

IFR Approaches Briefing

- 1.** Name the various segments of a typical instrument approach and the purpose of each segment.
- 2.** What does the notation "NoPt" on an approach chart meant?
- 3.** If a standard procedure turn is shown, what types of course reversals are authorized?
- 4.** What type of course reversal is authorized if a teardrop PT or holding pattern in-lieu-of a PT is shown?
- 5.** What does the absence of a procedure turn depiction on an approach chart indicate?
- 6.** What does the phrase "...cleared for straight-in approach" mean?
- 7.** Where is the MAP on a precision approach and on a non-precision approach?
- 8.** If timing information is not provided to identify the MAP on a non-precision approach, how is the MAP determined.
- 9.** Where do you normally begin timing for the map when you are flying a VOR approach using an off-airport facility?
- 10.** What is the minimum aircraft equipment required for an ILS approach?
- 11.** What is the lowest possible DA and visibility for a category I ILS

approach?

12. What equipment must be operational for you to use those minimums?

13. Where are the various marker beacons located?

14. As you pass over each marker beacon, what Morse code will you hear, and what color of light will illuminate on the marker beacon receiver?

15. What is the sensitivity of the CDI responding to a localizer signal compared to a VOR signal?

16. What are the correct procedures for using pitch and power when you fly ILS approach?

17. Do you ever use an ILS glide slope with a back course approach?

18. How can you avoid false glide slope signals?

19. What determines the aircraft approach category?

20. If you fly a Category A aircraft at an approach speed appropriate to Category B, which minimums should you use and why?

21. What are the important points to consider during a circling approach to landing?

22. At what point during a circling approach may you begin descent from the MDA?

23. How is the missed approach started if you lose visual contact during a circling approach?

24. Compare and contrast visual and contact approaches.

25. What is the meaning of a cruise clearance?

26. What does the term "...cleared...approach" mean?

27. During a non-precision approach, what guidelines should you follow during your descent from FAF to MDA?

28. What requirements must you meet to continue flying beyond the MAP or at an altitude below the DA/MDA?

29. Is it legal to land a civil aircraft when the visibility is below minimums if you have the runway environment in sight?

30. Who is responsible for determining that each requirement has been met for landing following an instrument approach?

31. Why is it good practice to remain on or slightly above the glide slope during the final landing maneuver of an ILS approach?

32. If one or more approach components are inoperative, unusable, or not utilized, how do you determine the adjustments required in approach minimums?

33. Which items of an ILS have authorized substitutes? What are the substitute items?

34. When should you begin the final descent to the MDA during an ASR approach?

35. What is the maximum rate of turn you should use during the final approach segment of an ASR or PAR approach?

36. How is the missed approach point (MAP) for an RNAV approach determined?

37. What is RVR?

38. If both RVR and prevailing visibility are reported, which takes precedence?

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