----------------------- IFR LOST COMMUNICATIONS -------- squawk 7600----------

 Route (choose based on "AVEF" hierarchy):
1. **A**ssigned—the route assigned in the last ATC clearance, or
2. **V**ectored—if being vectored, direct to the fix, route, or airway (clearance point)
3. **E**xpected—else, the route ATC said to expect in a further clearance (per EFC)
4. **F**iled—otherwise, the route filed in your flight plan

Altitude (fly the highest of "MEA"):
• **M**inimum—the minimum en route altitude (OROCA for Off Route), or
• **E**xpected—the altitude ATC said to expect in a further clearance (per EFC)
• **A**ssigned—the altitude ATC assigned in the last clearance

Leaving a Clearance Limit that was given, and lost communications
If Limit was IAF: Leave at EFC time if an EFC was received,
                           Else leave per flight plan ETA
If Limit Not IAF: Leave at At EFC time if an EFC was received,
                           Else proceed to IAF then do approach at flight plan ETA

------------------------------------- IFR Clearance -------------------------------------

Most IFR clearances consist of five basic components ("**CRAFT**"):
• **Clearance limit:** Your destination airport or an intermediate fix.
• **Route of flight:** Hopefully the route you filed, unless traffic conditions, ATC…
• **Altitude:** If not as requested, typically followed by when to expect next climb.
• **Frequency:** The radio frequency for departure control.
• **Transponder:** Your four-digit squawk code.

------------------------------- IFR Position Report "IPATTEN"-------------------------------

• **I**dentification, • **P**osition, • **A**ltitude, • **T**ime, • **T**ype of flight plan, • **E**TA to next reporting point
• **N**ame of next reporting point

IFR Minimum Altitudes

MEA	Min Enroute Altitude	Nav signal reception between fixes, AND obstacle clearance
MOCA	Min Obstruction Clearance	Obstacle clearance and Nav within 22NM
MCA	Min Crossing Altitude	Obstacle clearance enroute to a higher MEA
MRA	Min Reception Altitude	Lowest altitude to identify an intersection
MSA	Min Safe Altitude	1000ft clearance for emergency operations

Required IFR reports
Anytime
- Vacating assigned altitude
- Changing 'VFR on top' altitude
- Unable 500 ft/min climb or descent
- Missed approach
- TAS change 10kts or 5%
- Nav or Comm loss
- Safety of flight
- Hazardous unforecast weather

Holding
- Time and altitude reaching a holding fix or clearance point
- Leaving assigned holding fix/point

When not in radar contact
- Leaving FAF (or procedure inbound)
- Revised estimate > 3 minutes
- Where charted reporting points (solid triangle)

```
------------------------------ Transponder Codes ------------------------------
VFR: 1200   Emergency: 7700   Lost Communications: 7600   Hijacked: 7500
------------------------------ Frequencies ------------------------------
Emergency              121.5                              134.85
Flight Watch (Wx)      122.0         Den Approach  126.1           128.25
Flight Service Stations 122.2                               128.45
Flight Service KBJC: 123.65, 122.35 (800) 992-7433    Denver TRACON: 303-342-1500
```

BJC FBO for fuel Truck (Signature): 122.95   (303)-466-2336
KBJC Control Tower: 720-633-8600.   Maintenance Ops 24hours 720-352-0395
IFR Clearance release (non-towered): 1-888-766-8267 or 303-342-1916
NASA report: http://asrs.arc.nasa.gov/index.html   Aopa legal services: 1-800-872-2672

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---------------------------------------- Local Frequencies ----------------------------------------
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Practice Areas: Longmont Area: 123.175   Chatfield Area: 122.75

KBJC – Metro   TPA: **6500** (5673)   Runways: 30RL/30RL 3/21   KBJC
    ATIS: 126.25   (303) 466-8744 AWOS: (720) 887-8067
    Tower: 118.6   **Ground: 121.7**

KLMO – Longmont   TPA: **6052** (5055)   Runways: 29/11   KLMO
    AWOS: 120.0   (303) 684-7545
    CTAF: 122.975

KEIK – Erie   TPA: **6130** (5130)   Runways: 34/r16   KEIK
    AWOS: 133.825   (303) 604-4339
    CTAF: 123.0

KBDU – Boulder   TPA: **6300** (5288)   Runways: 8/r26   KBDU
    AWOS: 118.825   (303) 541-9540
    CTAF: 122.725

KFNL – Ft/Loveland TPA: **6015** (5016)   Runways: 33/15   KFNL
    AWOS: 135.075   (970) 669-9187
    Tower: 118.4   **Ground: 121.65**

KAPA – Centennial   TPA: **6885** (5885)   Runways: 17RL/35RL   KAPA
    ATIS: 120.3   (303) 799-6722 ASOS (303) 760-9098
    Tower: 118.9   **Ground: 121.8**

KGXY – Greeley   TPA: **5497** (4697)   Runways: 17/35 10/r28   KGXY
    AWOS: 135.175   (970) 352-3511
    CTAF: 122.8

Flight Plan Form 1-800-WxBrief (992-7433)

1. Type	2. Aircraft	3. Aircraft Type	4. True	5. Departure	6. Departure Time		7. Cruise
VFR	Identification	Equip Code	Airspeed	Point	Proposed (z)	Actual (z)	Altitude
IFR							
DVFR							

8. Route of Flight

9. Destination (Airport and City)	10. Est. Time Enroute		11. Remarks
	Hours	Minutes	

12. Fuel on Board		13. Alternate Airports	14. Pilot Name, Address, Phone, A/C Homebase	15. # Aboard	16. Aircraft Color
Hours	Minutes				
		17. Dest. Contact/Ph. #			

CLOSE FLIGHT PLAN WITH_____FSS ON ARRIVAL

ICAO Equipment Codes: /S "Standard Equipment"   /G "GPS"
ICAO Surveillance Codes: /S "Mode S/Alt/Tag"   /B1 "ADS-B Out"
Old School: /G "GPS"   /U "Mode C, no DME" /A "Mode C, DME"

Light Gun Signals

Color and Type of Signal	Aircraft on the Ground	Aircraft in Flight
Steady green	Cleared for takeoff	Cleared to land
Flashing green	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red	Stop	Give way to other aircraft and continue circling
Flashing red	Taxi clear of the runway in use	Airport unsafe do not land
Flashing white	Return to starting point on airport	Not applicable
Alternating red and green	Exercise extreme caution	Exercise extreme caution