

IFR - VOR EQUIPMENT CHECK

FAR 91.171 VOR Equipment Check for IFR Operations

You may not operate an aircraft under IFR using the VORs for navigation unless the VOR equipment has been inspected and found within limits within the preceding 30 days.

TO CHECK THE VOR SYSTEM:

1. VOT frequency (found in Airport Facility Directory) (+/- 4°)
 - a. 180° TO the station
 - b. 360° FROM the station

2. Designated VOR checkpoint (found in Airport Facility Directory) (+/- 4°)
 - a. Position aircraft on the checkpoint
 - b. Tune in appropriate station and center the needle with a TO indication
 - c. Compare bearing with what it should be

3. Airborne checkpoint (found in Airport Facility Directory) (+/- 6°)
 - a. Same as #2 above

4. If the above methods are not available
 - a. Select a VOR radial along the centerline of an established VOR airway
 - b. Select prominent ground point along radial, preferably greater than 20 miles away from the VOR
 - c. Maneuver aircraft directly over that point at reasonably low altitude
 - d. Note VOR bearing when over point—
 - e. Permissible error = 6° between published and actual bearing

5. Dual VOR check (4° maximum between bearings)
 - a. Tune both receivers to the same VOR
 - b. Note indicated bearings TO the station
 - c. Maximum permissible error = 4° between the VORs

REQUIRED RECORD:

Name, date, place and bearing error (signed by the person performing the check) must be logged and in the aircraft.

| SUMMARY | | |
|------------------------|---------------------------|------------------------------|
| METHOD OF CHECK | MAX ERROR— AIR | MAX ERROR— GROUND |
| VOT | 4° | 4° |
| DESIGNATED CHECKPOINT | 6° | 4° |
| AIRWAY CHECKPOINT | 6° | NA |
| DUAL VOR CHECK | Within 4° | Within 4° |