

The PPL Cheat Sheet

P60 Operational Procedures

The facts that actually get tested in the EASA PPL(A) theory exams, stripped to the bone: definitions, key numbers, formulas, mnemonics and the classic traps for each subject. Built for the night before, the commute, and the last scroll before you walk into the exam hall.

P60 Operational Procedures

26 memory items

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Operational Procedures

Part-NCO fuel and oxygen, noise abatement, fire and smoke drills, windshear, wake turbulence, emergency and precautionary landings, contaminated runways.

◆ FUEL AND OXYGEN MINIMUMS (PART-NCO)

Final reserve fuel (VFR)

Day: fuel to fly 30 minutes at holding speed, 1500 ft above the destination

Night or other conditions: 45 minutes

Plus taxi, trip, contingency and alternate fuel on top

Supplemental oxygen (crew)

Above 13,000 ft cabin altitude: continuously

Between 10,000 and 13,000 ft: for any period over 30 minutes

Passengers must be supplied above 13,000 ft (verify current Part-NCO text)

Every in-flight fire drill starves the fuel first. Turn cabin heat off in a fire: it routes air over an exhaust shroud a fire can breach.

◆ MUST-KNOW DEFINITIONS AND CONCEPTS

- **Final reserve fuel** is the untouchable minimum you must plan to land with; for day VFR it is 30 minutes at holding speed, 1500 ft above the destination.
- A **precautionary landing** is a planned landing while you still have control and options (weather, fuel, doubt); an **emergency landing** is forced by a failure now.
- **Wake turbulence** is the pair of counter-rotating tip vortices behind an aircraft; it is strongest when the generator is **heavy, clean and slow**.
- **Windshear** is a sudden change of wind speed or direction; a **microburst** is an intense downdraught that spreads out, giving a headwind then a tailwind.
- A **contaminated runway** has more than 25% of the used area covered by more than 3 mm of water, slush, snow or ice; braking and steering are degraded.
- **Noise abatement** procedures shape the departure and approach to reduce ground noise, but the commander may override them for safety.
- **Ditching** is a forced or precautionary landing on water; brief and prepare the cabin, and unlatch a door before impact so it cannot jam shut.
- **Carburettor icing** can occur in humid air at positive temperatures; apply full carburettor heat early, expecting a brief rough-running rise then recovery.

◆ KEY NUMBERS, LIMITS AND VALUES

- Day VFR final reserve: **30 minutes**; night VFR or other conditions: **45 minutes** (Part-NCO NCO.OP.125, verify current text).
- Oxygen for crew: **above 13,000 ft** continuously; **between 10,000 and 13,000 ft** for any period over 30 minutes (NCO.OP.190, verify).
- Wake turbulence: wait about **2 to 3 minutes** behind a heavier aircraft; take off **before** its rotation point and land **beyond** its touchdown point.
- Stay at least **1000 ft** below and avoid the area behind and below a heavier aircraft, where the vortices sink and drift downwind.
- Fire class letters (as tested in the bank): **A** solids, **B** flammable liquids, **C** electrical, **D** metals.
- A rejected take-off decelerates on the **stopway** (load-bearing); the **clearway** need only be obstacle-free.

◆ MNEMONICS AND MEMORY ITEMS

- In-flight fire drill order **starves the fuel**: fuel and mixture off, then master and ignition, cabin heat off, land as soon as possible.
- Windshear escape: **firewall the power, pitch to the escape attitude, keep the configuration**, respect the stall warning, do not chase the speed.
- Wake turbulence: **rotate before, land beyond**, and stay above the heavy aircraft's flight path.
- Contaminated runway = **more than 3 mm deep on more than a quarter of the surface**; wet is soaked but not that deep.
- Smoke drill: **oxygen and goggles first**, then communicate, isolate the source, remove the smoke, land.

◆ COMMON EXAM TRAPS

- **Final reserve fuel is untouchable**; planning to arrive with exactly the reserve leaves nothing for a hold or diversion.
- Wake turbulence sinks and drifts, so the danger is **behind and below**; take off before, and land beyond, the heavy aircraft's runway point.
- In a microburst you first get a **performance-increasing headwind** that can mask the danger, then a sudden tailwind; do not relax on the early gain.
- Turn cabin heat **off** in an engine or induction fire; it can carry fumes or flame into the cockpit.
- A **wet** runway is not a **contaminated** runway; the contaminated definition needs both the depth (3 mm) and the coverage (25%).
- Carburettor icing bites at **positive** temperatures in humid air; use carb heat before it becomes severe, not after.
- Never descend below your **final reserve** to save time; a precautionary landing beats a fuel emergency.

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