

Various IFR ACRONYMS Used for Flying

IFR Flight Required Equipment 91.205(d)

VFR Required Equipment

G – Generator / Alternator
R – Radios (Appropriate for Flight)
A – Altimeter
B – Ball (Inclinometer)
C – Clock (Second Hand Sweep or Digital)
A – Attitude Indicator
R – Rate of Turn
D – Directional Gyro

IFR Communications Failure 91.185

Altitude – Highest of:

M – MEA
E – Expected
A – Assigned

Route - Ave F:

A – Assigned
V – Vectored
E – Expected
F – As Filed

AIM 5-3-3 IFR Compulsory Reporting

Points: Only when “Radar Contact Lost” or
“Radar Service Terminated”

(I PTA TEN)

I – ID of Aircraft
P – Position
T – Time
A – Altitude
T – Type of Flight Plan
E – ETA of Next Checkpoint
N – Name of Next Checkpoint (after the
above)

Operation Below MDA or DH 91.175(c)

- 1) Aircraft is continuously in a position from which a **normal descent to a landing** can be made using normal maneuvers.
- 2) The **flight visibility is not less than the visibility prescribed**
- 3) One of the following is **distinctly visible**
 - a. The approach light system
 - now descent to 100’ above TDZE

Any of **the following in sight** will allow descent to the ground

- b. Red Terminating or Red Side Row Bars
- c. Runway End Identifier Lights (REIL)
- d. Visual Approach Slope Indicator (VASI)
- e. Threshold
- f. Threshold Markings
- g. Runway
- h. Runway Lights
- i. Runway Markings
- j. Touchdown Zone
- k. Touchdown Lights
- l. Touchdown Markings