

# Navigation – IFR, Part 1

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## *Basics of Charts and Equipment for IFR Flights*

1. The charts (in the broad sense, so this includes anything with that depicts a course, route, procedure or other prescribed flight path along with other pertinent information) for IFR flight fall into two broad categories. Identify the charts that fall into the category of –
  - a. Terminal charts
  - b. En-route charts
2. Are the charts described above (in both categories) to scale? If so, what is the scale for each?
3. Where do you find which en-route chart to use for a particular facility?
4. What is the update cycle (number of days between updates) for
  - a. Terminal charts?
  - b. En-route charts?
5. Departure procedures fall into two broad categories
  - a. What are the two categories
  - b. One of these can be broken down into three types – what are they and how do they compare?
6. Outside of ATC-provided taxi instructions are there any printed or otherwise pre-established taxi requirements for any airport?
7. Are visual approaches charted? If so, what is the ‘official’ name of this approach procedure?
8. You are flying a Cherokee 180 as a Private Pilot with an Instrument rating. Are you required to have any charts with you, including any that are discussed in the questions above?
9. What equipment and instruments are required for IFR flight below FL240 (the full list, including that which is required for VFR and night VFR flight)?
10. Regarding the operational check of the VOR equipment to be used for IFR flight:
  - a. Within what period of time must the operational check be performed
  - b. What are the approved operational check methods and what is the allowable error for each?