

COURSE STRUCTURE

In principle, you will not be adequately prepared to take any of the exams, before you have completed all the subjects, since you may very well be exposed to “compound questions” that combine knowledge from several subjects.

There are 9 Subjects in the syllabus.

1. Air law
2. Human factors
3. Meteorology
4. Communication
5. Principles of flight
6. Operational Procedures
7. Flight planning and performance
8. Aircraft General Knowledge
9. Navigation

It is not without significance which subject you begin with since some subjects require that you have knowledge from other subjects before you attend. This course is designed to be studied in the following order:

PART 1

- Navigation
- Aircraft General Knowledge
- Principles of flight

PART 2

- Meteorology
- Human factors
- Flight Planning and performance

PART 3

- Air law
- Operational Procedures
- Communication

You can study the subjects within each set in the order you like. 210810

STUFF YOU NEED

To follow the course, you need to acquire the following tools:

- A flight computer - CRP1, CRP5, or equivalent.
- A ruler or a set of compasses.
- A protractor, preferably with a 360-degree scale.

You will need the following resources, available online free of charge:

- Access to Google
- Access to en.wikipedia.org
- Access to Skybrary.aero

Download the following (now or when instructed in each subject introduction):

- aim.naviair.dk: download the 1:250 000 VFR chart PDF.
- aim.naviair.dk: download the 1:500 000 VFR chart PDF.
- faa.org, download "Pilots Handbook of Aeronautical Knowledge" 2008 or 2016 edition (FAA-H-8083-25A).
- faa.org, download "Airplane flying handbook" 2004 edition (FAA-H-8083-3A).
- "taf-metar handbook" (I found it with Google)
- Cessna 172 SP, Pilots Operating Handbook (I found it with Google)
- Cirrus 22, Pilots Operating Handbook (I found it with Google)
- Piper 28-161 warrior 2, Pilots Operating Handbook (I found it with Google)
- Diamond 40, Airplane Flight Manual (I found it with Google)

In essence you can complete the course without any cost of books or tools. You can use a standard calculator instead of the flight computer, but you are required by the curriculum to demonstrate the ability to use the flight computer at some point in your flight training.

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