* **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