**Memorization Items for Instrument Flight**

|  |  |  |  |
| --- | --- | --- | --- |
| **Enter Holding Pattern** | **Final Approach Fix Inbound** | | **Missed Approach** |
| Time  Turn  Throttle  Tune  Talk | *Non-Precision Approach* | *Precision Approach*  *GS Intercept* | Power Up  Pitch Up  Gear Up  Flaps Up  Begin MAP  Speak Up |
| Time  Tires  Trailing Edge  Throttle  Talk | Tires  Trailing Edge  Throttle |
| *Outer Marker or FAF* |
| Time  Talk |

**Requirements to Descend Below the DA/MDA**

1. Runway environment in sight
2. Required flight visibility for the approach
3. Aircraft continuously in a position to make a normal descent to land

**Items Included in Runway Environment**

1. Approach light system
2. Runway or runway markings
3. Threshold
4. Threshold markings
5. Threshold lights
6. Touchdown zone or touchdown zone markings
7. Touchdown zone lights
8. Runway lights
9. Runway end identifier lights (REILS)
10. Visual approach slope indicator lights (VASI)

**Required Air Traffic Control Reports**

1. Compulsory reporting points
2. Leaving an assigned altitude
3. Time and altitude when reaching a holding fix
4. Leaving a holding fix
5. Final approach fix inbound
6. Missed approach
7. Changing altitude when “VFR on Top”
8. When unable to climb or descend at a rate of 500 ft/min
9. When TAS varies by 5% or 10kts, whichever is greater from flight plan
10. Any loss of Navaid or Communication equipment
11. When a previously submitted estimate is more than three minutes in error
12. Encountering unforecast or hazardous weather
13. Any information relating to the safety of flght

**Standard Alternate Minimums**

600FT ceiling and 2 miles visibility for precision approach

800FT ceiling and 2 miles visibility for non-precision approach

**Six Ways to Check the VOR**

1. VOT +/-4°
2. Designated ground check point +/-4°
3. Designated air check point +/-6°
4. Check one VOR receiver against the other +/-4°
5. Make up your won point on an airway more than 20NM from VOR +/-6°
6. Repair Station