

# VFR

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## METAR WEATHER REPORT FORMAT

REPORT TYPE	LOCATION ID	DATE/TIME	WIND	VISIBILITY	WEATHER & OBSTRUCTIONS	SKY CONDITIONS	TEMP (°C)/DEW PT	ALTIMETER
METAR	KOKC	011955Z	22015KT	3/4SM	TSRA BR	BKN015	06/05	A2990

### FAA FLIGHT PLAN

1. TYPE OF FLIGHT PLAN: VFR/IFR/DVFR
2. AIRCRAFT IDENTIFICATION
3. AIRCRAFT TYPE/EQUIPMENT SUFFIX
4. TRUE AIRSPEED (KTS)
5. DEPARTURE POINT
6. DEPARTURE TIME: PROPOSED (UTC)
7. INITIAL CRUISING ALTITUDE
8. ROUTE OF FLIGHT
9. DESTINATION
10. ESTIMATED TIME ENROUTE (HRS/MINS)
11. REMARKS
12. FUEL ON BOARD (HRS/MINS)
13. ALTERNATE AIRPORT(S)
14. PILOT'S NAME & ADDRESS
15. NUMBER ABOARD
16. COLOR OF AIRCRAFT

### SPECIAL EQUIPMENT SUFFIXES

- /X - NO TRANSPONDER
- /T - TRANSPONDER, NO ALTITUDE ENCODING
- /U - TRANSPONDER WITH ALTITUDE ENCODING
- /A - DME, TRANSPONDER WITH ALTITUDE ENCODING
- /I - RNAV, TRANSPONDER WITH ALTITUDE ENCODING
- /G - GPS WITH FAA APPROVED APPROACH CAPABILITY

### UTC TIME CONVERSIONS

Local to UTC

+8 (+7)	+7 (+6)	+6 (+5)	+5 (+4)
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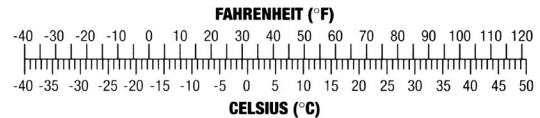
(USE FIGURES IN PARENTHESES DURING DAYLIGHT SAVINGS TIME)

### METAR/TAF WEATHER REPORT CODES

OBSTRUCTIONS TO VISIBILITY			PRECIPITATION		
CODE	DEFINITION	THINK	CODE	DEFINITION	THINK
FG	FOG ≤ 1/2 MI VIS	FoG	RA	RAIN	RAin
BR	MIST > 1/2 MI VIS	Baby Rain	DZ	DRIZZLE	DRizZle
FU	SMOKE	Fumes	SN	SNOW	SNow
DU	DUST	DuSt	PL	ICE PELLETS	ice PeLlets
SA	SAND	SAnd	SG	SNOW GRAINS	Snow Grains
HZ	HAZE	HaZe	IC	ICE CRYSTALS	Ice Crystals
PY	SPRAY	sPraY	UP	UNKNOWN	Unknown Precipitation
VA	VOLCANIC ASH	Volcanic Ash	GR	HAIL	Granite Rain
			GS	SMALL HAIL	Granite Small

PRECIP./OBSTRUCTIONS TO VISIB.			SKY COVER		
CODE	DEFINITION	THINK	CODE	DEFINITION	AMOUNT
TS	THUNDERSTORM	ThunderStorm	SKC	CLEAR	0
DR	LOW DRIFTING	low DRifting	CLR	CLEAR	0
SH	SHOWERS	SHowers	FEW	FEW	1/8 - 2/8
FZ	FREEZING	FreeZing	SCT	SCATTERED	3/8 - 4/8
MI	SHALLOW	MInimal	BKN	BROKEN	5/8 - 7/8
BC	PATCHES	Bits & Chunks	OVC	OVERCAST	8/8
BL	BLOWING	BLowing	VV	VERTICAL VISIBILITY	8/8
PR	PARTIAL	PaRtial			

### TEMPERATURE CONVERSIONS



### AIRSPACE VFR REQUIREMENTS

(Above 1,200' AGL and Below 10,000' MSL)

AIRSPACE	THINK	ACTION REQ'D	VIS	DIST. FROM CLOUDS
CLASS B	BIG	CLEARANCE	3 sm	Clear of Clouds
CLASS C	CONGESTED	COMM	3 sm	500/1,000/2,000
CLASS D	DIALOGUE	COMM	3 sm	500/1,000/2,000
CLASS E	ELSEWHERE	NONE	3 sm	500/1,000/2,000
CLASS G	GO FOR IT	NONE	1 sm (Day) 3 sm (Night)	500/1,000/2,000 500/1,000/2,000

### LIGHT GUN SIGNALS

COLOR	ON GROUND	IN FLIGHT
STEADY GREEN	CLEARED FOR TAKEOFF	CLEARED TO LAND
FLASHING GREEN	CLEARED FOR TAXI	RETURN FOR LANDING
STEADY RED	STOP	YIELD TO OTHER AIRCRAFT, CONTINUE CIRCLING
FLASHING RED	TAXI CLEAR OF RUNWAY	AIRPORT UNSAFE, DO NOT LAND
FLASHING WHITE	RETURN TO STARTING POINT	NOT APPLICABLE
ALT. RED AND GREEN	EXERCISE EXTREME CAUTION	EXERCISE EXTREME CAUTION

### FREQUENCIES & SQUAWKS

EMERGENCY	121.5
EFAS (FLIGHT WATCH)	122.0
FSS	122.2
UNICOM (TOWERED AIRPORTS)	122.95
CTAF (NON-UNICOM AIRPORTS)	122.9
AIR-TO-AIR	122.75 122.85
AIR-TO-AIR (HELICOPTERS)	123.025
EMERGENCY SQUAWK	7700
LOST COMMUNICATIONS SQUAWK	7600



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1-800-854-1001

# IFR

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### 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 ±5% OR ±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 (▲) 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 ±4°
2. GROUND CHECKPOINT ±4°
3. AIRBORNE CHECKPOINT ±6°
4. 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

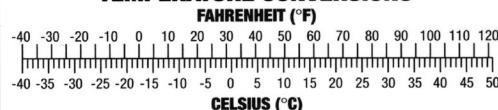
### PRE-APPROACH ITEMS

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

### 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

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

#### ALTITUDE - HIGHEST OF THE FOLLOWING

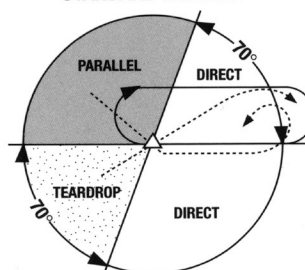
1. LAST ASSIGNED BY ATC, OR
2. MINIMUM FOR IFR OPERATIONS, OR
3. ADVISED BY ATC TO BE EXPECTED

#### 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

### HOLDING PATTERN ENTRY PROCEDURES

#### STANDARD PATTERN



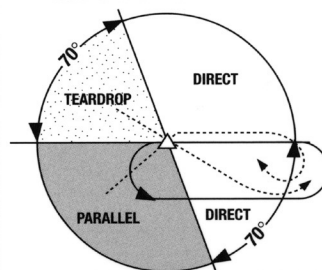
#### KING HELPFUL HINT:

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

#### NON-STANDARD PATTERN



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



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