

Set up for Approach

1. Receive instructions for approaches
2. Set up the approach in the GPS
3. Brief the approach plates

Senario #1

“Cessna 376SP expects the ILS 05 approach into Louisburg.”

1. Go to PROC, select approach, select the IAF, and load the approach **“DO NOT SELECT VECTORS”**

Senario #2

“Cessna 376SP expect the ILS 05 direct EKLAW”

1. Go to PROC, select approach, select EKLAW, and Activate Approach **“DO NOT SELECT VECTORS”**

Senario #3

“Cessna 376SP expect Vectors for the ILS 05”

1. Go to PROC, select approach, select Vectors, and activate approach

Precision Approach

1. Slow to “110 KIAS before entering the hold/procedure turn”
2. Tune, identify, and verify the Localizer course
3. When the Course/LOC needle begins to move: “Course/Localizer alive”
4. As the inbound leg is intercepted: “Course/Localizer captured”
5. When the GP/GS needle begins to move, “Glidepath/Glideslope alive”
6. One dot high on GP Slow to “100 KIAS, flaps 10°, airport lights, before landing checklist”
7. As Glidepath/Glideslope is intercepted: “Glidepath/Glideslope captured”
8. Use known power settings to establish the correct descent rate and airspeed to maintain GP/GS
9. As you approach minimums, intensify your scan and make smaller adjustments to lateral and vertical errors as the instruments become more sensitive.
10. Upon reaching DA: Configure to Land and “Bug Go Around altitude”
11. Call out minimums: “500’, 300’, 200’, 100’, minimums”
12. Reaching DA:
 - Runway environment not seen: “Go around”
 - Approach lights in sight: “Lights in sight, down to 100’ above TDZE”
 - Runway environment seen: “Runway in sight, continue to land.”

Non-Precision Approach

1. Slow to “110 KIAS before entering the hold/procedure turn”
2. Tune, identify, and verify the Localizer course
3. When the Course/LOC needle begins to move: “Course/Localizer alive”
4. As the inbound leg is intercepted: “Course/Localizer captured”
5. 1NM before FAF: Slow to “100 KIAS, flaps 10°, airport lights, before landing checklist”
6. Establish descent at the required rate to maintain GP/GS or reach the MDA
7. Use known power settings to establish the correct descent rate and airspeed to maintain GP/GS
8. As you approach minimums, intensify your scan and make smaller adjustments to lateral and vertical errors as the instruments become more sensitive.
9. Once visual add flaps 20
10. Call out minimums: “500’, 300’, 200’ 100’, minimums”
11. Reaching MDA:
 - Runway environment not seen: “Go around”
 - Approach lights in sight: “Lights in sight, down to 100’ above TDZE”
 - Runway environment seen: “Runway in sight, continue to land”

Circling Approach

Straight-in Approach

1. Brief circling plan and circling radius
2. When reaching circling minimums, obtain sight of the runway
3. Break off the approach at 45 angle at 100 KIAS
4. Enter downwind for the the runway no farther than the maximum allowed circling radius
5. Abeam touchdown point, slow to 80 KIAS
6. At 45 angle from runway turn base and begin descent to land, flaps 20

Offset Approach

1. Brief circling plan and circling radius
2. When reaching circling minimums, obtain sight of runway
3. Fly over the runway
4. Enter into the traffic pattern of depending on the runway you plan on using
5. Abeam touchdown point, slow to 80 KIAS
6. At 45 angle from runway turn base and begin descent to land, flaps 20

Go Around

1. Power full, GA button (Cram)
2. Pitch Vy (Climb)
3. Flaps 20° (Clean)
4. (Cool)
5. “Vy, Positive rate, flaps up”
6. Verify missed altitude, and verify proper NAV source, fly the missed approach
7. Above a safe altitude, advise ATC: “Tower/Departure N..., missed RWY..., request....”
(Call)

AP Management

Climb IAS

Descend VS

Always verify scoreboard configuration before activating AP

When vectored or cleared, immediately activate the approach and APR and verify NAV/LOC & GP/GS are armed

When intercepting GP/GS verify AP has captured

When given a heading press HDG

**Speeds and Flap Settings are for Cessna 172SP Models*