IFR Regulations Quick Reference

Pilot Currency: Previous Six Calendar Months

Instrument Experience

✓ Six approaches
✓ Holding procedures
✓ Intercepting/tracking courses

OR

Instrument Proficiency Check

✓ Holding procedures
✓ Unusual attitudes
✓ Intercepting/tracking courses
✓ DME arcs [if equipped]
✓ Nonprecision approach
✓ Precision approach
✓ Missed approach
✓ Circling approach [airplanes only]
✓ Landing from an approach
✓ Partial-panel approach
✓ Checking instruments/equipment
✓ Multiengine aircraft only:
  • Engine-out maneuvers
  • Engine-out approach

Currency Lapsed?

✓ Six month grace period to meet experience reqs.
✓ After six months, must take IPC

Aircraft Requirements:

Equipment

✓ Radios/Nav equipment suitable for route
✓ Gyroscopic rate-of-turn indicator
✓ Slip-skid indicator
✓ Sensitive altimeter
✓ Clock w/ hours, minutes, seconds
✓ Gyroscopic pitch and bank indicator
✓ Gyroscopic direction indicator
✓ DME (above FL240)

Recurrent Items

24 Calendar Months

✓ Static pressure system
✓ Altimeter
✓ Encoder
✓ Transponder

30 Days

✓ VOR check
  • Airborne +/- 6 degrees
  • Ground +/- 4 degrees
  • Dual VORs w/i 4 degrees of each other

28 Days

✓ GPS database

All requirements cited are for Part 91 operations.

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Alternate Requirements:

<table>
<thead>
<tr>
<th>1-2-3 Method</th>
<th>Weather Minimums</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETA +/- 1 hour</td>
<td>If alternate has:</td>
</tr>
<tr>
<td>Ceiling at least 2,000’?</td>
<td>✓ Precision approach</td>
</tr>
<tr>
<td>Visibility at least 3 sm?</td>
<td>• At least 600’ – 2sm</td>
</tr>
</tbody>
</table>

If “no,” alternate is required

Fuel Requirements:

<table>
<thead>
<tr>
<th>Alternate Required</th>
<th>Alternate Not Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Departure to destination</td>
<td>Departure to destination</td>
</tr>
<tr>
<td>+ Destination to alternate</td>
<td>+ 45 mins at cruise speed</td>
</tr>
<tr>
<td>+ 45 mins at cruise speed</td>
<td></td>
</tr>
</tbody>
</table>

ASI RECOMMENDATION

At any point in the flight, be able to say that you will have at least ONE HOUR of fuel when you land.

ATC Reports:

<table>
<thead>
<tr>
<th>At All Times</th>
<th>Nonradar</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Vacating an altitude</td>
<td>✓ Leaving FAF or OM inbound</td>
</tr>
<tr>
<td>✓ Reaching/leaving holding fix</td>
<td>✓ Revised ETA &gt; 3 minutes</td>
</tr>
<tr>
<td>✓ VFR-on-top altitude change</td>
<td>✓ Position reports at compulsory reporting points</td>
</tr>
<tr>
<td>✓ Missed approach</td>
<td></td>
</tr>
<tr>
<td>✓ TAS change 10 kts or 5%</td>
<td></td>
</tr>
<tr>
<td>✓ Unable to maintain 500 fpm</td>
<td></td>
</tr>
<tr>
<td>✓ Safety of flight info</td>
<td></td>
</tr>
<tr>
<td>✓ Unforecast weather</td>
<td></td>
</tr>
<tr>
<td>✓ Equipment malfunctions</td>
<td></td>
</tr>
</tbody>
</table>

Lost Comm:

Transponder: 7600
Route: Cleared, then Expected, then Filed
Altitude: Highest of assigned, minimum or expected
Leave clearance limit: At EFC, or absent that, to arrive at ETA

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