

Instrument Approach:

Ryan Roberts – CFII/CFII/MEI Ó 2004 Hal ozone.Com – Revision 1.2

Action and Description	☑/☐/☒/-	Notes
1. Overview		
▪ Situational Awareness		
▪ Set Control → Get Performance (Not Chasing Needles)		
▪ Instrument Scan (without Fixation/Omission/Emphasis)		
▪ Vocalize turn direction N/S/E/W (NOT Left/Right)		
▪ 4 S's (Smooth, Small, Slow, Soon Enough)		
▪ Standard Rate Turns		
▪ Directional Control ($\pm 10^\circ$)		
▪ Altitude Control (± 100 ft)		
▪ Reports Emergencies (if any)		
2. Within 3 Minutes of the Initial Approach Fix		
▪ ATIS		
▪ Approach Briefing		
○ Identify Name and Type of Approach		
○ Tune and ID ALL Comms + Navs (VOR, ADF, DME)		
▪ Nav 1 – Tune/ID to FAC		
▪ Nav 2 – Tune/ID to Step Radials/Missed		
○ FAF / OM – Identified?		
○ DA / MDA (vocalized 3x)		
○ Missed Approach Point – Identified?		
▪ Set Time		
▪ Descent Check + Check Precession		
▪ Approach Check		
▪ Appropriate Airspeed + Flaps (Base or PT IB)		
3. Instrument Approach		
A. Final Approach Course		
▪ Wind Correction Estimated for FAC		
▪ Full Approach – Time Started at IAF		
▪ Radar Vectors – Say Anticipated Clearance (HDG/ALT/CLR)		
▪ Descend when appropriate		
▪ Anticipate FAC Interception (Approach Plate ‘GPS’)		
▪ “Cleared for the Approach” (HDG/ALT/CLEARED) Read Back		
▪ FAC Interception and Tracking		
▪ FAF Identified and Proper Action Taken		
Precision = “Gear, Power, Tower, Time”		
Non-Precision = “Time, Gear, Power, Tower”		
▪ Landing Check		
▪ Altitude Countdown (From 1000 ft above DH/MDA)		
▪ Final Check (500 ft Above DA/MDA)		
B. Missed Approach		
▪ Mix–Props–Throttle – Positive Rate – Gear / Flaps Up		
▪ Pitch for Vy Airspeed + Standard Rate Turn to Heading		
▪ Climb Check 500 ft above DA/MDA		
▪ Report Missed		

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