

Terence Russell
CFIIAM, Gold Seal, ATP-s

N771TR@aol.com
www.Iworldaero.com

Mobile: 240-481-4023
Home: 301-495-9185

INSTRUMENT STUDY 3

Candidate Name _____ Date _____ Completion _____

APPROACHES

1. What is the VOR frequency range?
2. What is the Localizer frequency range?
3. What is the difference between a Localizer, LDA, and an SDF?
4. How far out, up to what altitude, and across how many degrees of reception arc can a localizer be received? How many radials exist on a localizer?
5. What are the standard visibility minimums for an ILS approach? What is the typical decision height for a Category 1 ILS.?
6. What is a precision approach? What types of approach systems are considered to be precision approaches? Contrast with nonprecision approaches. Which types qualify as nonprecision?
7. How can you identify a false glide slope?
8. What can you substitute for an inoperative outer marker to legally shoot an ILS?
9. What light is identified with an outer marker on the audio panel?

10. What is RAIM? How is it important to your safety on an approach?
11. What does a chart heading of “VOR A” mean on an approach plate?
12. When is a procedure turn required?
13. What are the different types of course reversals?
14. Where should an aircraft be slowed to low cruise on an approach?
15. Where should a descent or prelanding check be done on an approach?
16. What prelanding check action step does glide path intercept signal when on an approach?
17. When is it reasonable to initiate a descent during a step down operation of an approach? (Degrees of CDI capture)
18. In terms of CDI capture, when should a pilot execute a missed approach?
19. When being radar vectored, whose responsibility is situational awareness of position?
20. What is MVA? Who uses this information directly?
22. When does the CDI reverse sense? Using an HSI?

LOC front Course:

Inbound

Outbound

LOC Back course:

Inbound

Outbound

23. Discuss the importance of the GPS/NAV switch in the initial descent check when shooting IFR approaches.

24. What does placing a localizer frequency into the “use” position of the number 1 KX155 of N771TR do to the GPS slave to the number 1 nav display?

25. “N771TR left heading 150 radar vectors to join the final approach course ILS 31 at Middletown.” What tasks should you accomplish without delay?

26. What is your responsibility if you realize that you have not been cleared for the ILS and you are passing over top of the localizer?

HOLDS

1. If an inbound leg took 45 seconds how long should the outbound leg be timed for?
 - a.
 - b. If 30 seconds?
 - c. 20 Seconds

2. No leg should be longer than _____ seconds or less than _____ seconds.

3. If an inbound correction is placed 15 degrees left, then how much outbound correction should be placed and on what side? What is the governing logic? What minimum and maximum corrections should be applied?

4. Define Protected and Unprotected sides of a hold.
5. Define Holding and Non Holding sides.
6. What direction of turns is considered to be standard for holds?
7. Will the controller specify the direction of turns for a hold?
8. What type of entry is recommended. Draw the hold, arrival and entry.
 - a. Bearing to station 180 degrees
 Radial to hold on 360 Right Turns
 - b. Bearing to the station 180 degrees
 Radial to hold on 180 Left or Right Turns
 - c. Bearing to the station 180 degrees
 Radial to hold on 210 Right turns
 - d. Bearing to the station 180 degrees
 Radial to hold on 210 Left turns
9. On a DME hold, how long should the legs be made?
10. On a GPS hold how long are the in and outbound legs?
11. How long are intersection hold inbound and outbound legs?

MISSED APPROACH

1. When can you initiate a missed approach procedure?
2. When can you begin the climb?
3. When can you begin the turn?

CIRCLING APPROACH

1. When can you descend from MDA during a circling approach?
2. When circling, under what conditions can you circle in other than the published direction of turns for that airport? When can you circle along other than a standard pattern?
3. If you lose ground contact due to entry into clouds what must you do? How is this different from losing sight of the airport due to obstruction of the view by the wing?
4. In the event of re-entry into IMC, what initial course should be first established?
5. What are circling approach categories? How are they determined. What protection do they provide?
6. What are the division points between the different categories? What category is the TB10?

7. What category should be used if approaching at a speed which is the division point between two categories?

KLN 89B OPERATION

1. Describe how to program the KLN 89B flight plan.
2. Describe how to perform a direct to operation.
3. Explain the step by step process needed to load the GPS 5 to FDK.
4. Explain how the OBS button affects the flight plan sequence of the KLN89.
5. Explain how to sequence from the MAP to the Missed hold point.
6. When does the GPS-slaved CDI reverse sense?