DATE	PLACE & TYPE	VOR #1 variation	VOR #2 variation	SIGNATURE	DATE	PLACE & TYPE	VOR #1 variation	VOR #2 variation	SIGNATURE

DATE	PLACE & TYPE	VOR #1 variation	VOR #2 variation	SIGNATURE

VOR EQUIPMENT CHECK LOG

(Mandatory within 30 days of IFR flight)

for: Aircraft: N

Type of Check Options: Error Permitted:

- - a) on the centerline of a VOR airway
 - b) over a prominent ground point preferably more than 20 NM distant from station

Reminder of some other "MUST" minimums...

Within last 6 months, IFR pilot must have had an instrument proficiency checkride, or have logged 6 instrument approaches + some holding procedures + some experience intercepting and tracking courses.

To carry passengers IFR or VFR, within 90 days of flight: In daytime, logged at least 3 takeoffs & landings. At night, logged at least 3 takeoffs & landings to full stop.

VFR day fuel - to destination + 30 minutes cruise fuel.

VFR night fuel - to destination + 45 minutes cruise fuel.

IFR, no alternate - to destination + 45 minutes cruise fuel.

IFR with alternate - to destination & alternate + 45 minutes cruise fuel.

"1-2-3" alternate rule: you must designate an alternate if, for 1 hour before and 1 hour after ETA at destination, the forecast ceiling is less than 2,000', or forecast visibility is less than 3 miles.

If destination has no published approach, an alternate with a published approach is mandatory.

Eligible alternates normally must have forecast $800^{\circ}/2$ mi. for non-precision approaches or $600^{\circ}/2$ mi. for precision (with glideslope) approaches at ETA.