



1 10 minutes from IAF

1. Obtain Weather (ATIS/AWOS)
 - a. Set altimeter
 - b. Select Approach. (Runway Selection, Wind)
2. Review and Setup Approach Plate
 - a. Locate IAF and brief the course/heading, set OBS
 - b. Course Reversal needed? (Procedure Turn?)
3. Set DG to compass
4. Setup ALL Radio Equipment (Audio Panel as Checklist)
 - a. Com 1 to Approach. Standby to tower/CTAF
 - b. Com 2 to ATIS, Listen to it.
 - c. NAV 1 *3 things: Frequency CDI/VLOC OBS
 - Verify NAV1 (Tune/Identify/Test/Set), No Flags
 - d. NAV 2 Set for Missed approach
 - Verify NAV2, No Flags
 - e. DME set Frequency
 - f. Marker audio: ON, Test: lights
 - g. ADF set Frequency, listen/monitor
 - h. Setup **GPS: Activate** (or "load" for later)
5. Establish Altitude (stepdown)

At Every Fix or Turn or IAF: "5 T's"

- **Turn:** Turn to proper heading
- **Twist:** Set OBS
- **Time:** Start timer
- **Throttle:** (altitude/speed control)
- **Talk:** (Talk to ATC)

2 When Cleared for the Approach

1. Scan localizer/glideslope, **YOUR NAVIGATION intercept!**
2. Intercept LOC, check next altitude, Locate FAF
3. "5 T's"

3 Before FAF

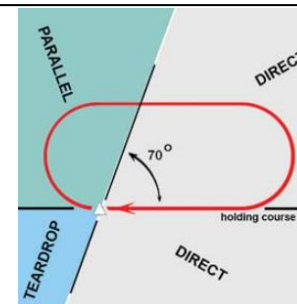
1. Brief the Approach (**Altitudes, Minimums, Distances**)
 - a. Determine Minimums: Straight in/Circling/LOC
 - b. GPS Mins check: LPV, LNAV
2. Pre Landing checklist: CCGUMPS
3. Missed Approach: Memorize first steps, find MAP
4. Scan for FAF (GS intercept or Distance or Fix)

4 At FAF

1. Reduce Power, Set FLAPS, Begin descent, TRIM
 - a. ILS/LPV: pitch for glideslope
 - b. VOR/LOC/NDB: 800-1000fpm descent
2. Call-Out Altitudes & Minimums (MDA/DA/Stepdown)
 - a. Round up and locate on altimeter
3. Find Favorite heading. SMALL corrections (10 deg max)
4. "5 T's" (timer!!)

Missed Approach

1. Go-Around!! (Power/flaps/gear/flaps)
2. Communicate "Missed Approach" to ATC
3. Follow chart procedure or ATC instructed
4. Set NAV equipment to get to Holding Fix
5. Hold Entry (Direct/Parallel/Teardrop)



IFR LOST COMMUNICATIONS (squawk 7600)

Route (choose based on “AVEF” hierarchy):

1. **Assigned**—the route assigned in the last ATC clearance, or
2. **Vectored**—if being vectored, direct to the fix, route, airway (clearance point)
3. **Expected**—else, the route ATC said to expect per further clearance (per EFC)
4. **Filed**—otherwise, the route filed in your flight plan

Altitude (fly the highest of “MEA”):

- **Minimum**—the minimum en route altitude (OROCA for Off Route), or
- **Expected**—the altitude ATC said to expect in a further clearance (per EFC)
- **Assigned**—the altitude ATC assigned in the last clearance

Leaving a Clearance Limit that was given, and lost communications

- If Limit was IAF: Leave at EFC time if an EFC was received,
Else leave per flight plan ETA
- If Limit Not IAF: Leave at At EFC time if an EFC was received,
Else proceed to IAF then do approach at flight plan ETA

IFR Clearance

Most IFR clearances consist of five basic components (“**CRAFT**”):

- **Clearance limit:** Your destination airport or an intermediate fix.
- **Route of flight:** Hopefully the route you filed, unless traffic conditions, ATC...
- **Altitude:** If not as requested, typically followed by when to expect next climb.
- **Frequency:** The radio frequency for departure control.
- **Transponder:** Your four-digit squawk code.

IFR Position Report “IPATTEN”

- Identification, • Position, • Altitude, • Time, • Type of flight plan, • ETA to next reporting point
- Name of next reporting point

IFR Minimum Altitudes

MEA	Min Enroute Altitude	Nav signal reception between fixes, AND obstacle clearance
MOCA	Min Obstruction Clearance	Obstacle clearance and Nav within 22NM
MCA	Min Crossing Altitude	Obstacle clearance enroute to a higher MEA
MRA	Min Reception Altitude	Lowest altitude to identify an intersection
MSA	Min Safe Altitude	1000ft clearance for emergency operations

Required IFR reports

Anytime

- Vacating assigned altitude
- Unable 500 ft/min climb or descent
- TAS change 10kts or 5%
- Safety of flight
- Changing ‘VFR on top’ altitude
- Missed approach
- Nav or Comm loss
- Hazardous unforecast weather

Holding

- Time and altitude reaching a holding fix or clearance point
- Leaving assigned holding fix/point

When not in radar contact

- Leaving FAF (or procedure inbound)
- Revised estimate > 3 minutes
- Where charted reporting points (solid triangle)