

Foreword

This document is meant as a standard way of operating Haugaland and Sola flyklubbs airplanes. This SOP shall be followed strictly by all active members, instructors and students.

Situation	Action	Callout
When released parking brake	Turn on taxilight (if available)	Cleared left, center and right
When cleared to taxi onto the runway	Check short final Set transponder to ALT Turn on strobe light (if available)	Final checked Transponder set Strobe light on
When cleared for takeoff	Turn on landing light, Log T/O time	
During takeoff roll	Set full throttle Check airspeed indication Check engine instruments	Takeoff power is set Airspeed is alive Engine instruments checked
When at least 500ft AGL	Do the climb checklist by memory Maintain Vy 80 kts LN-HOG Vy 70 kts	Climb checklist Climb checklist completed
When reaching cruise altitude	Do the cruise checklist read and do Repeat at least every 30 mins	Cruise checklist Cruise checklist completed
Before entering CTR for landing or touch and go	Do the approach checklist read and do	Approach checklist Approach checklist completed
When entering the CTR for landing or touch and goes	Do the Pre landing checklist read and do Do the downwind checklist by memory	Pre landing checklist Prelanding checklist completed Downwind checklist Downwind checklist completed
On downwind or equivalent	Max 100 knots	
At Keypoint or equivalent	Reduce speed to 80 knots LN-HOG reduce speed to 70 before setting flaps Set flaps as required Check speed before setting flaps	Speed checked Ex. Flaps 10 degrees Ex. Flaps 30 degrees
When cleared to land	Turn on landing light	
When turning off runway	Turn off landing light Turn off strobe light Set transponder to STBY Log landing time	

Diversion Procedures

The purpose of diversion procedures is a change of destination due to weather or other factors, the phraseology diversion means to change destination to ATC, if you are changing the route and not destination the phraseology **rerouting** must be used.

1. Start with turning to a rough heading of your new destination
2. Inform ATC
3. Use the plotter to calculate accurate heading, new ETA (estimated time of arrival) and fuel needed
4. Turn the aircraft to the accurate heading
5. Take notes

Airwork and maneuvers

To be added at a later date from document from Sola Flyklubb

Changelog V1.2

- Diversion procedures added