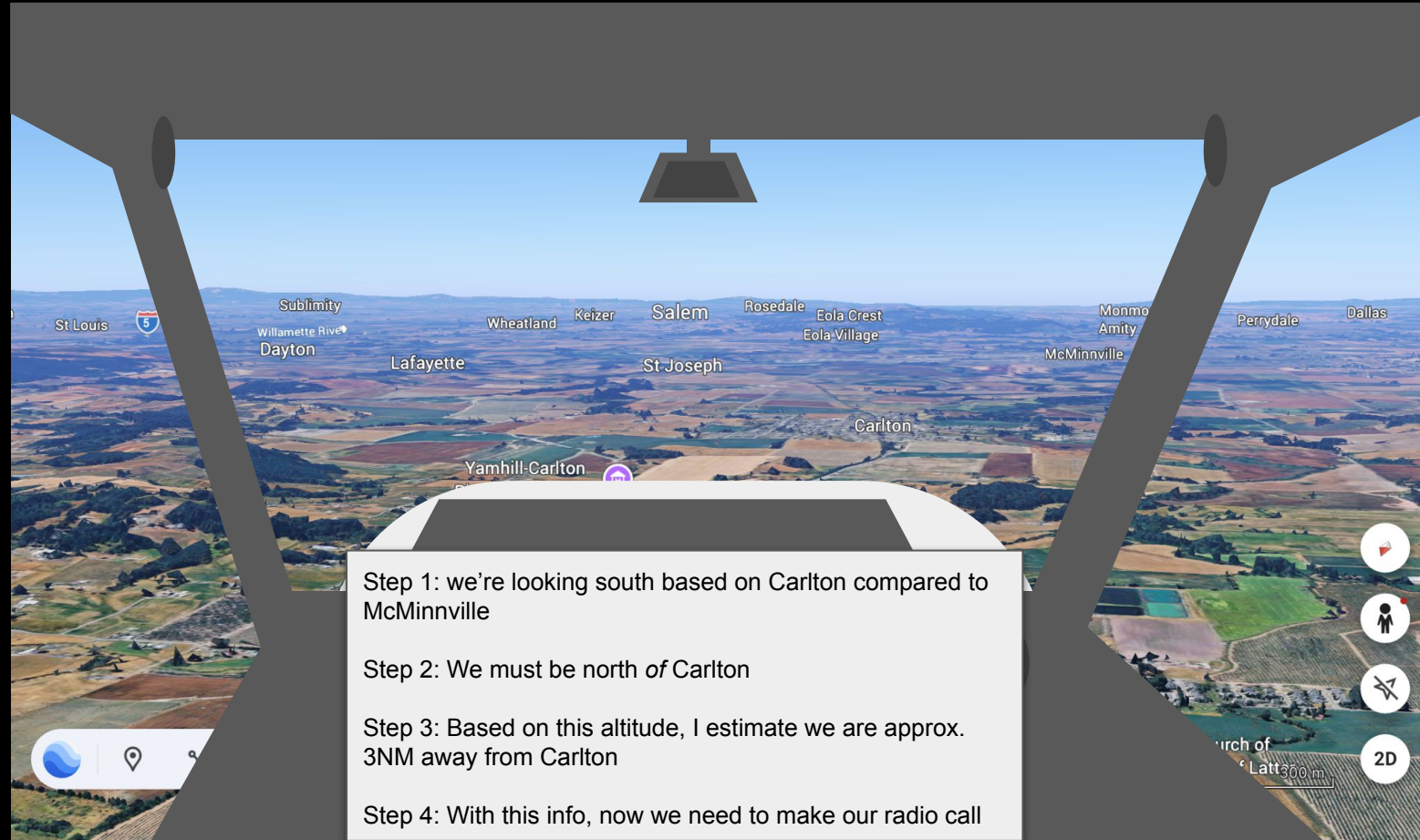
“West Practice Area, Cessna 7GS Over Hagg Lake, 5,000. Eastbound”

- ~~“Cessna N707GS”~~, instead just: **“7GS”**
- ~~“5,000 feet”~~, instead just **“5,000”**
- ~~“Currently heading to the east”~~ instead just **“Eastbound”**
- ~~“Uh”, “Um...”, “The”, “At”, “Going to”~~ instead, just the *required words*



“Over Hagg Lake” -> we are within 1NM of the lake, so *it's ok* to just say we're over it

# Identifying Your Position: WHERE ARE YOU?



Step 1: we're looking south based on Carlton compared to McMinnville

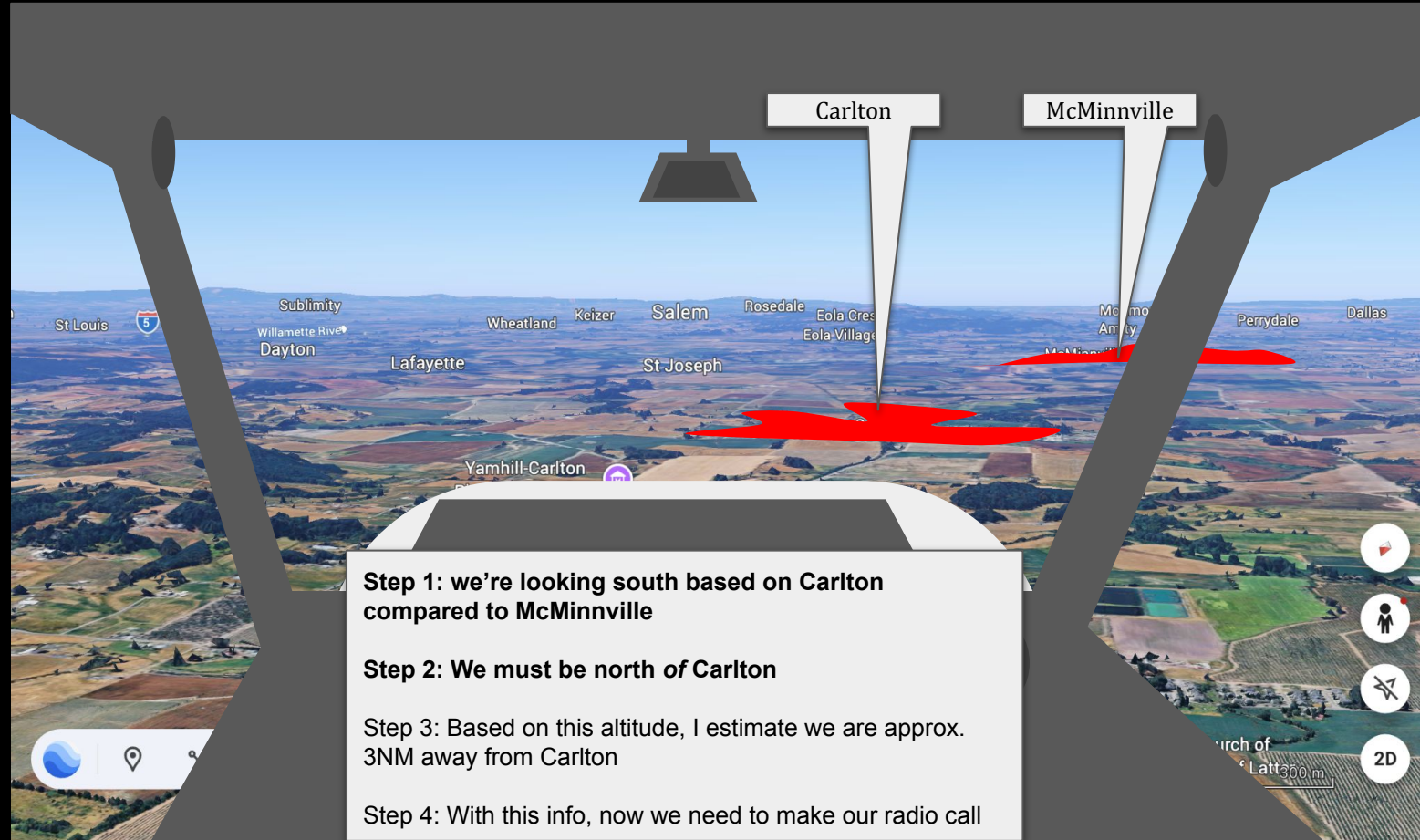
Step 2: We must be north of Carlton

Step 3: Based on this altitude, I estimate we are approx. 3NM away from Carlton

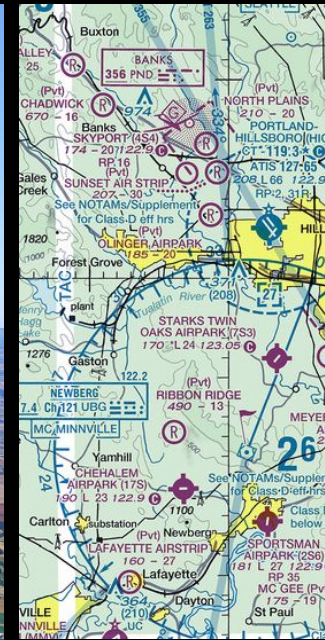
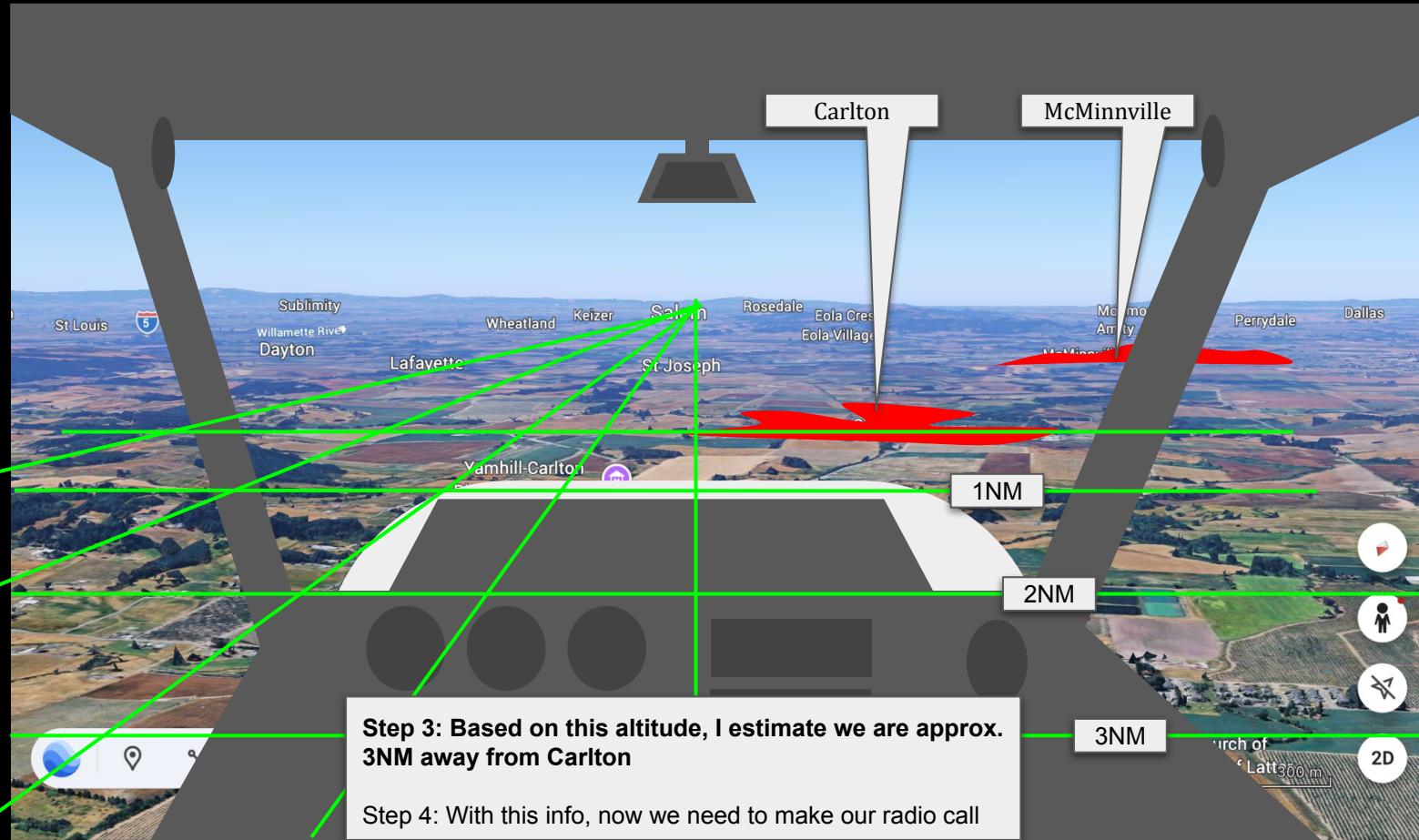
Step 4: With this info, now we need to make our radio call



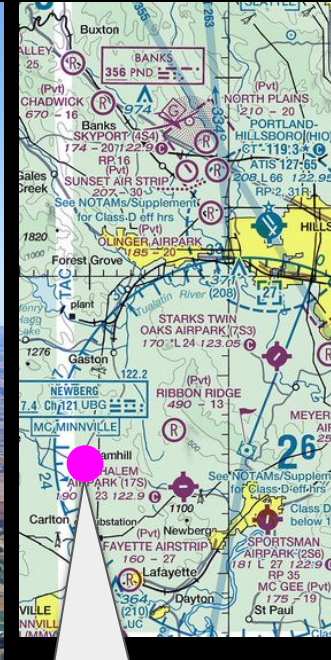
# Identifying Your Position: WHERE ARE YOU?



# Identifying Your Position: WHERE ARE YOU?



# Identifying Your Position: WHERE ARE YOU?



*“West Practice Area,  
Cessna 7GS Over  
Yamhill, 1,500.  
Southbound”*

**Step 4: With this info, now we need to make our radio call**

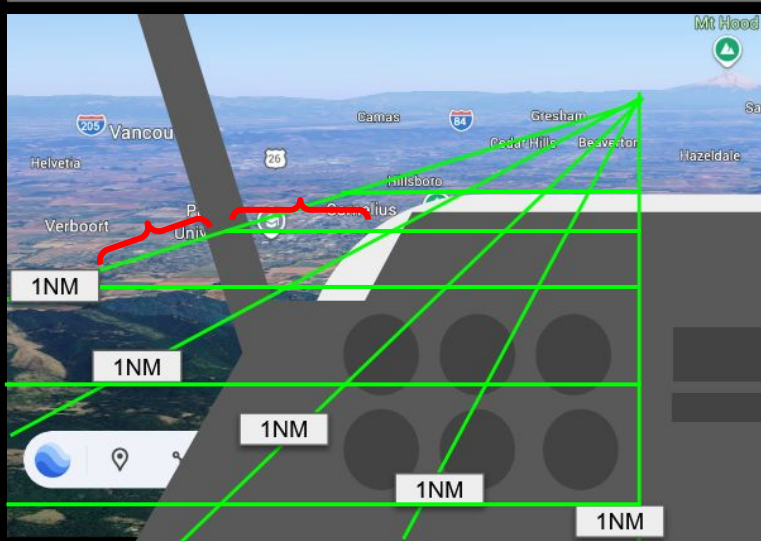
# Finding Your Way - West Practice Area



# Important Note:

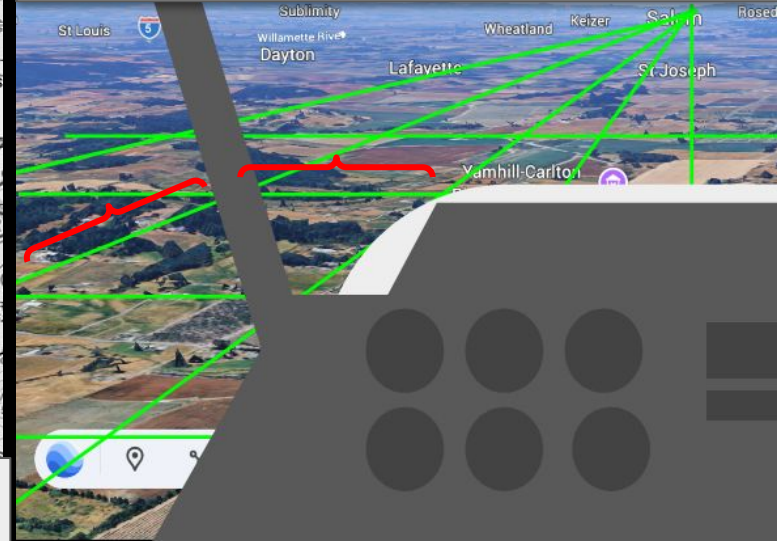
Notice how distance estimations are slightly different depending on altitude!

At 5,000ft, each NM seems very small to us because the terrain is far away

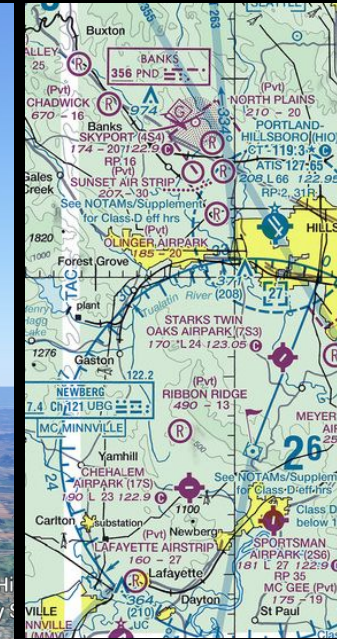


Use the vertical lines of latitude to visualize each NM

At 1,500ft, each NM seems larger to us because the terrain is much closer



# PRACTICE ON YOUR OWN!



# PRACTICE ON YOUR OWN!



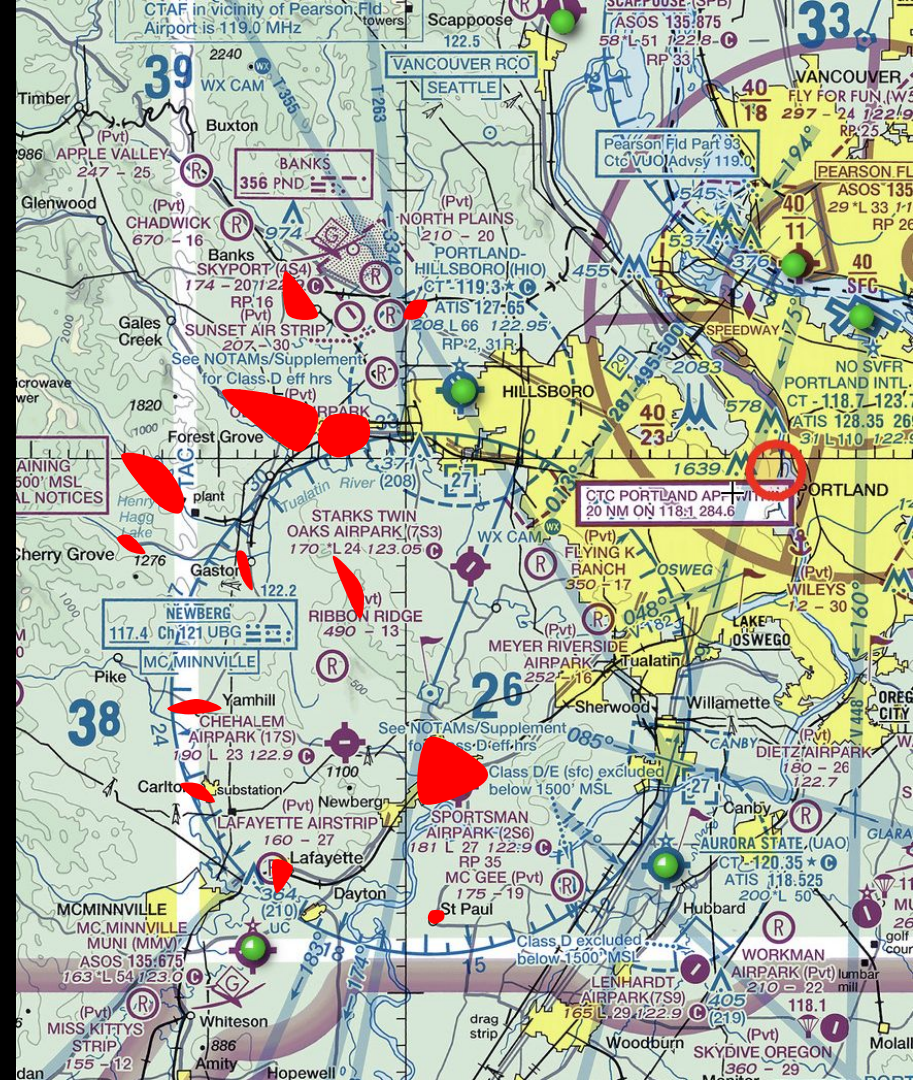
<https://skyvector.com/>



Try with study group!

# KHIO WPA Landmarks:

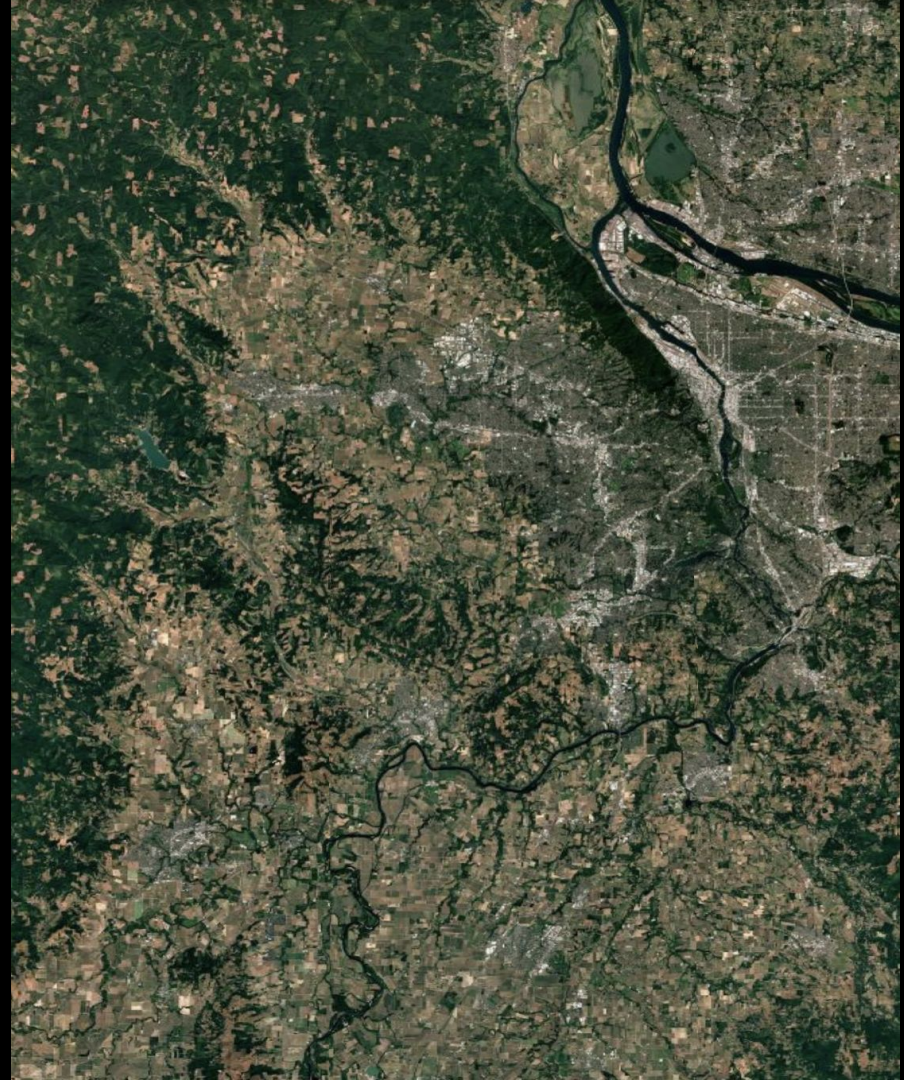
- Forest Grove
- Cornelius
- North Plains
- Banks
- Gales Creek
- Apple Valley
- Bald Peak
- Ribbon Ridge
- Hagg Lake
- Gaston
- Cherry Grove
- Yamhill
- Carlton
- McMinnville
- Newburg
- Lafayette
- Dayton
- St. Paul





# KHIO WPA Landmarks:

- Forest Grove
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# Scenarios: Announcing your position!



Air-To-Air Position Call.  $W=122.75$ ,  $N=122.82$

W/N Practice Area

\_\_\_\_ (tail #)

Over \_\_\_\_ . <-OR-> \_\_\_\_ mile(s) \_\_\_\_ of \_\_\_\_

\_\_\_\_ (altitude)

\_\_\_\_ bound + \* \_\_\_\_

\*Looking out for \_\_\_\_ . We'll stay \_\_\_\_ you.

W/N Practice

# Scenarios: Announcing your position!



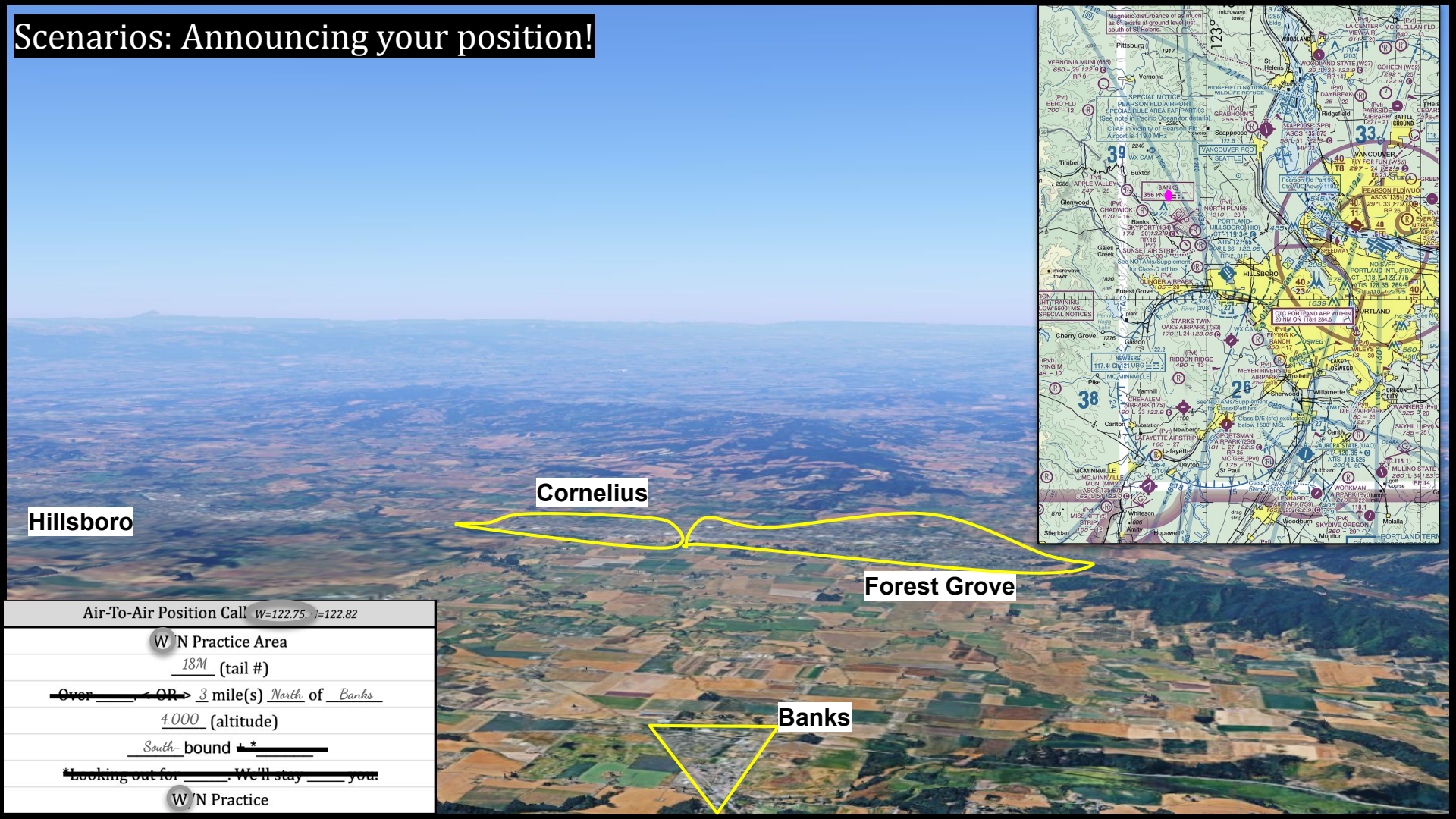
Hillsboro

Cornelius

Forest Grove

Banks

Air-To-Air Position Call	$w=122.75$	$\lambda=122.82$
W N Practice Area		
	<u>18M</u> (tail #)	
Over	<u>OR</u>	<u>3</u> mile(s) North of <u>Banks</u>
	<u>4.000</u> (altitude)	
	South-bound <u>*</u>	
*Looking out for <u>          </u> . We'll stay <u>          </u> you.		
	W N Practice	



# Air-To-Air Position Call. $W=122.75, N=122.82$

## W/N Practice Area

\_\_\_\_\_ (tail #)

Over \_\_\_\_\_. <-OR-> \_\_ mile(s) \_\_\_\_\_ of \_\_\_\_\_

\_\_\_\_\_ (altitude)

\_\_\_\_\_ bound + \* \_\_\_\_\_

\*Looking out for \_\_\_\_\_. We'll stay \_\_\_\_\_ you.

## W/N Practice

1. Tail # -> on air-to-air frequency, you do not need to say full callsign, reduce words to help relax!
  - a. It is ok to just say last 3 digits
2. If you are *approximately* over a city, you can just say your over it.
  - a. If you are *not* over a city, give your *approximate* radial from & distance.
  - b. "3.4 nautical miles" :-(-> too much detail. -> "3 miles" :-)
3. Just altitude. "Feet" not needed.
4. East/North/West/South-Bound
  - a. \*maneuver? -> you *ONLY* need to announce your maneuver if it is significant for other traffic.  
*Ex: Steep spiral = sudden erratic flying, descending ... so, it's a good idea to callout "Steep spiral" here -> \**  
*Slow Flight = typically maintaining altitude, slow, gradual ... not needed to callout "slow flight"*
5. \*LOOKING OUT FOR \_\_\_\_\_ -> you can use this to call another airplane by their tail number to make a plan to avoid each other



On the next slides: PRACTICE WRITING IT OUT YOURSELF!

On the next slides: PRACTICE WRITING OUT YOUR CALL!

Air-To-Air Position Call.  $W=122.75$ ,  $N=122.82$

W/N Practice Area

\_\_\_\_\_ (tail #)

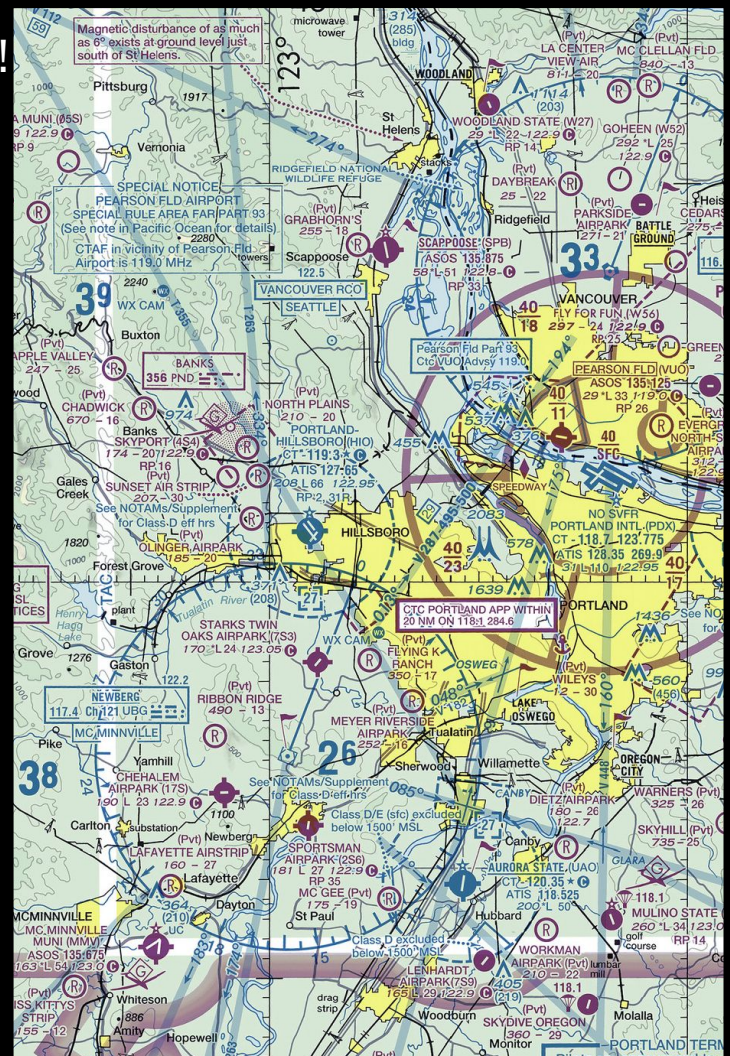
Over \_\_\_\_\_ <-OR-> \_\_\_\_\_ mile(s) \_\_\_\_\_ of \_\_\_\_\_

\_\_\_\_\_ (altitude)

\_\_\_\_\_ bound + \* \_\_\_\_\_

\*Looking out for \_\_\_\_\_. We'll stay \_\_\_\_\_ you.

W/N Practice



**You Try: Announce your position!**























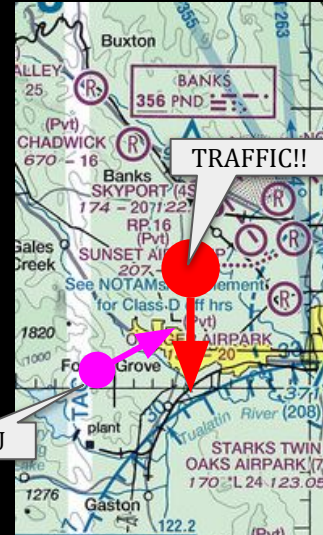








# Look Out for Traffic!

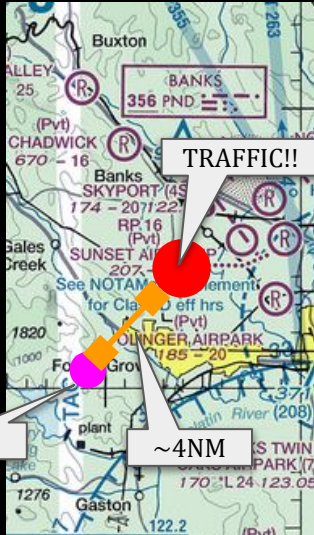
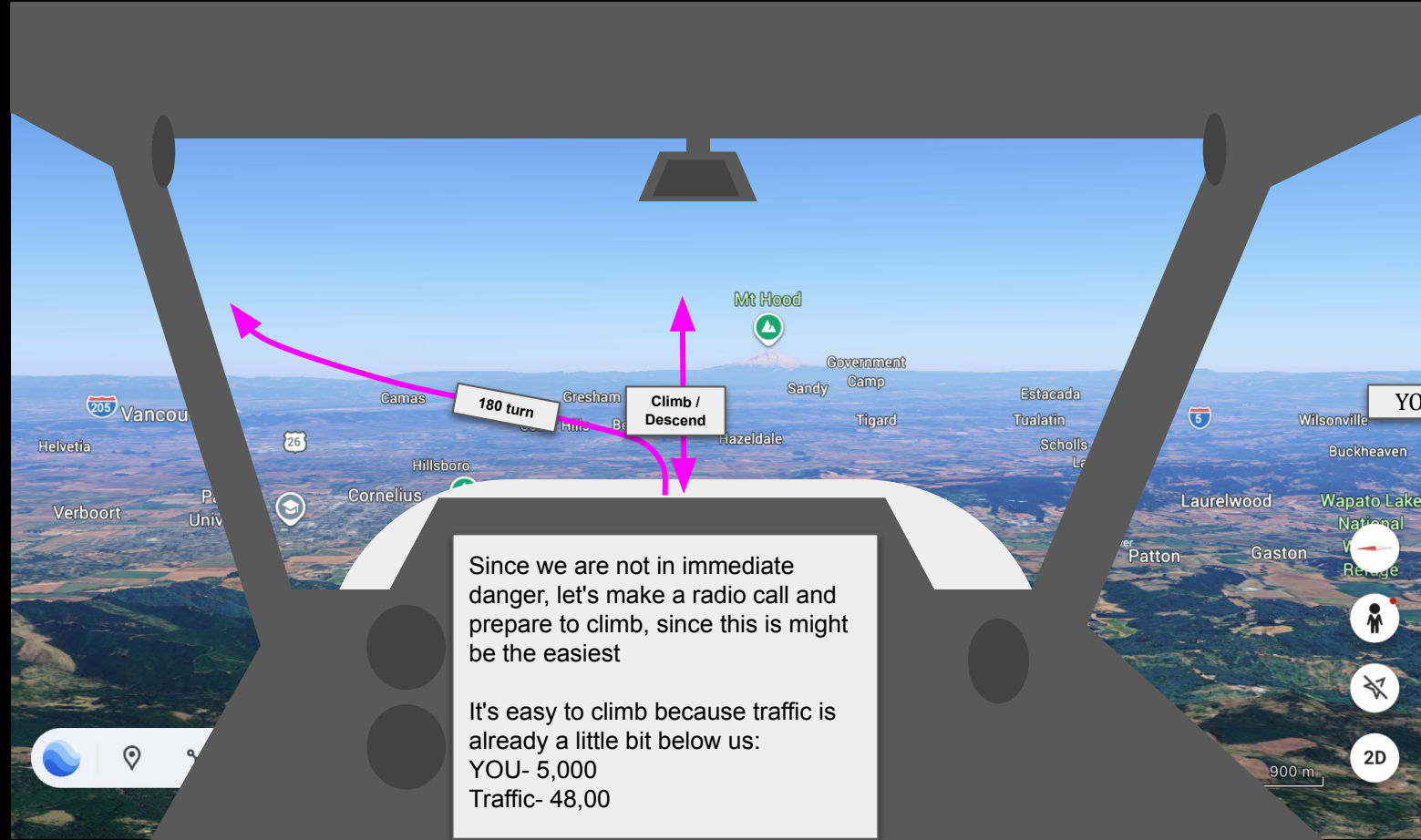


This is not an Immediate danger, but it soon could be!

*THIS* is the time to take action (before a hazard arrives).

How can we avoid traffic?

# Look Out for Traffic!

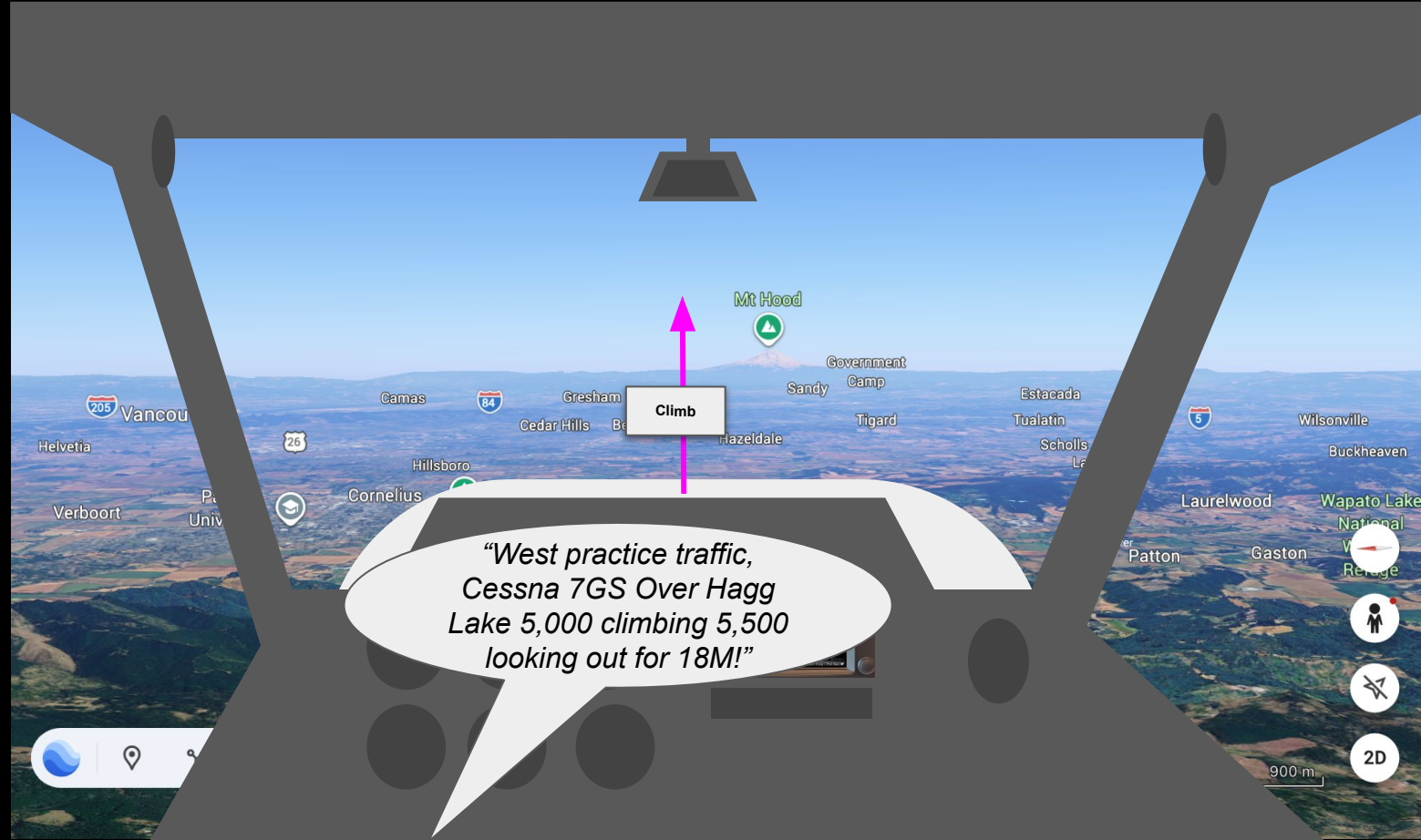


Since we are not in immediate danger, let's make a radio call and prepare to climb, since this is might be the easiest

It's easy to climb because traffic is already a little bit below us:  
YOU- 5,000  
Traffic- 48,00

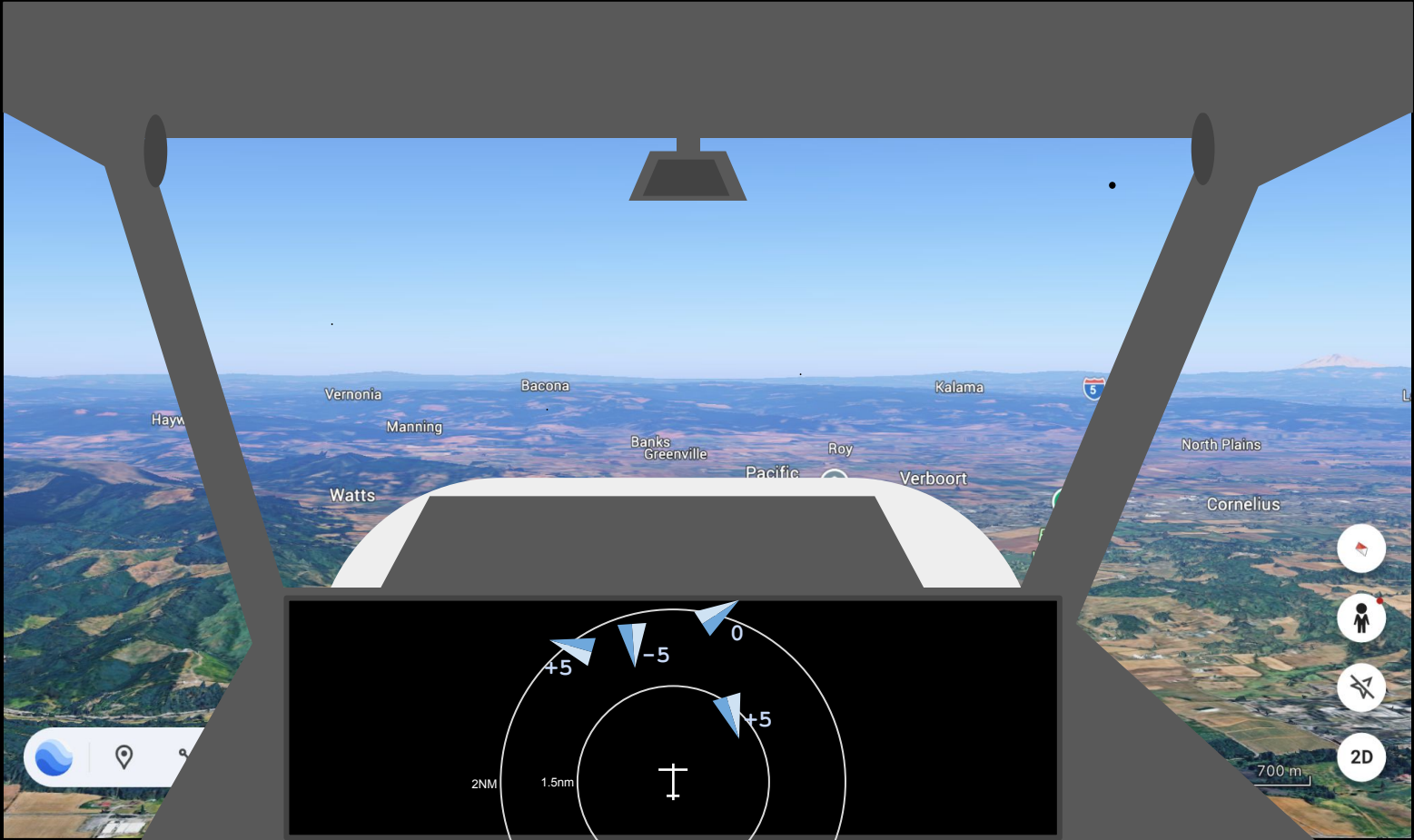
Traffic 4NM away from us, we *probably cannot see*, but we should **START LOOKING OUT** for them, communicate and prepare to **fly away from them**.

# Look Out for Traffic!

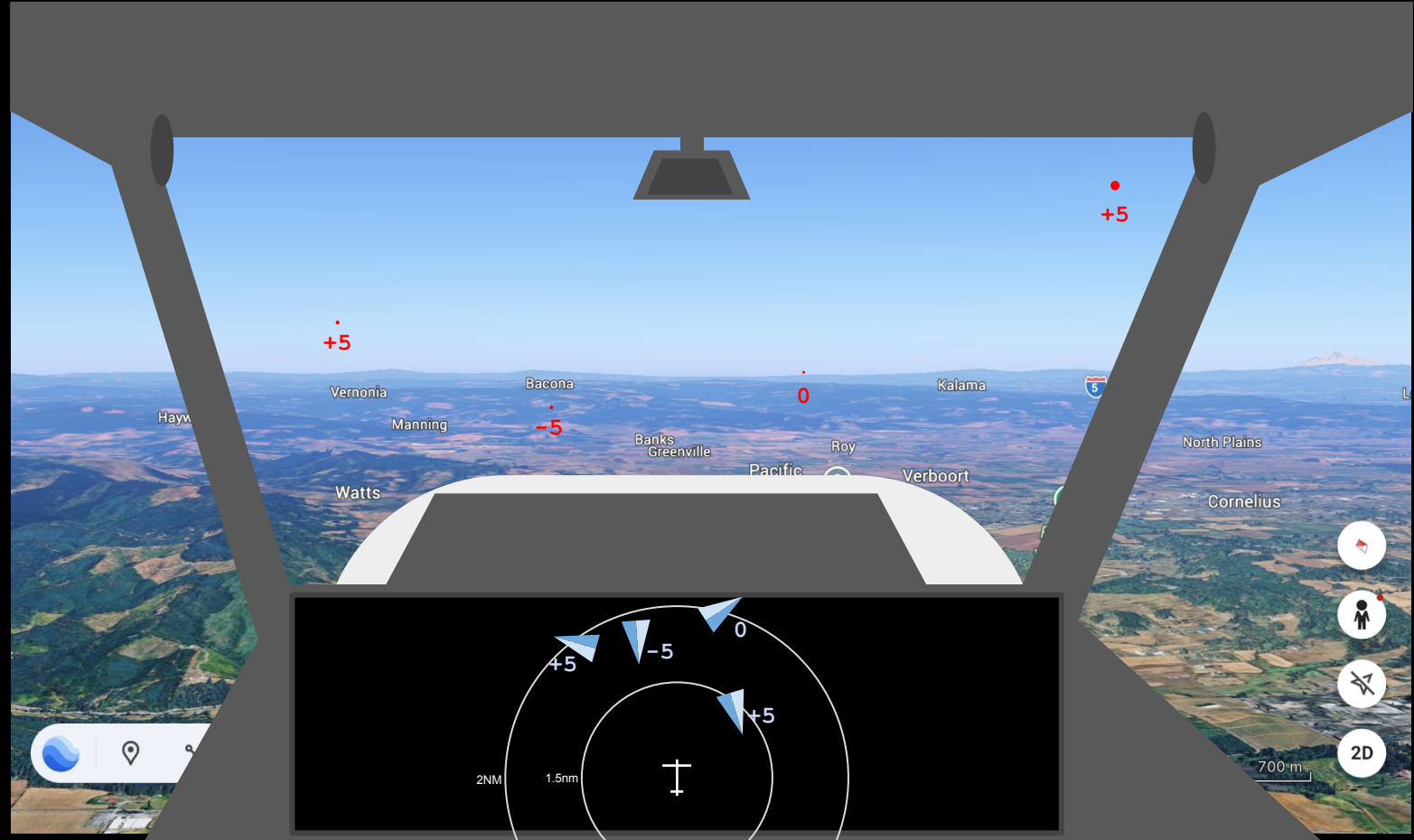


900 m

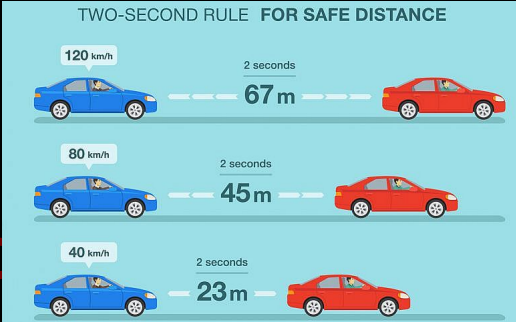
# What Traffic Looks Like:



# What Traffic Looks Like:



# How Far should I avoid traffic?



?

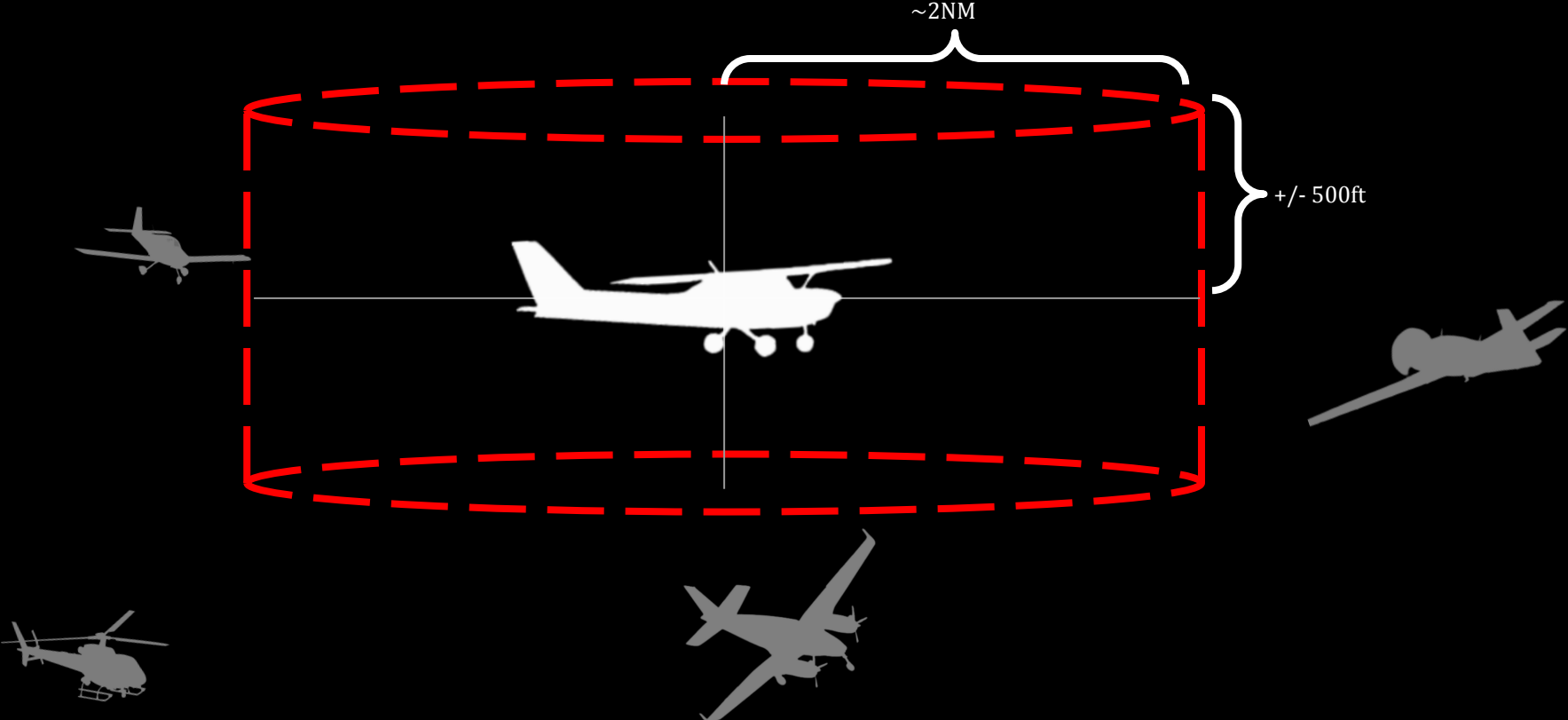
?



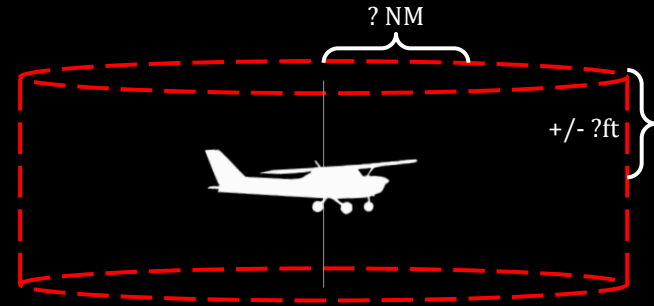
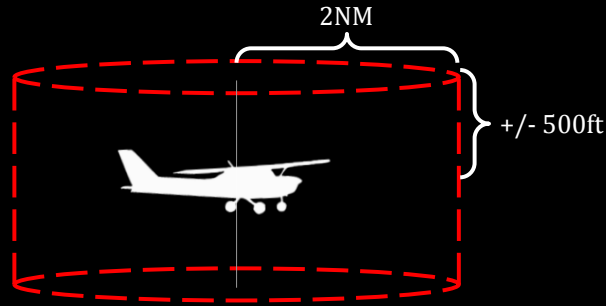
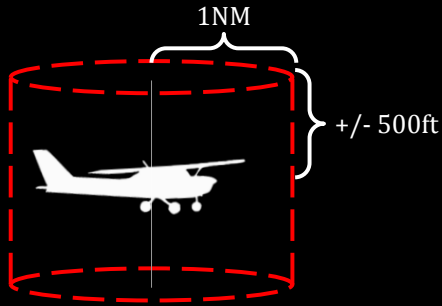
# How Far should I avoid traffic?

~2NM

+/- 500ft



# How Far should I avoid traffic?



## Traffic Pattern?

It is common for planes to get stacked up close to each other by a control tower. This might still be safe though because pilots are flying predictable traffic pattern (not erratic maneuvering like WPA). Consider what a close distance safety margin might be.

## Practice Area?

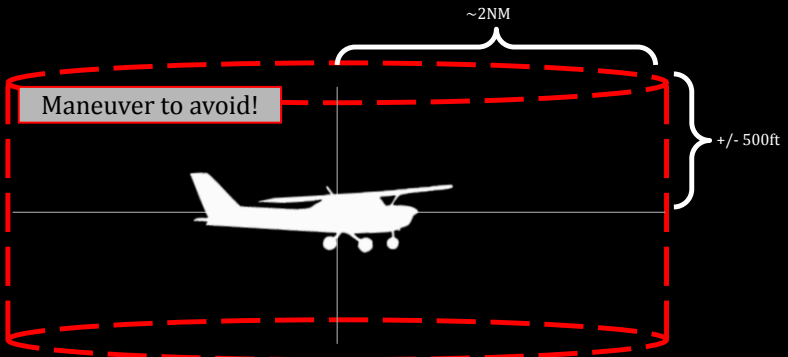
In practice areas, you might prefer a slightly larger safety margin than compared to a traffic pattern, as traffic will likely be maneuvering erratically.

## Cross Country?

With a faster forward speed, your reaction time will be decreased. Consider for yourself if you fly a fast plane you may want more margin. If you're cruising slowly, then your practice area margin might just do.

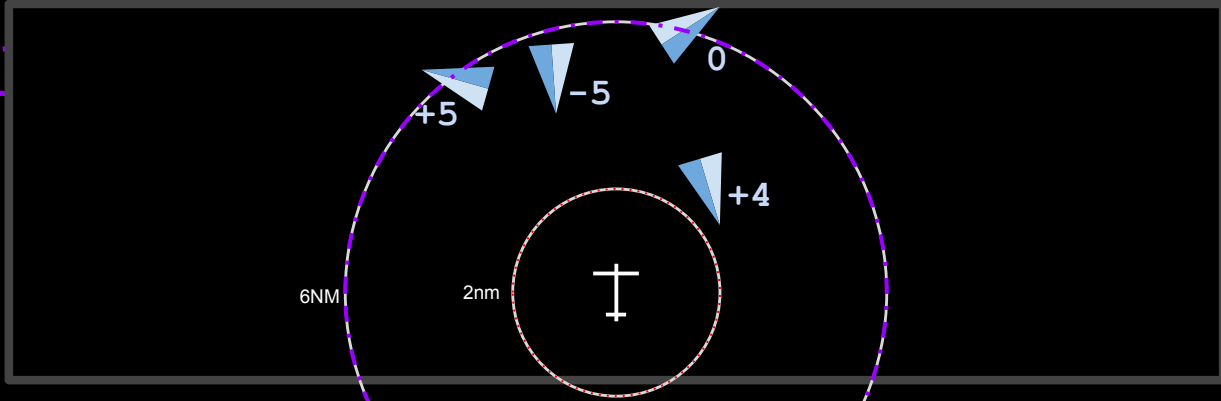
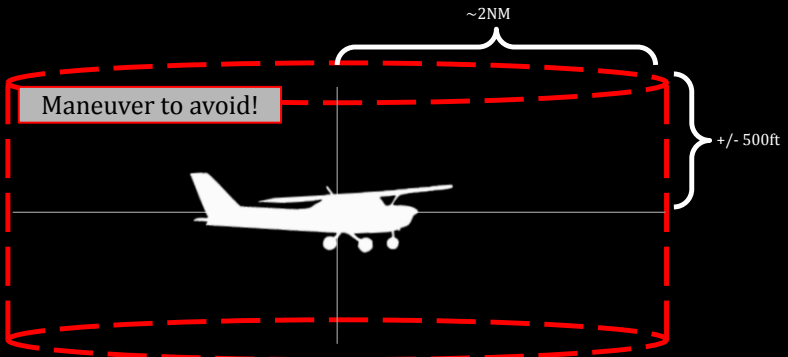
# How Far should I avoid traffic?

**PLAN AHEAD!** Look for traffic here, and determine if they *will* become a hazard. Consider small heading/alt change. **Prevent conflict here.**



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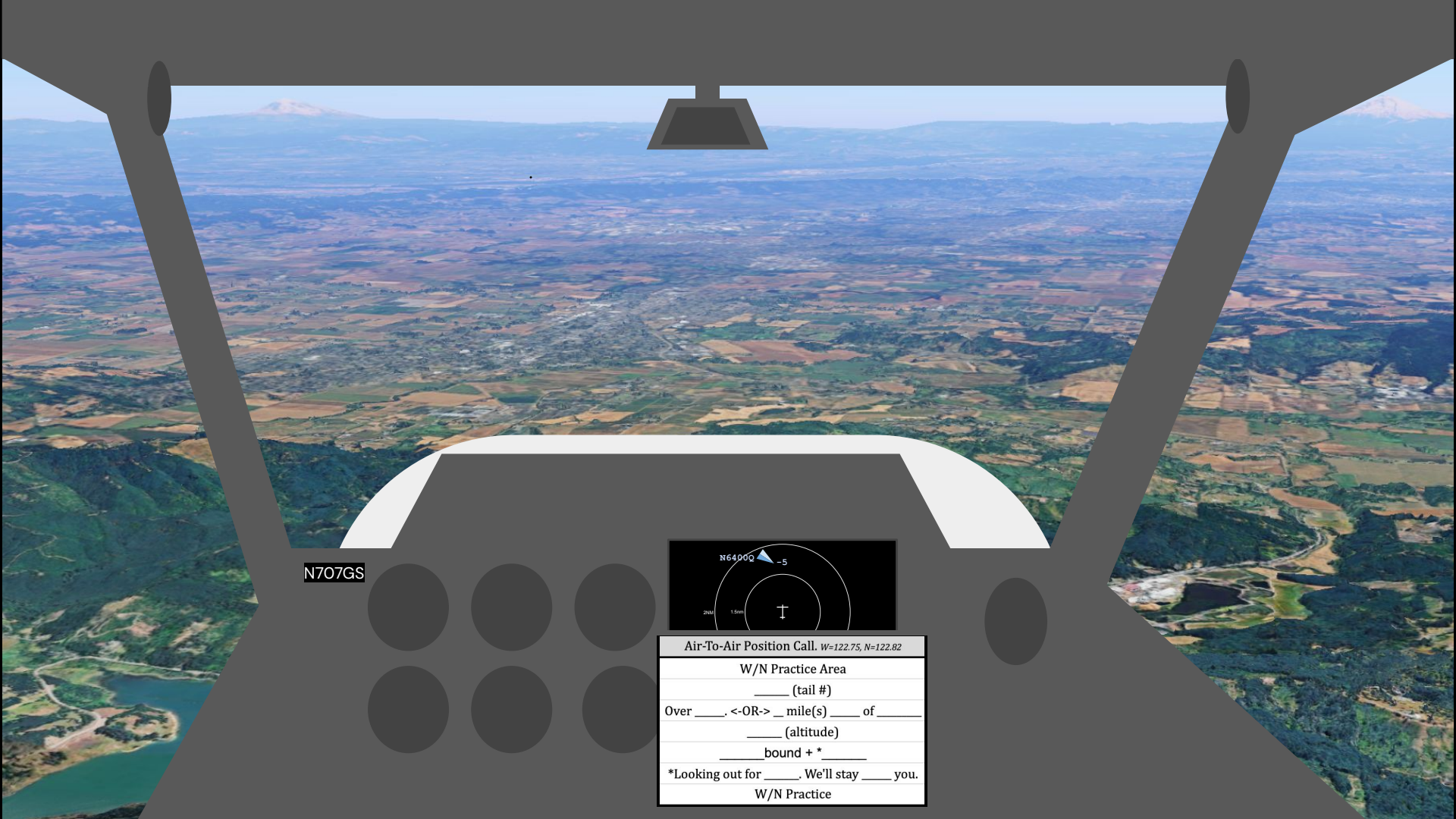
# How Far should I avoid traffic? - real world examples

TOP: Garmin 650 MAP page



BOTTOM: Garmin 650 TRAFFIC page (tap traffic to see tail number!)





N707GS



Air-To-Air Position Call. *W=122.75, N=122.82*

W/N Practice Area

\_\_\_\_ (tail #)

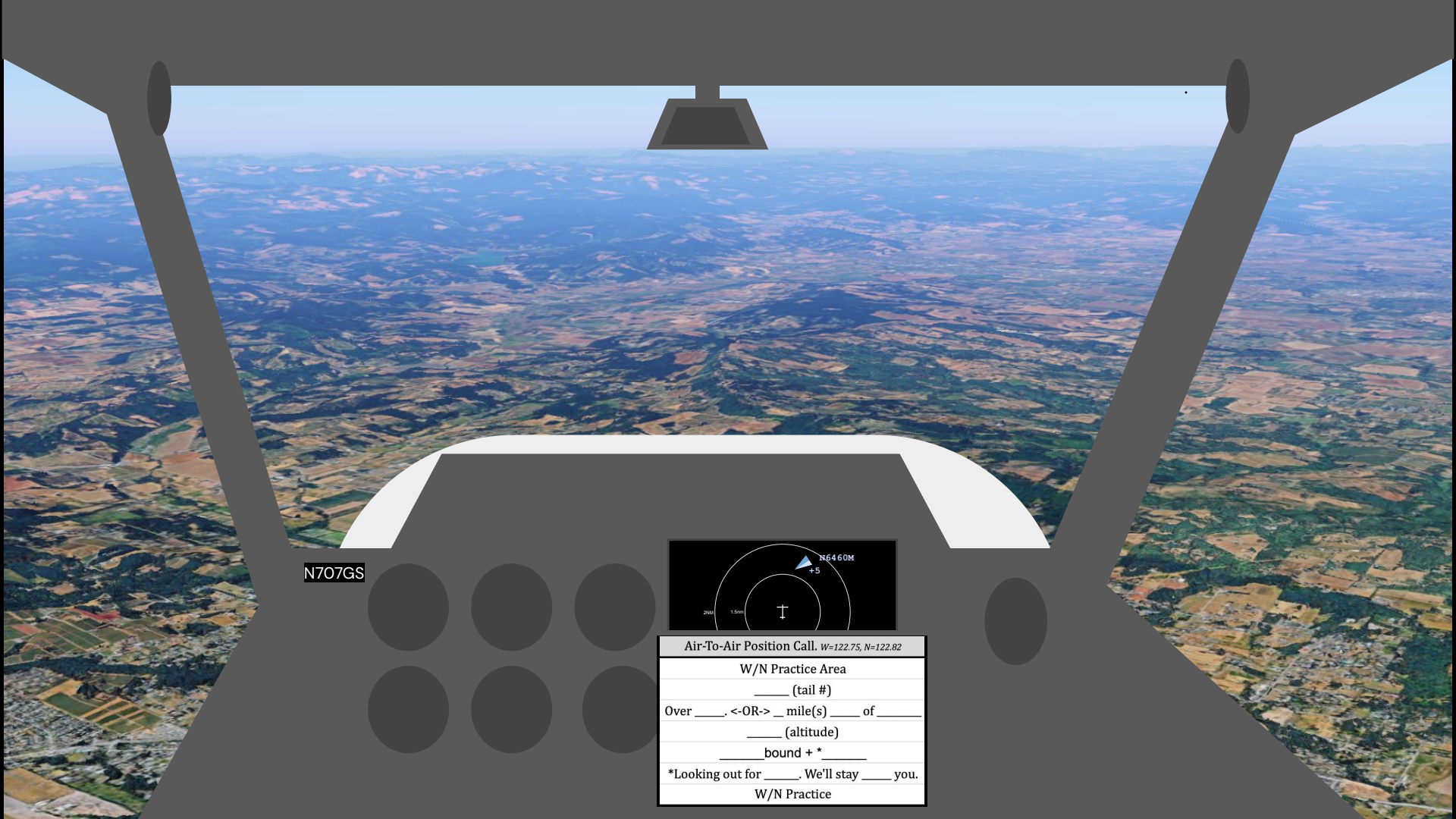
Over \_\_\_\_ . <-OR-> \_ mile(s) \_\_\_\_ of \_\_\_\_

\_\_\_\_ (altitude)

\_\_\_\_ bound + \*

\*Looking out for \_\_\_\_ . We'll stay \_\_\_\_ you.

W/N Practice



N707GS



Air-To-Air Position Call. W=122.75, N=122.82

W/N Practice Area
____ (tail #)
Over ____ . <-OR-> _ mile(s) ____ of ____
____ (altitude)
____ bound + *
*Looking out for ____ . We'll stay ____ you.
W/N Practice