

Airplane IFR Quick-Review

LOGGING INSTRUMENT TIME §61.51

A person may log instrument time only for that flight time when the person operates the aircraft *solely by reference to instruments under actual or simulated instrument flight conditions.*

An authorized instructor may log instrument time *when conducting instrument flight instruction in actual instrument flight conditions.*

To meet recent instrument experience requirements, the following information must be recorded in the person's logbook:

- Location & type of each instrument approach accomplished, and
- The name of the safety pilot, if required

Use of full flight simulator, FTD, or ATD for acquiring instrument aeronautical experience:

- Authorized instructor is present and signs the person's logbook
- For IFR recency requirements:
 - ▷ Log device, time and content

REGENCY OF EXPERIENCE

- To act as PIC under IFR or in weather conditions less than the minimums for VFR- "6 HITS" – Within 6 cal. months preceding the month of flight:
 - ▷ 6 instrument approaches
 - ▷ Holding procedures & tasks
 - ▷ Intercepting & Tracking courses through the use of navigational electronic systems
 - ▷ The above can be completed in a flight sim or FTD. However, If using an ATD, requires in addition to "6 HITS", in last 2 cal. months:
 - 3 Hours of instrument experience
 - Two unusual attitude recoveries in descending Vne airspeed conditions and
 - two unusual attitude recoveries in ascending stall speed conditions.
- Not current looking back 6 months?

You can still log the required "6 HITS" with a safety pilot (under simulated conditions), examiner or instructor.

 - ▷ Safety pilot requirements
 - At least a private pilot with appropriate category and class.
 - Have adequate vision forward and to each side of the aircraft.
 - Aircraft must have a dual control system.
- Not current looking back 12 months?
 - ▷ Instrument Proficiency Check (IPC) by a CFII, examiner, or other approved person is required. Guidelines are in the ACS.
 - ▷ Some IPC tasks, but not all, can be conducted in a FTD or ATD. (Refer to the ACS)
- To carry passengers as PIC
 - ▷ 3 takeoffs & landings in category, class and type (if type rating req.) In the last 90 days.
 - ▷ At periods between 1 hour after sunset to 1 hour before sunrise: 3 takeoffs & landings to full stop within 1 hour after sunset to 1 hour before sunrise.
- To act as PIC - Flight review in the last 24 Calendar months (see FAR for exceptions).

(§61.56, §91.109, §61.57, Instrument- Airplane ACS)

AIRPLANE-INSTRUMENT RATING MINIMUM AERONAUTICAL EXPERIENCE

- 50 hours X-Country PIC time
 - ▷ Of which ,10 hours in airplanes.
- 40 hours actual or simulated instrument time
 - ▷ Of which, 15 hours with CFII.
 - Including one X-Country flight of:
 - 250 NM along airways or by directed ATC routing.
 - An instrument approach at each airport.
 - 3 different kinds of approaches using navigation systems.
 - With a filed IFR flight plan.
 - 3 Hours instrument flight training in last 2 Calendar months prior to practical test
- Use of approved full flight simulator or FTD, if trained by authorized instructor:
 - ▷ Max. 30 hours if instrument time completed under part 142
 - ▷ Max 20 hours if not completed under 142
- Use of FAA approved Aviation Training Device, if trained by an authorized instructor:
 - ▷ Max.10 hours of instrument time if Basic ATD
 - ▷ Max. 20 hours of instrument time if Advanced ATD
- No more than 20 hours of total instrument time can be credited in a full flight simulator, FTD or ATD, except the 30 hours exception under part 142 mentioned above.

§61.65

PERSONAL DOCUMENTS REQUIRED FOR FLIGHT

- Pilot Certificate
- Medical certificate (or US Driver's license as permitted by §61.113 & §61.23)
- Authorized photo ID (passport, driver's license, etc)
- Restricted Radiotelephone Operator Permit (For flights outside the US)

§61.3, §61.113, §61.23, ICAO Article 29

AIRCRAFT DOCUMENTS REQUIRED FOR FLIGHT
A.R.R.O.W —

- A** - Airworthiness certificate
 - R** - Registration certificate
 - R** - Radio station license (for flights outside the US)
 - O** - Operating limitations & information (in AFM)
 - W** - Weight & Balance data
- (§21.5, §91.103, §91.9, §91.203, ICAO Article 29)

AIRCRAFT MAINTENANCE INSPECTIONS REQUIRED FOR IFR:
A.V.I.A.T.E —

- **A** - Annual inspection every 12 calendar months. (§91.409)
- **V** - VOR check every 30 days. (For IFR) (§91.171)
- **I** - 100 hour inspection. (if for hire) (§91.409)
- **A** - Altimeter, automatic altitude reporting (transponder's) & static system every 24 calendar months. (For IFR in controlled airspace) (§91.411)
- **T** - Transponder every 24 calendar months. (§91.413)
- **E** - ELT every 12 months; battery replaced after 1 hour of use or below 50% of useful life.

PREFLIGHT SELF-ASSESSMENT:
I.M S.A.F.E —

- **I** - Illness - Do I have any symptoms?
 - **M** - Medication - Have I taken prescription or over-the-counter drugs?
 - **S** - Stress - Am I under psychological pressure, worried about finances, health or family discord?
 - **A** - Alcohol - No drinking within 8 hours. ("8 hours bottle to throttle"). No more than .04% of alcohol in blood.
 - **F** - Fatigue - Am I tired / adequately rested?
 - **E** - Emotion - Am I emotionally upset?
- (§91.17, AIM 8-1-1)

PREFLIGHT INFO REQUIRED FOR IFR:
W.K.R.A.F.T-

- **W** - Weather reports and forecasts.
 - **K** - Known traffic delays as advised by ATC.
 - **R** - Runway length of intended use.
 - **A** - Alternatives available if flight cannot be completed as planned.
 - **F** - Fuel requirements
 - **T** - Takeoff and landing performance data.
- (§91.103)

RISK MANAGEMENT & PERSONAL MINIMUMS
P.A.V.E —

- **P** - Pilot (general health, physical / mental / emotional state, proficiency, currency)
- **A** - Aircraft (airworthiness, equipment, performance)
- **V** - Environment (weather hazards, terrain, airports / runways to be used & other conditions)
- **E** - External pressure (meetings, people waiting at destination, etc.)

(Pilot's Handbook of Aeronautical Knowledge)

DECISION MAKING
D.E.C.I.D.E —

- **D** - Detect that a change has occurred.
- **E** - Estimate the need to counter the change.
- **C** - Choose a desirable outcome.
- **I** - Identify solutions.
- **D** - Do the necessary actions.
- **E** - Evaluate the effects of the actions

(Pilot's Handbook of Aeronautical Knowledge)

PASSENGER BRIEFING
S.A.F.E.T.Y —

- **S**
 - ▷ Seat belts fastened for taxi, takeoff, landing.
 - ▷ Shoulder harness fastened for takeoff, landing.
 - ▷ Seat position adjusted and locked in place
- **A**
 - ▷ Air vents location and operation
 - ▷ All environmental controls (discussed)
 - ▷ Action in case of any passenger discomfort
- **F**
 - ▷ Fire extinguisher (location and operation)
- **E**
 - ▷ Exit doors (how to secure; how to open)
 - ▷ Emergency evacuation plan
 - ▷ Emergency/survival kit (location and contents)
- **T**
 - ▷ Traffic (scanning, spotting, notifying pilot)
 - ▷ Talking, sterile flight deck expectations
- **Y**
 - ▷ Your questions? Speak up!

(Pilot's Handbook of Aeronautical Knowledge)

TAKEOFF BRIEFING

D.E.P.A.R.T.S –

- D - Departure review** (e.g. takeoff type, initial heading, first fix & course, clearance readout).
- E - Establish Expectations** (e.g., flying pilot, PIC, positive transfer of controls).
- P - Plan / special considerations** (e.g., weather, visibility, terrain, unfamiliar field, inop. equipment / MELs).
- A - Alternate** (takeoff alternate, if needed, or return plan)
- R - Runway conditions and length.**
- T - Trouble / Tactics** (e.g., rejected takeoff, engine failure).
- S - Speak up! Questions / concerns?**

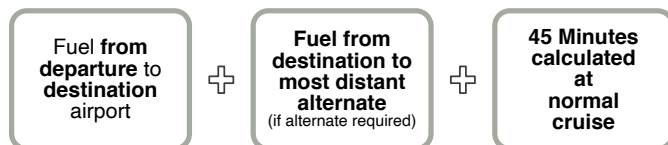
IFR FLIGHT PLAN

- **Requirement:** no person may operate an aircraft in **controlled airspace under IFR** unless that person has:
 - ▷ Filed an **IFR flight plan**; and
 - ▷ Received an appropriate **ATC clearance**.
- It is **legal to fly IFR in uncontrolled airspace** (class G) **without a flight plan or clearance**. However, once airborne, you **must remain in uncontrolled airspace until you file a flight plan and get an ATC clearance** to enter the controlled airspace.

§91.173

- **How to file an IFR flight plan?**
 - ▷ **FSS**
 - by phone (1-800-WX-BRIEF)
- over the radio (GCO/RCO frequencies)
 - In person.
 - ▷ **Online**
 - www.1800wxbrief.com (Leido)
 - www.ftplan.com (Garmin)
 - ▷ **EFB** (e.g., Foreflight)
 - ▷ With **ATC** (over radio, or phone if no other mean available)
- **File at least 30 minutes prior to estimated departure**. Non-scheduled flights **above FL230 should be filed at least 4 hours** before est. departure time. (AIM 5-1-8)
- **Flight plan cancelation** (AIM 5-1-15)
 - ▷ **Towered airports** - automatically cancelled by ATC upon landing.
 - ▷ **Non-towered airports** - Pilot must contact ATC / FCC to cancel (by radio or phone)
 - ▷ Can **cancel anytime in flight if out of IMC and out of class A airspace**.
- **Preferred IFR Routes** are published in the Chart Supplement U.S. It is to the pilot's advantage to file a preferred route if available. (AIM 5-1-8)

IFR MINIMUM FUEL REQUIREMENTS §91.167



*Other fuel requirements exist for 121, 135, Flag and supplemental operations

NEED A DESTINATION ALTERNATE? "1-2-3" RULE –

A destination alternate is always required, unless:

- An instrument approach is published and available for the destination, AND,
- For at least 1 hour before to 1 hour after ETA:
 - ▷ **Ceiling** will be at least **2000'** above airport elevation; and
 - ▷ **Visibility** will be at least **3 SM**.

§91.169



MIN WX CONDITIONS REQUIRED AT AN AIRPORT TO LIST IT AS AN ALTERNATE

The alternate airport minima published in the procedure charts, or, if none:

- **Precision approach:**
600 ft ceiling and 2 SM visibility.
- **Non-precision approach:**
800 ft ceiling and 2 SM visibility.
- **No instrument approach available at the alternate:**
Ceiling & visibility must allow descent from MEA, approach and landing under VFR.

§91.169

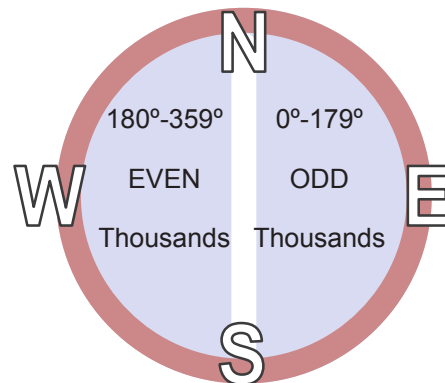
FILING AN ALTERNATE - GPS CONSIDERATIONS

- **Equipped with a non-WAAS GPS?** You can flight plan based on GPS approaches at either the destination or the alternate, but **not at both**.
- **WAAS Without baro-VNAV?** May base the flight plan on use of LNAV approaches at both the destination and alternate.
- **WAAS with baro-VNAV?** May base the flight plan on use of LNAV/VNAV or RNP 0.3 at both the destination and the alternate.

AIM 1-1-17b.5, 1-1-18c.9, 1-2-3d

IFR CRUISING ALTITUDES

Based on magnetic course §91.179



IFR TAKEOFF MINIMUMS (§91.175)

No T/O minimums mandated for part 91 operations.
Part 121, 125, 129, 135:

- Prescribed T/O minimums for the runway, or, if none:
- 1-2 engines airplanes: 1 SM visibility
- More than 2 engines: ½ SM visibility

T Non-Standard TO mins / Departure Procedures.

A Non-Standard IFR alternate minimums exist.

NA Alternate minimums not authorized due to unmonitored facility or the absence of weather reporting service.

DEPARTURE PROCEDURES (DP)

AIM 5-2-9

- Either textual or graphical.
- Ensures obstacle clearance, provided:
 - ▷ the airplane crossed the departure end of the runway at least 35 ft AGL,
 - ▷ reaches 400 ft AGL before turning, and
 - ▷ climbs at least 200 Feet per NM (FPNM), or as published otherwise on the chart.
 - FPNM to feet-per-minute conversion:

$$\text{fpm} = \text{FPNM} * \text{Groundspeed} / 60$$

- Pilots are encouraged to file a DP at night, during marginal VMC or IMC.
- Two types of DP
 - ▷ Obstacle Departure Procedure (ODP)
 - Provides only obstacle clearance.
 - Graphic ODPs will have “(OBSTACLE)” printed in the chart title.
 - ▷ Standard Instrument Departure (SID)
 - In addition to obstacle clearance it reduces pilot and controller workload by simplifying ATC clearances and minimizing radio communications.
 - Some SIDs may depict special radio failure procedures.
- DP are also categorized by equipment required:
 - ▷ **Non-RNAV DP** - for use by aircraft equipped with ground-based navigation (i.e., VOR, DME, NDB).
 - ▷ **RNAV DP** - for aircraft equipped with RNAV equipment (e.g., GPS, VOR/DME, DME/DME). Require at least RNAV 1 performance. Identified with the word “RNAV” in the title.
 - ▷ **RADAR DP** - ATC radar vectors to an ATS route, NAVAID, or fix are used after departure. RADAR DPs are annotated “RADAR REQUIRED.”
- You are not required to accept a DP. To avoid receiving one, state “NO SIDs” in remarks section of flight plan.
- Transition routes connect the end of the basic SID procedure to the en route structure.

IFR DEPARTURE CLEARANCE

C.R.A.F.T —

- **C** - Clearance limit.
- **R** - Route.
- **A** - Altitude.
- **F** - Frequency (for departure).
- **T** - Transponder code.

Clearance void time – The time at which your clearance is void and after which you may not takeoff. You must notify ATC within 30 min after the void time if you did not depart.

“**Hold for release**” – You may not takeoff until being released for IFR departure.

Release time – The earliest time the aircraft may depart under IFR.

Expect Departure Clearance Time (EDCT) – A runway release time given under traffic management programs in busy airports. Aircraft are expected to depart no earlier and no later than 5 minutes from the EDCT.

Abbreviated departure clearance – “Cleared (...) as filed (...)”

(AIM 5-2-6)

STANDARD TERMINAL ARRIVAL (STAR)

- Serves as a transition between the en route structure and a point from which an approach to landing can be made.
- **Transition routes** connect en route fixes to the basic STAR procedure.
- Usually named according to the fix at which the basic procedure begins.
- As with a SID, you can state “NO STARS” in the remarks section of the flight plan, to avoid getting a clearance containing a STAR.
- RNAV STARS require RNAV 1 performance.

IFR ALTITUDES

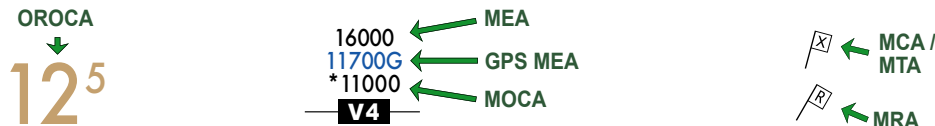
MIN IFR ALTITUDES (§91.177)

- Except for takeoff or landing, or otherwise authorized by the FAA, no person may operate an aircraft under IFR below -
 - ▷ **Minimum altitudes prescribed for the flown segment, or if none:**
 - ▷ **Mountainous areas: 2,000 ft** above the highest obstacle within a horizontal distance of **4 NM** from the course.
 - ▷ **Non-mountainous areas: 1,000 ft** above the highest obstacle within **4 NM** from the course.

IFR ALTITUDES - CONTINUED (§91.177, Pilot/Controller Glossary)

- **DA / H - Decision Altitude / Height:** the Altitude (MSL) / Height (above runway threshold), on an instrument approach procedure at which the pilot must decide whether to continue the approach or go around.
- **MAA - Maximum Authorized Altitude.** Annotated "MAA-17000" (17,000ft as an example) on IFR charts.
- **MCA - Minimum Crossing Altitude**
- **MDA / H - Minimum Decent Altitude / Height:** The lowest Altitude (MSL) / Height (above runway threshold) to which descent is authorized on a non-precision approach until the pilot sees the visual references required for landing.
- **MEA - Minimum En route Altitude:** The lowest published altitude between radio fixes which assures acceptable navigational signal coverage and meets obstacle clearance requirements. An MEA gap establishes an area of loss in navigational coverage and annotated "MEA GAP" on IFR charts.
- **MOCA - Minimum Obstruction Clearance Altitude:** Provides obstacle clearance and navigation coverage only up to 22 NM of the VOR.
 - ▷ **If both an MEA and a MOCA are prescribed** for a particular route segment, **a person may operate an aircraft lower than the MEA down to, but not below the MOCA, provided the applicable navigation signals are available.** For aircraft using VOR for navigation, this applies only when the aircraft is within 22 NM of the VOR. (§91.177)
- **MORA - Minimum Off Route Altitude** (Jeppesen):
 - ▷ **Route MORA** provides obstruction clearance within 10NM to either side of airway centerlines and within a 10NM radius at the ends of airways.
 - ▷ **Grid MORA** provide obstruction clearance within a latitude / longitude grid block.
- **MRA - Minimum Reception Altitude**
- **MTA - Minimum Turning Altitude:** Provides vertical and lateral obstacle clearance in turns over certain fixes. Annotated with the MCA X icon and a note describing the restriction.
- **MVA - Minimum Vectoring Altitude:** The lowest altitude at which an IFR aircraft will be vectored by a radar controller, except as otherwise authorized for radar approaches, departures, and missed approaches. MVAs may be lower than the minimum altitudes depicted on aeronautical charts, such as MEAs or MOCAs.
- **OROCA - Off Route Obstruction Clearance Altitude:** Provides obstruction clearance with a 1,000 ft buffer in non-mountainous terrain areas and 2,000 ft in mountainous areas. OROCA may not provide navigation or communication signal coverage.

*Designated mountainous areas are defined in 14 CFR part 95 by lat / long coordinates.

**FLIGHT INSTRUMENTS****GYROSCOPIC INSTRUMENTS**

- **Two principles** of a gyroscope: **Rigidity in space** and **precession**.
- **Attitude indicator** – operates on the principle of **rigidity in space**. Shows **bank and pitch information**. Older AIs may have a tumble limit. Should show correct attitude within 5 minutes of starting the engine. Normally vacuum-driven in GA aircraft, may be electrical in others. May have small acceleration/deceleration errors (accelerate-slight pitch up, decelerate- pitch down) and roll-out errors (following a 180 turn shows a slight turn to the opposite direction).
- **Heading indicator** – operates on the principle of **rigidity in space**. It only reflects changes in heading, but cannot measure the heading directly. You have to calibrate it with a magnetic compass in order for it to indicate correctly. HIs may be slaved to a magnetic heading source, such as a flux gate, and sync automatically to the present heading. Normally powered by the vacuum system in on GA aircraft.
- **Turn indicators** – operates on the principle of **precession**.
 - ▷ **Turn coordinators** show rate-of-turn and rate of roll.
 - ▷ **Turn-and-slip indicators** show rate-of-turn only.

PITOT-STATIC INSTRUMENTS**ALTIMETER**

- An **aneroid barometer** that shows the height above a given pressure level, based on standard pressure lapse rate of 1000' per inch of mercury.
- A stack of sealed aneroid wafers expand and contract with changes in atmospheric pressure received from the static port.
- A **mechanical linkage** between the aneroid and the display translates the sensed pressure to an altitude indication.
- An **altimeter setting knob** (on a "sensitive altimeter", which are most aircraft altimeters) allows the pilot to adjust the current pressure to the current altimeter setting published locally (available from ATIS, METAR or ATC).
- The pressure setting is displayed in the "**Kollsman Window**" in mb and/or inches of mercury (Hg)
- In the US, when operating below 18,000' MSL **regularly set the altimeter to a station within 100 NM**. Above 18,000' MSL, the altimeter should be set to the standard sea level pressure of 29.92" Hg, and operate in Flight Levels (FL).
- **"High to Low - Watch out below!"**. Use caution when flying from high pressure to low pressure areas. If altimeter setting is not updated, altitude will indicate lower than it should. Flying from **hot to cold** areas results in the same error .

TYPES OF ALTITUDES

- **Indicated altitude** – Uncorrected altitude indicated on the dial when set to local pressure setting (QNH).
- **Pressure altitude** – Altitude above the standard 29.92. Hg plane. (QNE). Used when flying above the transition altitude (18,000' in the US)
- **Density altitude** – Pressure alt. corrected for nonstandard temperature. Used for performance calculations.
- **True altitude** – Actual altitude above Mean Sea Level (MSL).
- **Absolute altitude** – Height above airport elevation (QFE).

VERTICAL SPEED INDICATOR (VSI)

- Indicates **rate-of-climb** in fpm (accurate after a 6-9 sec. lag), and **rate trend** (immediately with rate change).
- A diaphragm inside the instrument is connected directly to the static source.
- The area outside the diaphragm also receives static pressure, but via a calibrated leak (a restricted orifice).
- This configuration essentially responds to static pressure change over time.
- As the diaphragm expands or contracts, a mechanical linkage moves the pointer needle to display the current rate of climb to the pilot.
- **Instantaneous VSI** (IVSI) solves the lag issue with the addition of vertical accelerometers.

AIRSPPEED INDICATOR (ASI)

- The airspeed indicator measures the difference between impact (ram) air pressure from the pitot tube and ambient pressure from the static port. The result pressure is called dynamic pressure and corresponds to airspeed.
 - ▷ Dynamic Pressure (airspeed) = Impact Pressure – Static pressure.
- A diaphragm in the instrument receives ram pressure from the pitot tube. The area outside the diaphragm is sealed and connected to the static port. A mechanical linkage converts the expansion and contraction of the diaphragm to airspeed shown on the display dial.

TYPES OF SPEEDS

- **Indicated airspeed (IAS)** – indicated on the airspeed indicator
- **Calibrated airspeed (CAS)** – IAS corrected for instrument & position errors.
- **Equivalent airspeed (EAS)** – CAS corrected for compressibility error.
- **True airspeed (TAS)** – Actual speed through the air. EAS corrected for nonstandard temperature and pressure
- **Mach number** – The ratio of TAS to the local speed of sound.
- **Ground speed** – Actual speed over the ground. TAS corrected for wind conditions.

AIRSPPEED INDICATOR MARKINGS

- **White arc** - Flap operating range. Starts at Vs0; ends at Vfe
- **Green arc** - Normal operating range. Starts at Vs1; ends at Vno
- **Yellow arc** - Caution range. Fly only in smooth air and only with caution.
- **Red line** - Vne

STATIC PORT BLOCKAGE

- **Airspeed indicator** – Correct indication only at the altitude where the blockage occurred.
 - ▷ Higher altitudes → airspeed indicates lower than it should.
 - ▷ Lower altitudes → Indicates higher than it should.
- **Altimeter** – will freeze on the altitude where it was blocked.
- **VSI** – freezes on zero.
 - ▷ After verifying a blockage in the static port, you should use an alternate static source or break the VSI window (in which case, expect reverse VSI information).
- When using the **alternate static source** (a lower static pressure is measured):
 - ▷ **Airspeed indicator** – indicate a faster speed than it should.
 - ▷ **Altimeter** – indicate higher than it should.
 - ▷ **VSI** – momentarily show a climb.

V-SPEEDS

- **Va** - Design maneuvering speed
- **Vs** - Stall speed, clean config.
- **Vs0** - Stall speed landing config.
- **Vs1** - Stall speed specific config.
- **Vfe** - Max flap extended speed.
- **Vno** - Max structural cruise speed
- **Vne** - Never Exceed Speed
- **Vx** - Best angle of climb
- **Vy** - Best rate of climb

PITOT TUBE BLOCKAGE

The **only instrument affected** is the **airspeed indicator**.

- Ram air inlet clogged and drain hole open? Airspeed drops to zero.
- Both air inlet and drain hole are clogged? The airspeed indicator will act as an altimeter, and will no longer be reliable.
- When suspecting a pitot blockage, consider the use of pitot heat to melt ice that may have formed in or on the pitot tube.

GENERIC INSTRUMENT TAXI CHECK

- | | |
|--|--|
| <ul style="list-style-type: none"> ■ Airspeed – 0 KIAS. ■ Turn coordinator – ball centered and wings level when not turning. On turns: shows turn in correct direction, ball goes to opposite direction of the turn. ■ Attitude – Correct pitch attitude and bank angle $\pm 5^\circ$ within 5 minutes of engine start (if vacuum). ■ Heading indicator – Set and shows correct headings. ■ Altimeter – Set to local altimeter settings or field elevation. Shows correct field elevation ± 75 feet. | <ul style="list-style-type: none"> ■ VSI – 0 fpm. ■ Magnetic compass – swings freely, full of fluid, shows known headings and deviation card is installed. Marker beacons – Tested. ■ NAV & Comm – Set. ■ GPS – Checked and set. ■ EFIS cockpits – Check PFD/MFD/EICAS for 'X's, messages, warnings and removed symbols. |
|--|--|

<p>MAGNETIC COMPASS ERRORS & LIMITATIONS – D.V M.O.N.A</p> <ul style="list-style-type: none"> ■ D- Deviation ■ M- Magnetic dip ■ N- North/south turn errors - ■ V- Variation ■ O- Oscillation <p>Northern hemisphere: UNOS Undershoot North/ Overshoot South</p> <ul style="list-style-type: none"> ■ A- Acceleration errors - <p>Northern hemisphere: ANDS Accelerate North/ Decelerate South</p>	
<p>ELECTRONIC FLIGHT INSTRUMENTS</p> <ul style="list-style-type: none"> ■ Attitude Heading Reference Systems (AHRS) – Provides more accurate and reliable attitude and heading data than traditional separate gyro systems. The first AHRS units were very expensive and relied on laser gyros and flux valves. Today they are based on solid state technologies (no moving parts) and are cheaper, smaller and easier to maintain. ■ Air Data Computers (ADC) – replaces the mechanical pitot-static instruments. The ADC receives inputs from the pitot, static and outside temperature ports and computes airspeed, true airspeed, vertical speed and altitude. ■ Flight director – computes and displays command bars over the attitude indicator to assist the pilot in flying selected heading, course or vertical speed. ■ Flight Management System (FMS) – Receives inputs from various sensors and provides guidance to the autopilot and flight director throughout the flight. The FMS also automatically monitors and selects the most appropriate navigation source for accurate positioning. (GPS, VOR/DME, INS etc.) ■ Electronic Flight Instrument Systems (EFIS) – AKA “Glass cockpit”. ■ Primary Flight Displays (PFD) – Displays flight data such as attitude, altitude, airspeed, VSI and heading as well as rate tapes. ■ Multi-Function Displays (MFD) – Displays a variety of information such as moving maps, aircraft system status, weather and traffic. It may also be used as a backup for other displays, such as the PFD or EICAS. 	
<p>MINIMUM EQUIPEMENT RERQUIRED FOR FLIGHT (§91.205)</p>	
<p>For VFR day: A T.O.M.A.T.O F.L.A.M.E.S –</p> <p>A - Altimeter</p> <p>T - Tachometer for each engine</p> <p>O - Oil temperature indicator for each engine</p> <p>M - Manifold pressure gauge for each altitude engine</p> <p>A - Airspeed indicator</p> <p>T - Temperature gauge for each liquid cooled engine</p> <p>O - Oil pressure gauge for each engine</p> <p>F - Fuel quantity gauge for each tank</p> <p>L - Landing gear position lights (if retractable gear)</p> <p>A - Anticollision lights (aircraft certified after March 11, 1996)</p> <p>M - Magnetic direction indicator (mag. compass)</p> <p>E - ELT, if required by §91.207</p> <p>S - Safety belt / shoulder harness</p>	<p>For IFR day: all VFR day equipment + GRABCARD</p> <p>For IFR night: all VFR day + VFR night + GRABCARD</p> <p>G.R.A.B.C.A.R.D –</p> <p>G - Generator / alternator</p> <p>R - Radios (two-way navigational equipment appropriate for the route to be flown)</p> <p>A - Altimeter (sensitive = adjustable for barometric pressure)</p> <p>B - Ball (slip-skid indicator)</p> <p>C - Clock (shows hours, minutes and seconds and installed as part of aircraft equipment)</p> <p>A - Attitude indicator</p> <p>R - Rate-of-turn indicator</p> <p>D - Directional gyro (heading indicator)</p>
<p>For VFR night: All VFR day equipment + FLAPS F.L.A.P.S –</p> <p>F - Fuses (spare set)</p> <p>L - Landing light (if for hire)</p> <p>A - Anticollision lights</p> <p>P - Position lights (navigation lights)</p> <p>S - Source of electrical power (i.e., battery)</p>	<p>For flight above FL240: If VOR used, than DME or RNAV system is also required.</p>
<p style="text-align: center;">OPERATING WITH INOPERATIVE ITEMS (§91.213)</p> <div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">Aircraft has an MEL?</p> <p>Yes → Follow MEL provisions</p> <p>No ↓</p> <div style="border: 1px solid blue; padding: 5px; margin: 5px 0;"> <p>Is the inoperative equipment required by:</p> <ul style="list-style-type: none"> ■ VFR-day type certification requirements? ■ Equipment list or kind of operations equipment list? ■ §91.205 or other regulations for kind of operations? ■ An Airworthiness Directive (AD)? </div> <p>No ↓</p> <div style="border: 1px solid red; padding: 5px; margin: 5px 0; text-align: center;"> <p>⚠ Flying not allowed without a special flight permit</p> </div> <p>Yes ↓</p> <div style="border: 1px solid green; padding: 5px; margin: 5px 0;"> <p>Flying is permitted, provided:</p> <ul style="list-style-type: none"> ■ Inop equipment is removed, or ■ deactivated and placarded “Inoperative.” ■ Pilot/mechanic determines no hazard from inop item. </div> </div>	

RADIO NAVIGATION

DISTANCE MEASURING EQUIPMENT (DME)

- **962-1213 MHz (UHF)**.
- Normally tuned automatically with a paired VHF station (VOR/LOC).
- The Airborne DME unit transmits an interrogation signal.
- The ground DME facility receives and replies to the interrogation.
- Airborne unit calculates the **slant range** distance to the station based on the reply time.
- Due to slant range error, when flying overhead the station, DME indication is not "0".
- Slant range error is negligible at 1 NM from the DME station per every 1000ft. For example, at 5000 ft, slant range error is negligible when further than 5 NM of the station.

NON-DIRECTIONAL BEACON (NDB)

- Operates at the 190-535 kHz range (can receive and point towards commercial radio AM station at 550 -1650 kHz).
- Low to medium frequency band.
- ADF (Automatic Direction Finder) in aircraft points towards the NDB station.
- Magnetic Bearing = Magnetic Heading + Relative Bearing

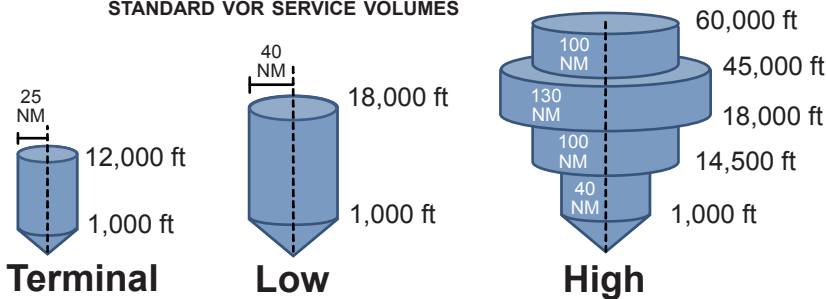
NDB Service Volume Classes	
Compass Locator	15 NM
Medium High (MH)	25 NM
High (H)	50 NM (or less, as published in NOTAM or Chart Supplement)
High High (HH)	75 NM

COMPASS LOCATOR

A low-powered NDB transmitter (at least 25 Watts and 15NM range) installed at the OM or the MM on some ILS approaches.

VHF OMNI DIRECTIONAL RANGE (VOR)

STANDARD VOR SERVICE VOLUMES



VOR limitations

- Cone of confusion
- Reverse sensing (if used incorrectly)
- Requires line-of-sight between aircraft and station.

VOR Receiver Checks (§91.171)

- Perform every 30 calendar days
 - ▷ **VOT** ±4°
 - ▷ **Repair Station** ±4°
 - ▷ VOR **ground checkpoint** ±4°
 - ▷ VOR **airborne checkpoint** ±6°
 - ▷ **Dual VOR** cross-check ±4°
 - ▷ Above a **prominent ground landmark** on a selected radial at least 20 NM from a VOR, flying at a "reasonable low altitude" ±6°

VOR Check signoff (§91.171)

D.E.P.S –

- D - Date**
- E - Error** (bearing error)
- P - Place**
- S - Signature**

- 108.0 to 117.95 MHz, excluding 108.10-111.95 with odd tenths (reserved for LOC frequencies).
- Full scale deflection: 10°.
- Standard service volumes do not apply to published routes.
- Pilot must verify correct and usable VOR station with morse ID before using it.

AREA NAVIGATION (RNAV)

- Allows navigation on any desired path without the need to overfly ground-based facilities.
- **Types:**
 - ▷ Global Navigation Satellite System (**GNSS**) (e.g., **GPS**, Galileo, GLONASS, BeiDou)
 - ▷ VOR/DME RNAV
 - ▷ DME/DME RNAV
 - ▷ Inertial Reference Unit / System (IRU/ IRS)
- **RNAV VNAV** - Vertical NAVigation guidance.
- **BARO-VNAV** - An RNAV system that uses the barometric altitude to compute vertical guidance for the pilot.
- Published RNAV routes include Q (FL180 to FL450) and T (1,200 AGL to 18,000 MSL) routes and are designated RNAV 1 unless charted otherwise.
- Magnetic Reference Bearing (MRB) - the published bearing between two waypoints on an RNAV route.

REQUIRED NAVIGATION PERFORMANCE (RNP)

- RNP is:
 - ▷ **A statement of navigation equipment and service performance.**
 - ▷ **RNAV with navigation monitoring and alerting.**
- All RNAV approaches are RNP approaches. This may cause confusion:
 - ▷ Most US RNP approaches are titled "**RNAV (GPS)**".
 - ▷ US Approaches with "**RNAV (RNP)**" in the title are "**AR**" (**Authorization Required**) approaches, which **require special FAA approval for the crew, aircraft and operation.**
 - ▷ In other countries, all RNP approaches may have "RNP" in the title, even those that do not require special authorization.

RNP approach minimas and equipment:

- **GLS** DA minimas using **GBAS** (formerly **LAAS**)
- **LP** MDA or **LPV** DA minimas require **RNP**, achieved by **WAAS**.
- **LNAV / VNAV** DA achieved by VNAV-approved WAAS, or BARO-VNAV systems.
- **LNAV** MDA - achieved by a basic, **unaugmented** IFR-approved GPS.

GLOBAL POSITIONING SYSTEM (GPS)

- **GPS** is a **Global Navigation Satellite System (GNSS)** operated **by the United States**.
- The constellation consists of a minimum of 24 satellites (with some spares) orbiting above the earth at 10,900 NM. The system is designed so that at least 5 satellites are in view at any given location on earth.
- The Aircraft's GPS receiver calculates the distance to a GPS satellite based on the time lapse since the broadcast timestamp (obtained from an atomic clock onboard the satellite) and the time it received the signal.
- Using only one satellite, the aircraft could virtually be on any point on a sphere surrounding the satellite, with the calculated distance ("pseudo-range") as the sphere's radius.
- The GPS receiver uses the intersection of spheres, from multiple satellites, to calculate the aircraft's geographical position. Course and speed data are computed from aircraft position changes.
- At least **3 satellites are required for 2d** position. (latitude and longitude); at least **4 satellites are required for 3d** position. (latitude, longitude and altitude).
- **Receiver Autonomous Integrity Monitoring (RAIM)** is a function of GPS receivers that monitors the integrity of the satellite signals.
 - ▷ RAIM (fault detection) requires a minimum of 5 satellites, or, 4 satellites + an altimeter input (baro-aided RAIM)
 - ▷ To eliminate a corrupt satellite (fault exclusion), RAIM needs an additional satellite (total of 6 or 5 + baro-aid)
- A database loaded into the receiver unit contains navigational data such as: airports, nav aids, routes, waypoints and instrument procedures.
- Airborne GPS units use **great-circle navigation**.
- **GPS CDI** deflection shows **distance**, unlike a VOR's CDI, which presents an **angular distance** off course in degrees.
- GPS can substitute ADF or DME, except for ADF substitution on NDB approaches without a GPS overlay ("or GPS" in title).
- **Check GPS NOTAMS before the flight** and use **RAIM prediction** if available on your receiver.
- **GPS Augmentation systems, or Differential GPS (DGPS)** – Improves the accuracy of GPS by measuring errors received by reference stations at known geographical locations and then broadcasting those errors to supported GPS receivers.
 - ▷ **Satellite Based Augmentation System (SBAS)**
 - **Wide Area Augmentation System (WAAS)** in the US; **EGNOS** in **Europe**.
 - Ground stations (Wide-area Reference Stations and Wide-area Master Stations) measure GPS errors and produce correction signals. These corrections are broadcasted back to the satellite segment from which they are bounced back to aircraft GPS WAAS receivers to improve **accuracy, integrity** and **availability monitoring** for GPS navigation.
 - **Covers a wide area.**
 - Facilitates **APV approaches** such as **LPV** and **LNAV/VNAV** and **LP** approaches.
 - ▷ **Ground Based Augmentation System (GBAS)**
 - Formerly named **Local Area Augmentation System (LAAS)** in the US. Now replaced with the ICAO term "GBAS."
 - Errors are broadcasted **via VHF** to GBAS-enabled GPS receivers.
 - GBAS is **more accurate than WAAS** but **covers a much smaller geographical area**.
 - Allows for **category I** and above approaches to **GLS DA** minima.

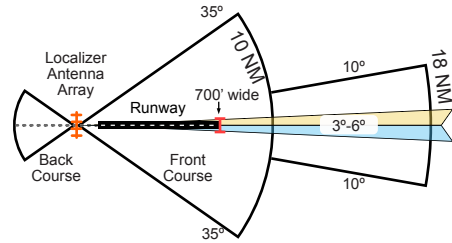
Understanding the difference between RNAV, GNSS, GPS, PBN and RNP

- **Area Navigation (RNAV)**
 - ▷ RNAV is a system that enables navigation between any two points without the need to overfly ground-based stations.
- **GNSS** is a broad term for satellite-based RNAV systems.
 - ▷ **GPS** is the GNSS operated by the USA. Other examples are GLONASS by Russia and Galileo by the EU.
- **Performance Based Navigation (PBN)**
 - ▷ PBN is a general basis for navigation equipment standards, in terms of accuracy, integrity, continuity, availability and functionality for specific operation contexts (e.g., final approach, enroute, missed approach).
- **Required Navigation Performance (RNP)**
 - ▷ **RNP** is a specific **statement of PBN** for the flight segment and aircraft capability.
 - ▷ **RNP** is also defined as **RNAV + navigation monitoring and alerting functionality**.
 - Receiver Autonomous Integrity Monitoring (RAIM) or built-in monitoring in WAAS provide this capability.
 - ▷ **En route – RNP 2.0 (2 NM accuracy 95% of the flight time)**
 - ▷ **Terminal & Departure – RNP 1.0 (1 NM accuracy 95% of the flight time)**
 - ▷ **Final Approach – RNP 0.3 (0.3 NM accuracy 95% of flight time)**
 - ▷ **Advanced RNP (A-RNP)** - is a higher RNP standard mandatory for RNP AR, that require capability for: (AIM 1-2-2)
 - Radius-to-Fix (RF) legs
 - Scalable RNP (meaning RNP accuracy can change value), and
 - Parallel offset flight path generation

INSTRUMENT LANDING SYSTEM (ILS)

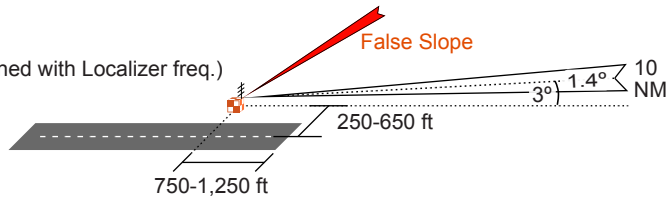
LOCALIZER (AIM 1-1-9)

- Provides **lateral course guidance**.
- **Frequencies:** 108.1 - 111.95 Mhz with odd tenths only.
- **Width:** Between 3°-6° so that the width at the threshold would be 700 feet. Usually 5° total width. (2.5 full deflection to each side, 4 times more sensitive than a VOR).
- **Coverage range:** 35° to each side of the centerline for the first 10NM and up to 18NM from the antenna and up to an altitude of 4500'.



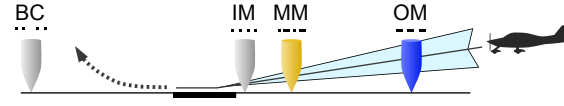
GLIDE SLOPE (AIM 1-1-9)

- Provides **vertical course guidance**.
- **Frequencies:** 329.3 to 335 MHz (UHF) (automatically tuned with Localizer freq.)
- **Width:** 1.4° (full deflection is 0.7° either direction).
- **Range:** typically up to 10 NM.
- **Slope:** typically 3°.
- **Errors:** **False glide slope** above normal glide slope.



MARKER BEACONS

- Provide **range information** over specific points along the approach. Transmits at 75 MHz.
- **Outer marker:** 4-7 miles out. Indicate the position at which the aircraft should intercept the GS at the appropriate interception altitude ±50ft. **BLUE**. “- - -”
- **Middle marker:** ~3500ft from the runway. Indicates the approximate point where the GS meets the decision height. Usually 200ft above the touchdown zone elevation. **AMBER**. “- . -”
- **Inner marker:** between the MM and runway threshold. Indicates the point where the glide slope meets the DH on a CAT II ILS approach. **WHITE**. “. . .”
- **Back course marker:** Indicates the FAF on selected back course approaches. **Not a part of the ILS approach.** **WHITE** “. . .”



APPROACH LIGHT SYSTEMS (ALS) (AIM 2-1-1)

- Provides basic **visible means to transition between instrument-guided flight into a visual approach**.
- ALS extends from the landing threshold into the approach area up to:
 - ▷ 2,400-3,000 feet for **precision instrument runways**, and
 - ▷ 1,400-1,500 feet for **non-precision instrument runways**.
- May include **sequenced flashing lights**, which appear to the pilot as a ball of light traveling towards the runway at twice a second (AKA “The Rabbit”).
- The visible parts of the ALS configuration can help the pilot estimate flight visibility.



ILS Category	Visibility	DH
CAT I	2,400' or 1,800'	200'
CAT II	1,200'	100'
CAT IIIa	>700'	<100' or no DH
CAT IIIb	150'-700'	<50' or no DH
CAT IIIc	0'	No DH

ATTITUDE INSTRUMENT FLYING

Basic attitude instrument flying skills:

- Cross Check
- Instrument interpretation
- Aircraft Control

Common Errors:

- Fixation
- Omission
- Emphasis

- **Control & Performance Method** – Divides the cockpit panel by **control instruments** and **performance instruments**. First, set the power and attitude, then monitor the performance and make adjustments.
 - ▷ **Control instruments**
 - Power - Tachometer, Manifold pressure, EPR, N1, etc.
 - Attitude - Attitude Indicator
 - ▷ **Performance Instruments**
 - Pitch: altimeter, airspeed and VSI
 - Bank: Heading Indicator, Turn Coordinator, and magnetic compass
- **Primary & Supporting Method** – Divides the cockpit panel by **Pitch, Bank, and Power instruments**.
 - ▷ **Pitch instruments:** Attitude Indicator, Altimeter, Airspeed Ind., and VSI.
 - ▷ **Bank instruments:** Attitude ind., Heading ind., Mag. Compass, and Turn Coordinator.
 - ▷ **Power instruments:** Airspeed, Tachometer, Manifold pressure
 - ▷ For a specific maneuver, primary instruments provide the most essential information for pitch, bank and power while supporting Instruments back up and supplement the information presented by the primary instruments.
 - ▷ Example, for a constant rate climb with a standard rate turn –
 - Primary: Pitch - VSI; Bank - Turn Coordinator; Power - RPM / MP
 - Secondary: Pitch - ASI; attitude, Bank - AI, HI, Mag. Compass; Power - ASI

MANDATORY REPORTS UNDER IFR
M.A.R.V.E.L.O.U.S. V.F.R. C.500 -

(AIM 5-3-3, §91.183, §91.187)

- **M**issed approach
 - **A**irspeed ± 10 kt / 5% change of filed TAS (whichever is greater)
 - **R**eaching a holding fix (report time & altitude)
 - **V**FR on top when an altitude change will be made.
 - **E**TA change ± 3 min
 - **L**eaving a holding fix/point
 - **O**uter marker (or fix used in lieu of it) *
 - **U**n-forecasted weather
 - **S**afety of flight (any other information related to safety of flight)
 - **V**acating an altitude/FL
 - **F**inal Approach fix *
 - **R**adio/Nav/approach equipment failure (§91.187)
 - **C**ompulsory reporting points ▲ * (§91.183)
 - **500** - unable climb/descent 500 fpm
- * Required only in non-radar environments (including ATC radar failure)

HOLDING PATTERNS

(AIM 5-3-8)

- ATC may assign holding instructions to delay or separate traffic in the air for reasons such as weather or airport closures.

Non-charted holding clearance items:

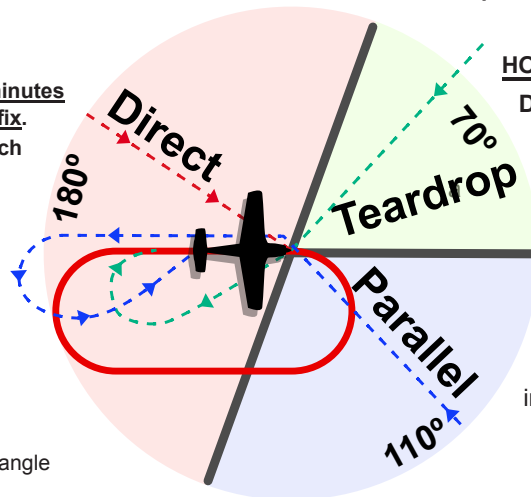
- ▷ **Direction** of hold from the fix (e.g., N, W, S, NE)
- ▷ **Holding Fix**
- ▷ **Radial, course, airway, or route** on which to hold.
- ▷ **Leg length** in miles (if DME or RNAV) or minutes otherwise.
- ▷ **Direction of turns** (if left). Otherwise, right turns are standard.
- ▷ **Expect Further Clearance (EFC)** time

Charted holding clearance items

- ▷ Holding Fix
- ▷ Direction
- ▷ EFC
- **Start speed reduction 3 minutes before reaching the hold fix.**
- **Actions at hold fix and each turn point 5 Ts**
 - ▷ Turn
 - ▷ Time
 - ▷ Twist
 - ▷ Throttle
 - ▷ Talk

MAKE ALL HOLD TURNS:

- 3° per second, or
- 30° bank angle, or
- Follow Flight Director bank angle



POSITION REPORT ITEMS REQUIRED IN NON-RADAR ENVIRONMENT

(§91.183, AIM 5-3-2)

- Aircraft ID.
- Position.
- Time.
- Altitude.
- Type of flight plan (except when communicating with ARTCC / Approach control).
- ETA and name of next reporting fix.
- Name only of the next succeeding point along the route of flight.
- Any pertinent remarks.

HOLDING PATTERN TIMING

- Start timing outbound abeam/over the fix (whichever is later). Or, if the abeam point cannot be determined, start the time at the completion of the outbound turn.
- Adjust the outbound leg so the inbound leg takes:
 - ▷ **At or below 14,000' MSL – 1 minute**
 - ▷ **Above 14,000' MSL – 1.5 minutes**
 - ▷ DME/GPS holds – fly the outbound leg to the specified distance from the fix/waypoint.

HOLDING SPEEDS

- May be restricted to 175 kts on some instrument approach procedures

ALTITUDE (MSL)	MAX AIRSPEED (KTS)
6,000' or below	200 kts
6001 - 14,000	230 kts
14,001 and above	265
Air Force fields	310 kts *
Navy Fields	230 kts *

* Unless published otherwise.

HOLDING ENTRY

Direct - Upon crossing the fix turn to follow the holding pattern

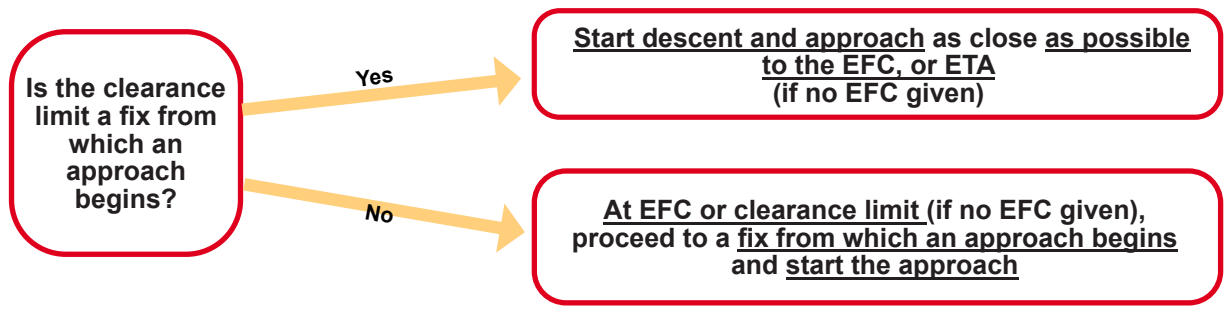
Parallel - Upon crossing the fix, turn to heading parallel to the holding course outbound for 1 minute. Then turn into the hold pattern to intercept the inbound course.

Teardrop - Upon crossing the fix, turn outbound to a heading 30° into the pattern. Fly it for 1 minute, then turn in the direction of the hold turns to intercept the inbound course.

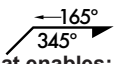
LOST COMMUNICATIONS PROCEDURE (§91.185)

ALTITUDE TO FLY	ROUTE TO FLY
<p>FLY THE HIGHEST OF:</p> <p>M.E.A —</p> <ul style="list-style-type: none"> ■ M - Minimum altitude prescribed for IFR ■ E - Expected (as in: "Expect 5000 10 min after departure") ■ A - Assigned. Last altitude assigned by ATC. 	<p>SELECT THE ROUTE BY THIS ORDER:</p> <p>A.V.E.F —</p> <ul style="list-style-type: none"> ■ A - Assigned route, if none: ■ V - Vectored (fly to fix/route/airway last vectored to), if none: ■ E - Last Expected route by ATC, if none: ■ F - Filed route

LEAVING THE CLEARANCE LIMIT (§91.185)



PROCEDURE TURN (§91.175, AIM 5-4-9)



- A PT is a maneuver that enables:
 - ▷ Course reversal.
 - ▷ A descent from from IAF.
 - ▷ Inbound course interception.
- Max speed - 200 kts.
- Remain within the charted distance ("Remain within _ NM" note), typically 10 NM, and comply with published altitudes for obstacle clearance.
- The shape of the maneuver is mandatory if a teardrop or holding-in-lieu of a PT is published. Otherwise, only the direction of the turn is mandatory.
- A teardrop procedure may be published in lieu of a PT. In that case:
 - ▷ No IF published? Intermediate segment begins 10 miles prior to the final approach fix.
 - ▷ Nav facility located on the airport? Final approach starts at completion of the teardrop turn. However, the final approach segment begins on the final approach course 10 miles from the facility.
- A PT or hold-in-lieu-of-PT is mandatory when depicted on the approach chart. However, it is not permitted when: No PT depicted on the chart, radar vectors to final or when conducting a timed approach from a holding fix.

DO NOT FLY A PROCEDURE TURN WHEN: S.H.A.R.P.T.T —

- Straight-in approach clearance.
- Holding in lieu of a procedure turn.
- DME Arc.
- Radar vectors to final.
- No PT depicted on chart.
- Timed approach from a hold fix.
- Teardrop course reversal.

Instrument approach types

- **Precision**
 - Lateral + vertical guidance to a DA.
 - ▷ ILS - Instrument Landing System
 - ▷ MLS - Microwave Landing System
 - ▷ PAR - Precision Approach Radar
 - ▷ GLS - GBAS Landing System
 - ▷ TLS - Transponder Landing System
- **Non-Precision**
 - lateral guidance only. Flown to MDA.
 - ▷ VOR
 - ▷ NDB
 - ▷ RNAV / RNP to LNAV or LP Minima
 - ▷ LOC - Localizer
 - ▷ LDA - Localizer-type Directional Aid. Identical to a LOC but not aligned with the runway.
 - ▷ SDF - Simplified Directional Facility. Similar to a LOC with 6° or 12° width. May be aligned or not with the runway.
 - ▷ ASR - Approach Surveillance Radar
- **Approach with Vertical Guidance (APV).** A precision-like approach, flown to a DA with lateral + vertical guidance, but does not meet precision approach standards.
 - ▷ RNAV / GNSS (i.e. LNAV/VNAV and LPV minima)
 - ▷ LDA with Glide Slope

Approach Clearances

- When can you descend to the next instrument approach segment?
 - ▷ When cleared for the approach and established on a segment of a published approach or route. (AIM 5-5-4)
- Contact approach (AIM 5-5-3)
 - ▷ Requested by the pilot in lieu of an instrument approach. (Cannot be initiated by ATC)
 - ▷ Requires at least 1SM ground visibility and remain clear of clouds.
 - ▷ Only at airports with approved instrument approach procedures.
 - ▷ Pilot assumes responsibility for obstruction clearance.
- Visual approach (AIM 5-5-11)
 - ▷ Initiated by either ATC or the pilot.
 - ▷ Requires at least 1000' ceiling and 3SM visibility. (IFR under VMC)
 - ▷ Pilot must have either the airport or the traffic to follow in sight.
 - ▷ Pilot is responsible for visual separation from traffic to follow.

Missed Approach (AIM 5-5-5)

- Execute a missed approach when:
 - ▷ Arrival at MAP or DH with insufficient visual reference to runway environment.
 - ▷ A safe approach is not possible.
 - ▷ Instructed to do so by ATC.

When can you descend below MDA / DA? (§91.175)

1. The aircraft is **continuously in a position** from which **a descent to a landing on the intended runway** can be made at a **normal rate of descent using normal maneuvers**.
2. The **flight visibility** (or the enhanced flight visibility, if equipped) is **not less than the visibility prescribed in the standard instrument approach** being used.
3. **At least one** of the following **visual references** for the intended runway is **distinctly visible and identifiable to the pilot:** (except for CAT II & III approaches)
 - i. The **approach light system**, except that **the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable**.
 - ii. The **threshold**.
 - iii. The **threshold markings**.
 - iv. The **threshold lights**.
 - v. The **runway end identifier lights**.
 - vi. The **visual glideslope indicator**.
 - vii. The **touchdown zone or touchdown zone markings**.
 - viii. The **touchdown zone lights**.
 - ix. The **runway or runway markings**.
 - x. The **runway lights**.

VISUAL DESCENT POINT (VDP) (AIM 5-4-5)

- A defined point on the final approach course of a **non-precision straight-in approach** procedure from which **normal descent from the MDA to the runway touchdown point may begin**, provided adequate visual reference is established.
- Identified by a 'V' symbol on the descent profile.
- If not equipped to identify the VDP, fly the approach as if no VDP was published.
- Do not descend below the MDA prior to reaching the VDP.
- Calculate VDP, when not published:

By distance: VDP (in NM from threshold) = MDH / 300

Example: MDH is 600 ft.

$VDP = 600 / 300 = 2 \text{ NM}$

Start the descent 2 NM from the threshold.

By time: MDH / 10 = seconds to subtract from time between FAF and MAP

Example: MDH is 500 ft, FAF to MAP is 4:00.

$500 / 10 = 50 \text{ seconds. } 4:00 - 0:50 = 3:10$

Start the descent at 3:10 (time from FAF)

VISUAL DESCENT ANGLE (VDA) (AIM 5-4-5)

- A computed glide path from the FAF to the runway's TCH published for nonprecision approaches. Typically 3°.
- FAA policy is to publish a VDA/TCH on all nonprecision approaches except those published in conjunction with vertically guided minimums (i.e., ILS or LOC RWY XX) or no FAF procedures without a stepdown fix (i.e., on-airport VOR or NDB). A VDA does not guarantee obstacle protection below the MDA in the visual segment. The presence of a VDA does not change any nonprecision approach requirements.
- VDAs are **advisory only**, pilots must still **comply with all published altitudes** on the procedure.

Rate of Descent for a 3° Glide Path

$VS \text{ (fpm)} = \text{Ground Speed} \times (10 / 2)$, or
 $VS \text{ (fpm)} = \text{Ground Speed} \times 5$

Example:

$120 \text{ kts} \times (10 / 2) = 120 \text{ kts} \times 5 = 600 \text{ fpm}$

How Far to Start a Descent for a 3° Glide Path?

$TOD = \text{Altitude to lose (ft)} / 300$

Example, on approach

800 ft to lose MDA to TCH:

$800 / 300 = 2.67 \text{ NM}$

Start descent 2.67 NM from the runway threshold.

Example

Cruising at FL320, ATC: "...cross LGA VOR at FL240":

$\text{Altitude to lose} = 35,000 - 24,000 = 11,000 \text{ ft}$
 $11000 / 300 = 36.67 \text{ NM}$

Other Glide Path Angles

Descent gradient (%) = tan(descent angle) X 100

Descent angle	Gradient (%) = tan(angle)
2°	3.5%
3°	5.2%
4°	7%
5°	8.7%

$VS \text{ (fpm)} = \text{Groundspeed} \times \text{Descent Gradient} (\%)$

$TOD = \text{Altitude to lose} / (\text{glidepath angle} * 100)$

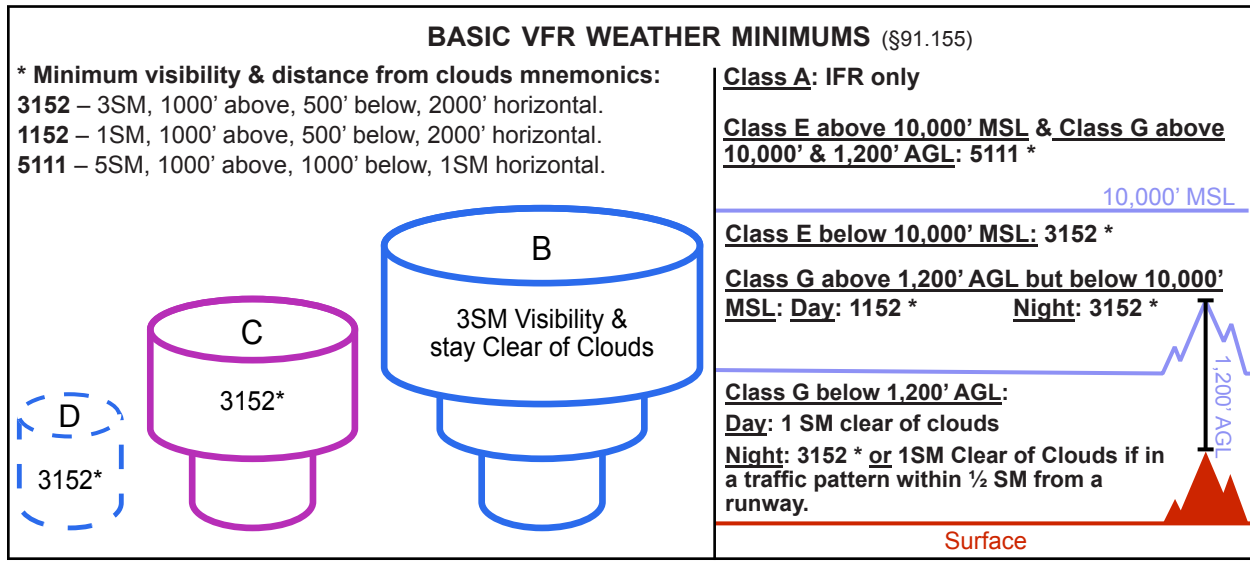
Example

At FL350, ATC: "...cross LGA OR at FL240", pilot elects a steep 4° slope, 380 kts GS:

$VS = 380 \times 7 = 2660 \text{ fpm}$

$TOD = 11000 / 400 = 27.5 \text{ NM}$

Start the descent 27.5NM from LGA at 2800 fpm



WEATHER

WEATHER INFORMATION SOURCES

- **Flight Service Station (FSS)**
- NOAA's Aviation Weather Center Website <https://www.aviationweather.gov/>
- Flight planning websites such as www.1800wxbrief.com and www.fltplan.com
- EFB software (i.e., ForeFlight, Jeppesen FlightDeck Pro)
- **Transcribed Weather Broadcast (TWEB)** – Available in Alaska only. A recorded broadcast over selected L/MF and VOR facilities of weather information for the local area.
- **Flight Information Services-Broadcast (FIS-B)** – A ground information data link service, provided through the **ADS-B** service network over 978 UAT MHz. Provides aviation weather and aeronautical information on cockpit displays. Some information available on FIS-B:
 - ▷ METAR, TAF, NEXRAD, AIRMET, SIGMETs and convective SIGMETs
 - ▷ TFR, Special Use Airspace updates and NOTAMs (FDC and distant)
 - ▷ PIREPs
- **Automatic Terminal Information Service (ATIS)** – A continuous broadcast of local airport weather and NOTAMs. Updated hourly, normally at 55 minutes passed the hour. Special updates issued outside the regular hourly cycle when needed. ATIS is published over the radio and, in locations with D-ATIS, via data link (ACARS).
- **Automated Surface Observation System (ASOS)** – Typically update hourly
- **Automated Weather Observation System (AWOS)** – Update every minute
- **ATC** - Center weather advisories are issued by ARTCC to alert pilots of existing or anticipated adverse weather conditions. ARTCC will also broadcast severe forecast alerts (AWW), convective SIGMETs and SIGMETs on all of its frequencies except for the emergency frequency (121.5 MHz).
- **Onboard weather radar**
- **Onboard lightning detector**
- **XM Satellite weather service**
- **ACARS**

WEATHER PRODUCTS

- **AIRMET (WA)** –
 - ▷ An advisory of **significant weather phenomena** at **lower intensities than those which require the issuance of SIGMETs**. These conditions **may affect all aircraft** but are **potentially hazardous to aircraft with limited capability**.
 - ▷ **Valid for 6 hours**.
 - ▷ **AIRMET (T)** - describes **moderate turbulence**, sustained surface **winds of 30 knots or greater**, and/or **non-convective low-level wind shear**.
 - ▷ **AIRMET (Z)** - describes **moderate icing** and provides freezing level heights.
 - ▷ **AIRMET (S)** - describes **IFR conditions** and/or extensive **mountain obscurations**.
 - ▷ **Graphical AIRMETs** (AIRMET G) – found at www.aviationweather.gov

WEATHER PRODUCTS - CONTINUED

- **SIGMET (WS)** –
 - ▷ A **non-scheduled inflight advisory** with a **maximum forecast period of 4 hours**. Advises of non-convective weather potentially hazardous to all types of aircraft. A SIGMET is issued when the following is expected to occur:
 - ▷ **Severe icing not associated with thunderstorms**
 - ▷ **Severe or extreme turbulence or Clear Air Turbulence (CAT) not associated with thunderstorms.**
 - ▷ **Dust storms, sandstorms** lowering surface visibility below **3 miles**.
- **Convective SIGMET (WST)** –
 - ▷ An **inflight advisory of convective weather significant to the safety of all aircraft**.
 - ▷ Issued **hourly at 55 minutes** past the hour for the **western (W), eastern (E) and central (C) USA**.
 - **Not issued for Alaska or Hawaii.**
 - ▷ **Valid for 2 hours.**
 - ▷ Contains either an **observation and a forecast or only a forecast.**
 - ▷ **Issued for any of the following:**
 - **Severe thunderstorms** due to:
 - **Surface winds greater or equal to 50 knots**
 - **Hail at the surface greater than 3/4 inch in diameter**
 - **Tornadoes**
 - **Embedded thunderstorms** of any intensity level
 - A **line of thunderstorms** at least **60 miles long** with thunderstorms affecting at least **40% of its length**
 - Thunderstorms producing **heavy or greater precipitation (VIP level 4) affecting at least 40% of an area of at least 3000 square miles.**
 - ▷ **Any Convective SIGMET implies severe or greater turbulence, severe icing, and low level wind shear.**
- **International SIGMET**
 - ▷ Issued **outside the Contiguous USA and follow ICAO coding standards.**
 - ▷ In the US, international SIGMETs are **issued** for areas that include **Alaska, Hawaii, portions of the Atlantic and Pacific Oceans, and the Gulf of Mexico.**
- ▷ Criteria for international SIGMETs:
 - **Thunderstorms** occurring in lines, **embedded** in **clouds**, or in large areas producing **tornadoes** or **large hail**.
 - **Tropical cyclones**
 - **Severe icing**
 - **Severe or extreme turbulence**
 - **Dust storms** and **sandstorms** lowering surface **visibility to less than 3 miles**
 - **Volcanic ash**
- **PIREP (UA) & Urgent PIREP (UUA)** – pilot weather reports.
- **METAR** – Aviation routine weather show surface weather observations in a standard international format. Scheduled METARs are published every hour. Non-scheduled METARs (**SPECI**) are issued when there is a significant change in one or more reported element since the last scheduled METAR.
- **TAF** – Terminal Aerodrome Forecast. Weather forecast for 5SM radius area around the station. Issued 4 times a day, every six hours and normally covers a 24 or 30 hour forecast period. TAF amendments (**TAF AMD**) supersede previous TAFs.
- **Surface analysis chart** –Generated from surface station reports. Shows pressure systems, isobars, fronts, airmass boundaries (e.g.: drylines and outflow boundaries) and station information (e.g.: wind, temperature/dew point, sky coverage, and precipitation). Issued every 3 hours. (or every 6 hours in Hawaii and tropical and Oceanic regions). A **Unified Surface Analysis Chart** is produced every 6 hours and combines the analysis from the 4 centers (OPC, WPC, NHC and HFO)
- **Radar summary chart (SD)** – Depicts precipitation type, intensity, coverage, movement, echoes, and maximum tops. Issued hourly
- **Wind & temp aloft forecasts (FB)** – Issued 4 times daily for various altitudes and flight levels. Winds within 1500' AGL and temperatures within 2500' AGL are not shown. Format: DDff:tt where DD=wind direction; ff=wind speed tt=temperature. Light and variable winds: 9900. Winds between 100-199 Kt are coded by adding 5 to the first digit of the wind direction. Examples: 1312+05 = winds 130 at 12 kt temperature =5° C. 7525-02 = winds 250 at 122 kt temperature - 02° C. Above FL240 temperatures are negative and the minus sign (-) is omitted.
- **Low level significant weather chart** – Forecasts significant weather conditions for a 12 and 24 hour period from the surface to 400 mb level (24,000 ft). Issued 4 times a day. Depicts weather categories (IFR, MVFR and VFR), turbulence and freezing levels.
- **Mid-level significant weather chart** – Forecasts of significant weather at various altitudes and flight levels from 10,000' MSL to FL450. Shows: thunderstorms, jet streams, tropopause height, tropical cyclones, moderate and severe icing conditions, moderate or severe turbulence, cloud coverage and type, volcanic ash and areas of released radioactive materials. Issued 4 times a day for the North Atlantic Region.
- **High-level significant weather charts** – Depicts forecasts of significant weather phenomena for FL250 to FL630. Shows: coverage bases and tops of thunderstorms and CB clouds, moderate and severe turbulence, jet streams, tropopause heights, tropical cyclones, severe squall lines, volcanic eruption sites, widespread sand and dust storms. Issued 4 times a day.
- **Convective outlook (AC)** – Available in both graphical and textual format. A 3-day forecast of convective activity. Convective areas are classified as marginal (MRGL), slight (SLGT), enhanced (ENH), moderate (MDT), and high (HIGH) risk for severe weather. Issuance: day 1 – 5 times a day, day 2 – twice a day, day 3 – once a day. Available on www.spc.noaa.gov.
- **Weather satellite** images:
 - ▷ **Visible**
 - Helps in identifying cloud coverage based on visible light reflection.
 - Not useful for identifying cloud height.
 - ▷ **Infrared** (Color or B/W)
 - Measure cloud top temperature
 - Highest clouds appear bright white.
 - Middle clouds are in shades of gray
 - Low clouds and fog are dark gray,
 - ▷ **Water vapor**
 - Shows areas of moist and dry air in shades of gray from white to black.
 - Moist air areas are depicted as bright white
 - Dry air is depicted in black.

WEATHER PRODUCTS - CONTINUED

- **Next Generation Weather Radar (NEXRAD)** products. Examples:
 - ▷ **Base reflectivity** - echo intensities in dBZ. Available for several elevation tilt angles.
 - ▷ **Echo tops** - color coded echo top heights.
 - ▷ **Composite reflectivity** - Reveals highest reflectivity of all echos, helps in examining storm structure features and the intensity of storms.
 - ▷ **1 and 3-hour precipitation**
- **Ceiling & Visibility Charts**- Shows ceiling based on surface observations. This online tool phased out the older weather depiction chart and is now replaced with the HEMS tool at www.aviationweather.gov/hemst
- **Graphical turbulence Guidance (GTG)** tool at www.aviationweather.gov/turbulence/gtg – Shows color coded turbulence forecast based on aircraft category, altitude and time.

THUNDERSTORMS

The Three Conditions Required for the formation of Thunderstorms:

1. Sufficient **water vapor** (moisture).
2. An **unstable temperature lapse rate**. Stability is the resistance of the atmosphere to upwards or downwards displacement. An unstable lapse rate allows any air mass displacement to further grow vertically.
3. An initial **uplifting force** (e.g., front passages, orographic lifting by topography, heating from below, etc.).

Three Stages in Thunderstorm Lifecycle:

1. **Cumulus** (3-5 mile height) – The lifting action of the air begins, growth rate may exceed 3000 fpm.
2. **Mature** (5-10 miles height) – Begins when precipitation starts falling from the cloud base. Updraft at this stage may exceed 6000 fpm. Downdrafts may exceed 2500 fpm. All **thunderstorm hazards are at their greatest intensity at the mature stage**.
3. **Dissipating** (5-7 miles height) – Characterized by strong downdrafts and the cell dying rapidly.

Thunderstorm Hazards:

- | | | | |
|----------------------|--------------------------------|--------------|------------------------------------|
| ■ Limited visibility | ■ Strong updrafts / downdrafts | ■ Hailstones | ■ Severe turbulence |
| ■ Wind shear | ■ Icing | ■ Heavy rain | ■ Lightning strikes and tornadoes. |

FOG

A cloud that begins within 50 ft of the surface.

Fog occurs when:

- The air **temperature near the ground reaches its dew point**, or
- when the **dew point is raised to the existing temperature** by **added moisture** to the air.

Types of fog

- Radiation fog – Occurs at calm, clear nights when the ground cools rapidly due to the release of ground radiation.
- Advection fog – Warm, moist air moves over a cold surface. Winds are required for advection fog to form.
- Ice fog – Forms when the temperature is much below freezing and water vapor turns directly into ice crystals. Ice fog is common in the arctic regions, but also occurs in mid-latitudes.
- Upslope fog – Moist, stable air is forced up a terrain slope and cooled down to its dew point by adiabatic cooling.
- Steam fog – Cold, dry air moves over warm water. Moisture is added to the airmass and steam fog forms.

ICING

- **Structural Ice**. Two conditions for formation: **1. Visible moisture** (i.e., rain, cloud droplets), and **2. Aircraft surface temperature below freezing**.
 - ▷ **Clear ice** – The most dangerous type. Heavy, hard and difficult to remove. Forms when water drops freeze slowly as a smooth sheet of solid ice. Usually occurs at temperatures close to the freezing point (-10° to 0° C) by large supercooled drops of water
 - ▷ **Rime ice** – Opaque, white, rough ice formed by small supercooled water drops freezing quickly. Occurs at lower temperatures than clear ice.
 - ▷ **Mixed ice** – Clear and rime ice formed simultaneously.
- **Instrument ice** – Structural ice forming over aircraft instruments and sensors, such as pitot and static.
- **Induction ice** – ice reducing the amount of air for the engine intake.
- **Intake ice** – Blocks the engine intake.
- **Carburetor ice** – May form due to the steep temperature drop in the carburetor venturi. Typical conditions are outside air temperatures of -7° to 21° C and a high relative humidity (above 80%).
- **Frost** – Ice crystals caused by sublimation when both the temperature and the dew point are below freezing.

AEROMEDICAL (Pilot Handbook of Aeronautical Knowledge)

- **Hypoxia** - Insufficient supply of oxygen to the body cells.
 - ▷ **Hypoxic hypoxia** – Insufficient supply of O₂ to the body as a whole. As altitude increases, O₂ percentage of the atmosphere is constant, but its pressure decreases. The reduced pressure becomes insufficient for the O₂ molecules to pass through the respiratory system's membranes.
 - ▷ **Hypemic hypoxia** – Inability of the blood to carry the O₂ molecules. It may be a result of insufficient blood (bleeding or blood donation), anemia or CO poisoning.
 - ▷ **Histotoxic hypoxia** – Inability of the body cells to affectively use the O₂ supplied by the blood. This can be caused by use of alcohol or drugs.
 - ▷ **Stagnant hypoxia** - Caused by the blood not flowing efficiently. Can be caused by heart problems, excessive acceleration (Gs), shock or a constricted blood vessel. Cold temperatures can restrict circulation and decrease blood supplied to the extremities.
- **Hyperventilation** – A condition which occurs when excessive amount of is eliminated from the body as a result breathing too rapidly. Symptoms may be similar to those of hypoxia. Breathing into a paper bag or talking aloud helps recovery from hyperventilation.
- **Decompression sickness** – Inert gasses (mainly nitrogen) are released rapidly from solution in the body tissues and fluids as a result of low barometric pressure. The gasses form bubbles that may harm the body in several ways. The most common result of decompression sickness is joint pain ("**the bends**"). To help prevent the bends after scuba diving, wait at least 12 hours after scuba diving for flights up to 8000 ft MSL, or 24 hours for flights above 8000 ft.

Oxygen requirements (§91.211)

The following applies to operations under part 91. Different rules apply to Parts 121 and 135.

- Cabin pressure altitudes 12,500-14,000ft - crew must use supplemental O₂ for periods of flight over 30 minutes at these altitudes.
- Cabin pressure altitudes above 14,000ft – crew must be provided with and use supplemental O₂ the entire flight time at these altitudes.
- Cabin pressure altitudes above 15,000ft – each occupant must be provided with supplemental O₂.
- Pressurized cabins
 - ▷ Above FL250 - an addition of at least 10 minutes of supplemental O₂ for each occupant is required.
 - ▷ Above FL350 - one pilot at the controls must wear and use an O₂ mask unless two pilots are at the control with quick-donning masks and the aircraft is at or below FL410.
 - ▷ If one pilot leaves the controls above FL350, the other pilot must wear and use his O₂ mask regardless if it's a quick donning type.
- **Middle Ear & Sinus blockage**
 - ▷ Air pressure in the middle ear and sinuses normally equalizes with external air through the nasal passages.
 - ▷ Allergies, colds or sinus infections may block these small opening and prevent the pressure from equalizing.
 - ▷ If the air gets trapped, it may cause extreme pain, reduction in hearing or damage to the ear drums. This effect is usually most severe during descend.
 - ▷ To relieve this condition, try the "**Valsalva Maneuver**": pinch your nostrils and **gently** try to blow air out of your nose. This forces air through the Eustachian tube into the middle ear. It may not work if the pilot has a cold, sinus or ear infection, or a sore throat.
 - ▷ Consider seeing a physician if the condition doesn't clear after the flight.
- **Spatial disorientation and illusions**
 - ▷ 3 systems the body uses for spatial orientation
 - **Vestibular System** - Consists of organs in the inner ear
 - **3 semicircular canals** sense movement in 3 axes: **pitch, roll and yaw**. The canals are filled with fluid, which moves against tiny sensory hairs as the head is moved. The brain gets these signals and interprets a sensation of movement.
 - **2 otolith organs**, the utricle and saccule, sense **acceleration** in the horizontal and vertical planes.
 - **Somatosensory System** - Consists of nerves in the skin, muscles and joints.
 - **Visual System** - Visual cues from our eyes help the brain figure out spatial orientation.
 - ▷ **Vestibular Illusions**
 - **The leans** - After leveling the wings following a prolonged turn, pilot may feel that the aircraft is banked in the opposite direction of the turn.
 - **Coriolis Illusion** - After a prolonged turn, the fluid in the ear canal moves at same speed as the canal. A head movement on a different plane will cause the fluid to start moving and result in a false sensation of acceleration or turning on a different axis.
 - **Graveyard Spiral** - A pilot in a prolonged, coordinated constant-rate turn may experience the illusion of not turning. After leveling the wings, the pilot may feel the sensation of turning to the other direction ("the leans"), causing the pilot to turn back in the original direction. Since a higher angle of attack is required during a turn to remain level, the pilot may notice a loss of altitude and apply back force on the elevator. This may tighten the spiral and increase the loss of altitude.
 - **Somatogravic Illusion** - Rapid acceleration stimulates the inner ear otolith organs in the same way as tilting the head backwards. This may create the illusion of a higher pitch angle. Deceleration causes the opposite illusion of the sensation of tilting the head forward and o the aircraft being in a nose-low attitude.
 - **Inversion Illusion** - An abrupt change from straight-and-level flight to nose-level may create the illusion of tumbling backwards due to the fluid movement in the otolith organs.

SPATIAL DISORIENTATION AND ILLUSIONS - CONTINUED

- **Elevator Illusion** - An abrupt upward vertical acceleration may create the illusion a climb, due to fluid movement in the otolith organs.
- ▷ **Visual Illusions**
 - **False Horizon** - An illusion in which the pilot may misidentify the horizon line. May be caused by sloping cloud formation, an obscured horizon, an aurora borealis, dark night with scattered lights and stars or the geometry of the ground
 - **Autokinesis** - Staring at a stationary point of light in a dark or featureless scene for a prolonged period of time may cause the light to appear to be moving. A pilot may attempt to align the aircraft with the perceived moving light, resulting in loss of control.
- ▷ **Optical Illusions**
 - **Runway Width Illusion** - A narrow runway may create the illusion that the aircraft is higher than it actually is. A wide runway may cause the opposite effect of the aircraft flying too low.
 - **Runway and Terrain Slope Illusion** - An uploping terrain or runway may create the illusion that the aircraft is at a higher altitude than it actually is.
 - **Featureless Terrain Illusion** - Also known as “**black hole approach.**” Flying over featureless or dark areas, such as in an overwater approach, can create the illusion that the aircraft is at a higher altitude than it actually is and may lead the pilot to fly at a lower altitude than desired.
 - **Water Refraction** - Rain on the windscreen can create an illusion of being at a higher altitude due to the horizon appearing lower than it is. This can result in the pilot flying a lower approach.
 - **Haze** - Shooting an approach in haze may create the illusion that the runway is further that it actually is, or that the aircraft is higher than it actually is.
 - **Fog** - Flying into fog may create an illusion of a nose-up motion.
 - **Ground Lighting Illusion** - Lights along a straight path, such as a road or lights on moving trains, can be mistaken for runway and approach lights. Bright runway and approach lighting systems, especially where few lights illuminate the surrounding terrain, may create the illusion that the runway is closer than it actually is. This may result in the pilot flying a higher approach than desired.

Coping with spatial disorientation (Pilot Handbook of Aeronautical Knowledge)

1. Understand the causes of the illusions that may affect you as a pilot and stay alert for them when flying.
2. Obtain and understand relevant preflight weather information.
3. Maintain instrument proficiency and obtain training if needed before flying in marginal or instrument conditions.
4. Do not fly into adverse weather conditions or into adverse weather conditions, dark or featureless areas unless instrument proficient.
5. When using outside visual references, ensure they are reliable, fixed points on the earth’s surface.
6. Avoid sudden head movements, particularly during takeoff, turns, and approaches to landing.
7. Be physically tuned for flight into reduced visibility. Ensure proper rest, adequate diet, and, if flying at night, allow for night adaptation. Remember that illness, medication, alcohol, fatigue, sleep loss, and mild hypoxia are likely to increase susceptibility to spatial disorientation.
8. Most importantly, **become proficient in the use of flight instruments and rely upon them. Trust the instruments and disregard your sensory perceptions.**

TABLES & REFERENCES


RNP Approach Minima – supported equipment					
Minima	GLS (DA)	LPV (DA)	LP (MDA)	LNAV / VNAV (DA)	LNAV (MDA)
Approach Type	Precision	APV	Non-precision	APV	Non-precision
GBAS (formerly LAAS)	✓	✓	✓	✓	✓
WAAS		✓	✓	✓	✓
GPS + Baro VNAV				✓	✓
Basic IFR GPS					✓

TABLES & REFERENCES - CONTINUED

VOR Time & Distance	
Distance off course = 200 ft per dot per NM from VOR	
Distance to station = TAS X min between bearings / degrees of BRG change.	
Time (minutes) to station = Seconds for BRG change / degrees of BRG change	

Standard Rate Turn - Angle of Bank Calculation	
$(KTAS / 10) + 5$	
Example: 120 KTAS	
$(120 \text{ KTAS} / 10) + 5 = 12 + 5 = 17^\circ$ of bank	

Aircraft Approach Categories		
CAT	1.3V _{so} (kts)	Standard (old) circling maneuver radius (NM)
A	< 90	1.3
B	91-120	1.5
C	121-140	1.7
D	141-165	2.3
E	> 165	4.5

Expanded Circling Approach Maneuvering Radius					
Identified by  on FAA approach charts.					
For procedures developed after late 2012. (AIM 5-4-20)					
Circling MDA (MSL)	A	B	C	D	E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000 ft	1.3	1.8	2.9	3.8	4.8
5001-7000 ft	1.3	1.9	3.0	4.0	5.0
7001-9000 ft	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

RVR (ft)	Visibility (SM)
1,600	1/4
2,400	1/2
3,200	5/8
4,000	3/4
4,500	7/8
5,000	1
6,000	1-1/4

Term	Definition
AATD	Advanced Aviation Training Device
AAWU	Alaskan Aviation Weather Unit
AC	Advisory Circular
ACS	Airman Certification Standards
ADC	Air Data Computer
ADM	Aeronautical Decision Making
ADS-B	Automatic Dependent Surveillance-Broadcast
AFM	Airplane Flight Manual
AGL	Above Ground Level
AHRS	Attitude Heading Reference System
AI	Attitude Indicator
AIM	Aeronautical Information Manual
ALS	Approach Light System
ALSF	Approach Light System with Sequence Flashing Lights (e.g. ALSF-1, ALSF-2)
APV	Approach with Vertical guidance
ARTCC	Air Route Traffic Control Center ("Center")
ASI	Airspeed Indicator
ASOS	Automated Surface Observation System
ASR	Approach Surveillance Radar
ATC	Air Traffic Control
ATD	Aviation Training Device
ATIS	Automatic Terminal Information Service
AWC	Aviation Weather Center
AWOS	Automated Weather Observation System
BATD	Basic Aviation Training Device
DA	Decision Altitude
DH	Decision Height
DME	Distance Measuring Equipment
DP	Departure Procedure
EDCT	Expect Departure Clearance Time
EFB	Electronic Flight Bag
ELT	Emergency Locator Transmitter
ETA	Estimated Time of Arrival
FAA	Federal Aviation Administration
FAF	Final Approach Fix
FCC	Federal Communications Commission
FFS	Full Flight Simulator
FIS-B	Flight Information Services-Broadcast
FL	Flight Level
fpm	Feet per Minute
FPNM	Feet per Nautical Mile
FSS	Flight Service Station
FTD	Flight Training Device

Term	Definition
GBAS	Ground Based Augmentation System (i.e. LAAS)
GP	Glide Path
HFO	Weather Forecast Office Honolulu
HI	Heading Indicator
IAF	Initial Approach Fix
ICAO	International Civil Aviation Organization
IF	Intermediate Fix
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument Meteorological Conditions
IPC	Instrument Proficiency Check
KTAS	Knots True Airspeed
kts	Knots. NM / hour.
LAAS	Local Area Augmentation System
LDA	Localizer Type Directional Aid.
LIFR	Low IFR
LNAV	Lateral Navigation
LOC	Localizer
LP	Localizer Performance RNAV / RNP approach
LPV	Localizer Precision with Vertical Guidance approach
MAA	Maximum Authorized Altitude
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MAP	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MDH	Minimum Descent Height
MEA	Minimum Enroute Altitude
MEL	Minimum Equipment List
MFD	Multi Function Display
MLS	Microwave Landing System
MM	Middle Marker
MOCA	Minimum Obstruction Clearance Altitude
MORA	Minimum Off Route Altitude (Jeppesen)
MRA	Minimum Reception Altitude
MSL	Mean Sea Level
MVFR	Marginal VFR
NDB	Non-Directional Beacon
NHC	National Hurricane Center
NMC	National Meteorological Center
NOTAM	Notice to Airmen
ODALS	Omni-Directional Approach Lighting System

Term	Definition
ODP	Obstacle Departure Procedure
OM	Outer Marker
OPC	Ocean Prediction Center
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PFD	Primary Flight Display
PIC	Pilot-in-Command
PIREP	Pilot Report
RAIM	Receiver Autonomous Integrity Monitoring
REIL	Runway End Identifier Lights
RNAV	Area Navigation
RVR	Runway Visual Range
SBAS	Satellite-based Augmentation System (e.g., WAAS, EGNOS)
SDF	Simplified Directional Facility
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival
TCH	Threshold Crossing Height
TDZL	Touchdown Zone Lights
TIBS	Telephone Information Briefing Service
TLS	Transponder Landing System
TOC	Top of Climb
TOD	Top of Descent
TWEB	Transcribed Weather Broadcast
UAT	Universal Access Transceiver
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VIP	Video Integrator Processor
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Range
VORTAC	VHF Omnidirectional Range Tactical Air Navigation (VOR+TACAN)
VS	Vertical Speed
VSI	Vertical Speed Indicator
WAAS	Wide Area Augmentation System
WPC	Weather Prediction Center
Wx	Weather

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