For use in chart or flight planning ring binders, cut along dashed lines and punch holes as needed in margins. To ensure accurate sizing, set printer Page Scaling option to "None" or "100%."

Clearance Components

Most IFR clearances consist of five basic components ("CRAFT"):

- **C**learance limit: Your destination airport or an intermediate fix.
- **R**oute of flight: Hopefully the route you filed, unless traffic conditions dictate otherwise.
- **A**ltitude: If not as requested, typically followed by when to expect climb or descent clearance.
- **F**requency: The radio frequency for departure control.
- **T**ransponder: Your four-digit squawk code.

Position Report Components

Include the following items when making a 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

** Not required in IFR position reports made directly to ATC centers or approach control.*

Lost Comm Route and Altitude

If two-way IFR communication is lost, select a route and altitude based on the acronyms below, or follow the simple flowchart on the reverse side of this reference.

Route (choose based on "AVEF" hierarchy):

1. **A**ssigned—the route assigned in the last ATC clearance
2. **V**ectored—if being radar vectored, direct to the fix, route, or airway specified
3. **E**xpected—the route ATC said to expect in a further clearance
4. **F**iled—the route filed in your flight plan

Altitude (fly the highest of "MEA"):

- **M**inimum—the minimum en route altitude
- **E**xpected—the altitude ATC said to expect in a further clearance
- **A**ssigned—the altitude ATC assigned in the last clearance

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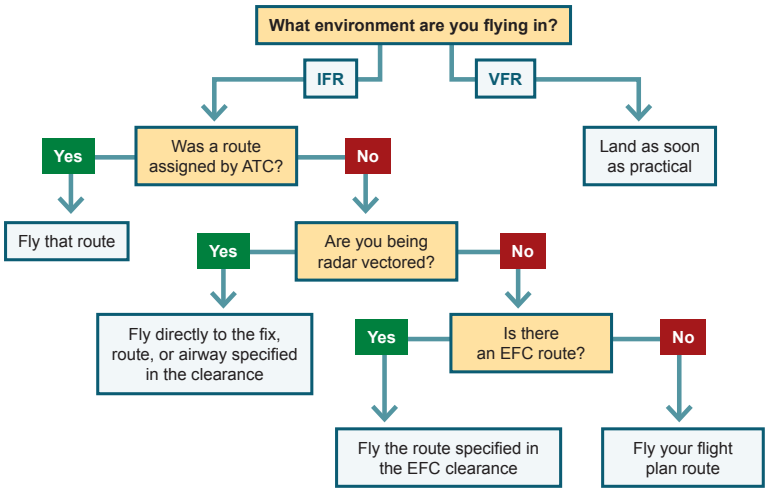
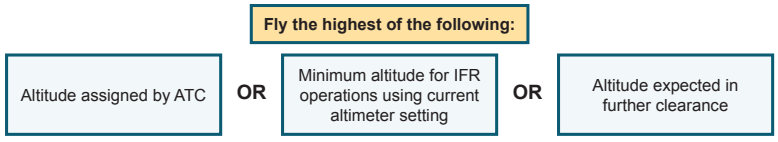
IFR Two-Way Radio Communications Failure Procedures: FAR 91.185

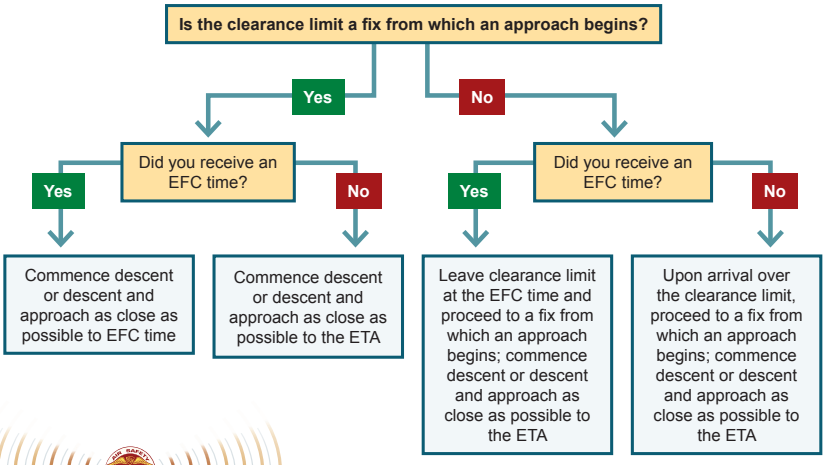
Step 1: Route Procedures



Step 2: Altitude Procedures



Step 3: Leave Clearance Limit



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