

IFR

IFR REQUIRED REPORTS

AT ALL TIMES

- VACATING ASSIGNED ALTITUDE
- ALTITUDE CHANGE WHILE VFR ON TOP
- UNABLE TO CLIMB/DESCEND 500 FPM
- MISSSED APPROACH
- CHANGE IN TAS $\pm 5\%$ OR ± 10 KTS
- ARRIVAL AT CLEARANCE LIMIT
- ARRIVAL/LEAVING HOLDING FIX
- LOSS OF ANY NAV OR COMM CAPABILITY
- ANY SAFETY OF FLIGHT INFORMATION, INCLUDING HAZARDOUS WEATHER CONDITIONS

WHEN NOT IN RADAR CONTACT

- COMPULSORY REPORTING POINTS (\blacktriangle) OR FIXES USED TO DEFINE A DIRECT ROUTE
- FAF INBOUND
- ETA CHANGE GREATER THAN 3 MIN.

VOR CHECKS

WITHIN PRECEDING 30 DAYS

- VOT $\pm 4^\circ$
- GROUND CHECKPOINT $\pm 4^\circ$
- AIRBORNE CHECKPOINT $\pm 6^\circ$
- DUAL VOR RECEIVERS 4° VARIATION

RECORD DATE, PLACE, BEARING ERROR, SIGNATURE

CROSSING A FIX/FAF

TURN	TURN TO NEW HEADING	}	AVIATE
THROTTLE	ADJUST POWER AS NECESSARY		
TIME	NOTE TIME CROSSING FIX	}	NAVIGATE
TUNE	SET OBS/RADIOS		
TALK	COMMUNICATIONS, AS REQUIRED	}	COMMUNICATE

PRE-APPROACH ITEMS

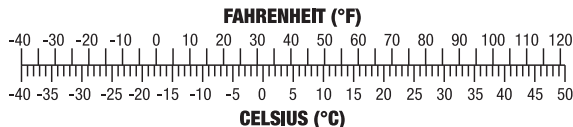
TUNE	TUNE NAV AND COMM FREQUENCIES
IDENTIFY MARKERS	IDENTIFY CORRECT NAV STATION
SETTING	MARKER BEACON TEST/AUDIO ON
ALIGN	ALTIMETER SETTING
BRIEF	ALIGN HEADING INDICATOR WITH COMPASS
COMPUTE	BRIEF APPROACH PROCEDURES
	SPEEDS AND RUNWAY REQUIRED

**THINK:
TIM'S ABC**

POP-UP CLEARANCE ITEMS

CALL	CONTACT ATC
WHO	STATE CALL SIGN, AIRCRAFT TYPE AND EQUIPMENT SUFFIX
WHERE	STATE CURRENT POSITION AND ALTITUDE
WHAT	MAKE ABBREVIATED REQUEST

TEMPERATURE CONVERSIONS



TWO-WAY RADIO COMMUNICATIONS FAILURE

IF NOT IN VFR CONDITIONS:

SQUAWK 7600

ROUTE

- LAST ASSIGNED BY ATC, OR
- ROUTE ATC HAS ADVISED TO BE EXPECTED

ALTITUDE – HIGHEST OF THE FOLLOWING

- LAST ASSIGNED BY ATC, OR
- MINIMUM FOR IFR OPERATIONS, OR
- ADVISED BY ATC TO BE EXPECTED

WHEN TO LEAVE CLEARANCE LIMIT

FIX FROM WHICH APPROACH BEGINS

AT EFC TIME, OR IF NO EFC GIVEN: AT ETA TIME

NOT A FIX FROM WHICH APPROACH BEGINS

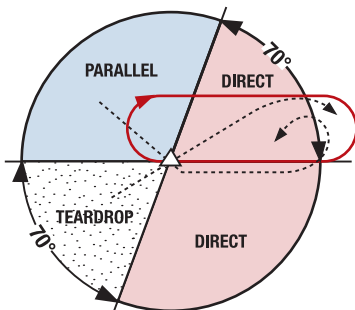
AT EFC TIME, OR IF NO EFC GIVEN, PROCEED TO FIX FROM WHICH APPROACH BEGINS AND BEGIN APPROACH AT ETA

IF VMC:

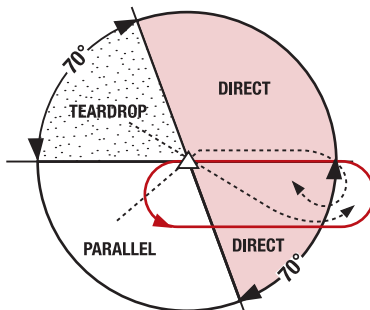
MAINTAIN VMC AND LAND AS SOON AS PRACTICAL

HOLDING PATTERN ENTRY PROCEDURES

STANDARD PATTERN



NON-STANDARD PATTERN



KING HELPFUL HINT:

FOR STANDARD PATTERNS—WHEN OTHER THAN A DIRECT ENTRY, REMEMBER:

IF A LEFT TURN IS REQUIRED TO STAY WITHIN THE RACE TRACK PATTERN—ENTER PARALLEL
THINK: **L** IN PARALLEL

IF A RIGHT TURN IS REQUIRED TO STAY WITHIN THE RACE TRACK PATTERN—ENTER TEARDROP
THINK: **R** IN TEARDROP

- STANDARD PATTERNS ARE RIGHT TURNS
- ONE MINUTE LEGS—BELOW 14,000 MSL
- REDUCE SPEED 3 MINUTES PRIOR TO REACHING FIX



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