

# IFR INFORMATION

## IFR REQUIRED REPORTS

### AT ALL TIMES

1. VACATING ASSIGNED ALTITUDE
2. ALTITUDE CHANGE WHILE VFR ON TOP
3. UNABLE TO CLIMB/DESCEND 500 FPM
4. MISSED APPROACH
5. CHANGE IN TAS  $\pm 5\%$  OR  $\pm 10$  KTS
6. ARRIVAL AT CLEARANCE LIMIT
7. ARRIVAL/LEAVING HOLDING FIX
8. LOSS OF ANY NAV OR COMM CAPABILITY
9. ANY SAFETY OF FLIGHT INFORMATION, INCLUDING HAZARDOUS WEATHER CONDITIONS

### WHEN NOT IN RADAR CONTACT

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

## VOR CHECKS

### WITHIN PRECEDING 30 DAYS

1. VOT  $\pm 4^\circ$
2. GROUND CHECKPOINT  $\pm 4^\circ$
3. AIRBORNE CHECKPOINT  $\pm 6^\circ$
4. DUAL VOR RECEIVERS  $4^\circ$  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		

## PRE-APPROACH ITEMS

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

1. LAST ASSIGNED BY ATC, OR
2. ROUTE ATC HAS ADVISED TO BE EXPECTED

### ALTITUDE – HIGHEST OF THE FOLLOWING

1. LAST ASSIGNED BY ATC, OR
2. MINIMUM FOR IFR OPERATIONS, OR
3. 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

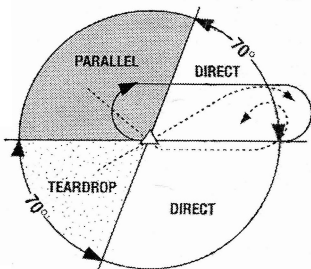
#### NOT A FIX FROM WHICH APPROACH BEGINS

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

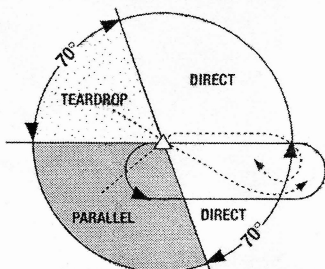
**IF VFR:**  
CONTINUE UNDER VFR  
AND LAND AS SOON  
AS PRACTICAL

## HOLDING PATTERN ENTRY PROCEDURES

### STANDARD PATTERN



### NON-STANDARD PATTERN



### 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