IFR CHECKLIST

PRIOR TO TAXI
1. Airports - Review in AFDM, AOPA Diagrams, Approach plates, Departure Procedures, SIDS, STARS
2. Weather – Options (Go, NoGo, Go Elsewhere, Go another route) – NOTAMS – Route and altitude.
3. Airplane - Certified IFR for approaches, runway length and other airport information
   Weight and Balance
4. Alternates : IFR alternate required (123 rule)
5. File IFR flight plan and finish flight planning procedure
6. Call GROUND (or appropriate CLEARANCE DELIVERY) and ask “…GROUND, WE ARE AT …, IFR FLIGHT PLAN TO … AND WE WOULD LIKE TO PICK-UP OUR CLEARANCE”
7. Annotate the clearance (CRAFT):
   ○ Cleared to
   ○ Route of flight
   ○ Altitude of flight
   ○ Frequency of departure
   ○ Transponder
8. CALL GROUND AND TAXI

DURING TAXI
Check the following instruments:
○ Airspeed Indicator – should read “0”
○ Attitude Indicator – stabilized within 5 minutes; no more than ±5° error
○ Vertical Speed Indicator – “0” or note for the error
○ Altimeter – read airport elevation ± 75 feet
○ Turn-coordinator – little airplane goes direction of the turn, ball goes opposite
○ Heading Indicator – makes left turn & right turn
○ Alternate air – checked (if installed)
○ Marker Beacon – check
○ Transponder – set the code and ALT (before take-off)
○ Com radios – set the proper frequencies for TOWER and DEPARTURE

IN FLIGHT
○ Organize the charts
○ Set the appropriate navaid (TUNE – IDENTIFY – SET the course)
○ Visualize the flight
○ Lean the mixture above 3,000ft
○ Check the temperature for ice
○ Check the engine instruments
○ Confirm any uncertainties with ATC

IN FLIGHT BEFORE COMMENCING THE APPROACH
○ PRE-APPROACH (5-A’s)
  ATIS
  Altimeter
  Airspeed

Approach speed Avionics
○ HOLDING PROCEDURES (5-T’s)
  T ime
  T urn (start a standard rate turn crossing the fix: TO/FROM indication)
  T wist (set the OBS to the inbound course)
  T hrottle (reduce power to save fuel)
  T rack the proper inbound/outbound headings
  T alk (report to ATC when “established on the inbound course of the published holding” or other holding instructions)

SET UF FOR THE APPROACH (MGFIAT)
M iss procedure to review
G uide with navaids and course guidance
F requencies I nitial approach fix
A ltitude
T ime

10 minutes prior to IAF (Initial Approach Fix)
Nav radio - set for the approach
F amiliar with Approach

Arrival at IAF
Slow down at approach speed
G UMPSS check

Missed approach
Pitch and power
Climb rate
Flaps and gear

When to turn
Call missed

CLEARANCE SHORTHAND
Airway _______________ V36 J6
Arrival__________________ ARR
As Filed_______________ AF
At (maintain)__________@5000
At or above___________5000
At or below___________5000
Clearance Void________ CV
Cleared ______________CLR
Climb ___________↑5000
Departure___________(name)DP
Descend___________↓2000
Direct ___________D→
DME fix _____________D28
East ______________E
Expect Further Clearance __ EFC
Expedite _____________!!
Heading 330_________330
Hold ___________H
Hold East ___________H-E
Holding pattern__________IB
Maintain ___________@5000
North ___________N
Northwest ___________NW
Outbound ___________OB
Outer Marker __________OM
Radar Vectors __________RV
Radial 330 ___________R330
Report ___________R--
Report passing 5000__RP-5000
Report ProcTurn Inbound_R-PTIB
Right Turn ___________RT
South _______________S
Southwest ___________SW
Squawk ____________T1269
Turn Left 330_________L330
Turn Right 330 ________R330
West _______________W