* **ATC Clearances and Procedures**
  + Compliance w/ ATC Clearances
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
    - Track w/in ¾-scale deflection
  + Holding Procedures
    - Recognize arrival @ fix
    - Promptly initiate entry
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
    - Track w/in ¾-scale deflection
    - Maintain leg lengths
    - Comply with ATC reporting
* **Flight by Reference to Instruments**
  + Instrument Flight
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
    - Bank Angles +-5°
  + Unusual Attitudes
    - Apply proper procedure
* **Navigation Systems**
  + Intercepting & Tracking & Arcs
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-5°
    - Track w/in ¾-scale deflection
    - Arc +-1 nm
  + Departure, En Route, and Arrival
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
    - Track w/in ¾-scale deflection
* **Instrument Approach Procedures**
  + Nonprecision Approach
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
    - Track w/in ¾-scale deflection
    - MDA +100/-0 feet
  + Precision Approach
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
    - Track w/in ¾-scale deflection
    - DA - Don’t go below
  + Missed Approach
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
  + Circling Approach
    - Altitude +100/-0 until normal landing can be made
  + Landing from Instrument Approach
    - Don’t crash
* **Emergency Operations**
  + Approach w/ loss of Primary
    - Airspeed +-10 knots
    - Altitude +-100 feet
    - Heading +-10°
    - Track w/in ¾-scale deflection
    - MDA +100/-0 feet

**Intercepting & Tracking TO a station**

* Maintain present heading & altitude
* Tune & Identify Navaid
* Rotate OBS to indicate TO with CDI centered. Note OBS.
* Calculate difference between desired course and current OBS
* Double the difference – memorize
* Turn OBS to desired course
* Note CDI deflection right or left
* Add or subtract your memorized intercept angle to desired course TO station
* Turn aircraft to new heading

**Example: Intercepting & Tracking TO a station**

* Join the GLL 030 course to station
* OBS indicated with TO: 010
* Difference = 20
* 20 X 2 = 40 🡪 Intercept angle
* When turn OBS to 030 🡪 CDI Left
* 030 minus(left) 40 = 350 heading
* Turn to heading 350

**Intercepting & Tracking FROM a station**

* Maintain present heading & altitude
* Tune & Identify Navaid
* Rotate OBS to indicate FROM with CDI centered. Note OBS.
* Calculate difference between desired radial and current OBS
* Double the difference – memorize
* Turn OBS to desired course
* Note CDI deflection right or left
* Add or subtract your memorized intercept angle to desired course FROM station
* Turn aircraft to new heading

**Example: Intercepting & Tracking FR a station**

* Join the BJC 300 radial from station
* OBS indicated with FROM: 340
* Difference = 40
* 40 X 2 = 80 🡪 Intercept angle
* When turn OBS to 300 🡪 CDI Left
* 300 minus(left) 80 = 220 heading
* Turn to heading 220