

LOST PROCEDURE ON VFR

Confess	Recognize and accept that you are lost
Conserve	Reduce power to conserve fuel
Climb	Climb to a higher altitude so that you have a better view of the area
Communicate	Attempt to communicate with ATC or an FSS. Use known frequencies. Remember, in an emergency, 121.50 is available
Comply	Comply with instructions given by ATC or an FSS

1. **HOLD POSITION:** REDUCE POWER AND 20° BANK TO KEEP CURRENT POSITION
2. **CHECK TIME:** HOW FAR YOU DID FLY FROM PREVIOUS KNOWN WAYPOINT?
3. **CHECK TAS/GS/WIND:** HOW FAR DID THEY EFFECT YOUR COURSE?
4. **CHECK FUEL REMAINING AND ENDURANCE**

7 WAYS TO BACK TO TRACK

1. IF POSSIBLE, TURN 180° BACK TO LAST KNOWN POINT, YOU HAVE CHRONOMETER POINT, AND HEADING CALCULATED WHERE ARE YOU ON THE MAP NOW
2. PERFORM SPIRAL MONAUVER TO FIND A VISUAL REFERENCE
3. CONTACT APPROACH SECTOR FOR RADAR VECTOR TO YOUR DESTINATION
4. IF YOU HAVE VOR/DME ON YOUR ROUTE, TUNE AND CHECK RADIAL
5. GARMIN MFD: Turn to the moving map page. Zoom out until you see some nearby airports and/or VORs. Compare them to the VFR sectional to find your location.
6. GARMIN MFD: Turn to the nearest airports page. Find the nearest suitable airport (confirm that it is a public airport with a sufficiently long runway). Use Direct Enter Enter to set up a flight plan to that airport.



DIVERSION PROCEDURE

1. **HOLD POSITION:** REDUCE POWER AND 20° BANK TO KEEP CURRENT POSITION
2. **MAINTAIN ALTITUDE AND SPEED**
3. **MARK YOUR POINT ON THE MAP**
4. **FROM YOUR CURRENT POINT, DRAW A LINE TO YOUR NEW DIVERSION POINT**
5. **MEASURE °T HEADING USING PROTRACTOR**
6. **MEASURE DISTANCE BY FINGER METHOD**
7. **CHECK WIND ON GARMIN PFD AND APPLY WIND CORRECTION ANGLE**
8. **CHECK TAS ON GARMIN PFD AND CALCULATE GS**
9. **CALCULATE ETA TO DESTINATION POINT / AD**
10. **DIVIDE THE ROUTE INTO PARTS FOR EACH 3 MINUTES WITH VISUAL REFERENCES**

