

- Make sure that participants have something to record notes available (paper & pen/ pencil, iPad, etc)
- All instructions should be provided to your group verbally.

Practice One

You are flying from Livingston (LVM) to Helena Regional (HLN)

Your filed route is LVM V365 HLN (*locate it on the low altitude enroute chart*)

Your filed cruising altitude is 11,000

You were initially cleared as filed

Just prior to reaching Bozeman, level at 11,000, you receive a call from ATC* “we have a new routing, advise when ready to copy”:

(get ready to copy)

“Cleared direct BZN, from BZN radial 348 direct CONNS, expect further routing from CONNS. Climb and maintain 1300, expect 1100 in 20 minutes”

Your radio failed one minute later

Group discussion - What route and altitude should you fly?

For the chapter leader use only:

ANSWER: BZN CONNS V2 HLN

What altitude(s) should you fly along your route?

ANSWER: 13000

Practice Two

You are flying from Bozeman Yellowstone International (BZN) to Great Falls (GTF)

Your filed route is BZN V365 HLN V21 GTF (*locate it on the low altitude enroute chart*)

Your filed cruising altitude is 11,000

You were initially cleared as filed

15 minutes after departure, level at 11,000, you receive a call from ATC* “we have a new routing, advise when ready to copy”: (*get ready to copy*)

“Cleared direct SWEDD via V365, expect V536, FALDE and further routing from FALDE”

Just prior to reaching SWEDD, in IMC, you realize that you have lost communications with ATC.

You are unable to regain contact.

Group discussion - What route and altitude should you fly?

For the chapter leader use only:

ANSWER: SWEDD V365 FALDE 536 GTF

What altitude(s) should you fly along your route?

ANSWER: from SWEDD 12000 to FALDE 13000 to HLN 10000 to GTF

Practice Three

You are flying from Dillon (DLN) to Great Falls (GTF)

Your filed route is DLN V21 GTF (*locate it on the low altitude enroute chart*)

Your filed cruising altitude is 11,000

You were initially cleared as filed

7 minutes after departure, while still climbing and in IMC, you receive a call from ATC* “we have a new routing, advise when ready to copy”: (*get ready to copy*)

“Cleared direct GUSIE via V21, EVVER via V343 expect further routing from EVVER”

“Climb and maintain 11000, expect 13000 in “ **That is all you hear. The radio just died**

You are unable to regain contact

Group discussion - What route and altitude should you fly?

ANSWER: V21 GUSIE V343 EVVER V113 HLN V21 GTF

What altitude(s) should you fly along your route?

Comment on altitudes: assigned and filed 11000, expected 13000, V21 (MEA 10000/10600) V343 (MEA 11000) V113 (MEA 13000), V21 (MEA 10000)

For the chapter leader use only:

ANSWER: Climb to 13000 and maintain that altitude. The expected altitude is higher than the assigned altitude and all MEA's along the route.

*Note: It is not necessary, but a reason may be added for the rerouting; e.g. due to search & rescue operations, due to a wildfire, due to a TFR.

Other situations could include a reroute to V257 (MEA 16000) and issues concerning the aircraft service ceiling, oxygen issues, suspected hypoxia, etc.