

IFR Pre-Flight

Pitot Heat check
Cinc Reviewed & Checked
Com / Nav Radios Set
Flight Inst. Check on Taxi
Anti -Ice / De-Ice Check

LOST COMM

Squawk 7600

Maintain Last Assigned Altitude or MEA
(higher one) & Last Assigned Route until
ETA

MAG COMPASS ERROR

Turning to North, rollout EARLY
under shot 30
Turning to South, rollout Late
over shot 20

Flying the approach

When to begin preparing and briefing –
transition
See what's going on at the airport –
terminal weather

- a. Set up flight instruments:

Altimeter setting

Reset DG

Avionics – flow start at top:

Marker beacons test and ON (if needed)

Comm freq's set

Nav's tuned/identified and OBS set (if
needed)

ADF tuned/identifying and moveable card
set (if needed)

GPS – approach loaded, NAV/GPS switch on
GPS, OBS set, on LEG mode

DME – on appropriate NAV radio

- b. Briefing
Where does it begin

Full approach or not?

How low

How long – time, distance

Which way – missed approach

Before Landing checklist – should be done
once in the approach corridor (transition or
initial approach segment)

Slow to approach speed – when within 5
miles or 3 minutes of final approach fix or
final approach environment

FILING AN IFR ALTERNATE 1 2 3 rule

An alternate is always required when filing
an IFR flight plan except when the
destination airport has a published
instrument approach procedure and the
weather

± 1 Hours of ETA,

≥ 2000 ceiling

≥ 3 SM visibility

Weather Requirements for Alternates

Precision 600 ft ceiling 2 SM visibility

Non-Precision 800 ft ceiling 2 SM visibility

PITOT DRAIN STATIC EFFECT

blocked	open	open	ASI = ZERO
blocked	blocked	open	ASI acts like Altimeter

HOLD SPEED

↑ 265 Kts
----- 14000 ft -----
↑ 230 Kts
----- 6000 ft -----
↑ 200 Kts

A B C D Categories

Stall Speed $V_{so} \times 1.3$

