

## Nonprecision Approach Procedure – Navaid On the Field

**OBJECTIVE:** To obtain proficiency in conducting nonprecision instrument approach procedures utilizing all installed equipment under normal and abnormal conditions.

**STANDARDS:** Instrument (prior to FAF) - Airspeed:  $\pm 10$  knots, Altitude:  $\pm 100$  feet, Heading:  $\pm 10^\circ$ , Allows less than full scale deflection of the CDI or within  $10^\circ$  in the case of an RMI.  
Instrument (after FAF) - Airspeed:  $\pm 10$  knots, Altitude: MDA (when reached)  $+100/-0$  feet to the MAP, No more than a  $3/4$  scale deflection of the CDI or within  $10^\circ$  in the case of an RMI.  
Exhibits adequate knowledge of the elements to an instrument approach procedure, as appropriate.  
Selects and complies with the appropriate instrument approach procedure to be performed as appropriate.  
Establishes two-way communications with ATC, as appropriate to the phase of flight or approach segment, and uses proper radio communications phraseology and technique.  
Selects, tunes, identifies, and monitors (as appropriate), and confirms the operational status of ground and aircraft navigation equipment to be used for the approach procedure.  
Complies with all clearances issued by ATC, the examiner, or instructor.  
Recognizes if heading indicator and/or attitude indicator is inaccurate or inoperative, advises controller, and proceeds with approach.  
Advises ATC, the examiner, or instructor anytime the aircraft is unable to comply with a clearance.  
Establishes the appropriate aircraft configuration and airspeed considering turbulence and wind shear, and completes the aircraft checklist items appropriate to the phase of the flight.  
Applies the necessary adjustments to the published MDA and visibility criteria for the aircraft approach category when required.  
Establishes a rate of descent and track that will ensure arrival at the MDA prior to reaching the MAP with the aircraft continuously in a position from which descent to a landing on the intended runway can be made at a normal rate using normal maneuvers.  
Executes the missed approach procedure when the required visual references for the intended runway are not distinctly visible and identifiable at the MAP.  
Executes a normal landing from a straight-in or circling approach, as directed.

**CONDITIONS:** N/A

### DESCRIPTION:

#### Pre Approach Segment



- Comply with ATC clearances for the pre approach segment.
- Complete the appropriate instrument approach procedure Approach Brief.
- Complete the Before Landing Checklist.

### NOTES:

## Nonprecision Approach Procedure – Navaid On the Field

- Reduce airspeed so as to be at the appropriate instrument approach airspeed at the start of the initial approach segment (ETA within 3 minute time frame).
- Use fix/crossing check to plan and prioritize the required sub tasks before reaching the initial approach fix (IAF).

### Initial Approach Segment

- 2 • Maintain the appropriate instrument approach airspeed.
- Upon crossing the navaid/IAF, complete the turn to intercept the outbound course.
- After passing the IAF use the fix/crossing check to verify that the required sub tasks have been completed.
- Proceed outbound, as determined in Approach Brief, to complete the approach profile.
- At the proper point, execute the procedure turn depicted on the instrument approach chart.

### Intermediate Approach Segment

- 3 • Upon completion of the procedure turn, re-intercept the approach course.
- Use the fix/crossing check to plan and prioritize sub tasks before reaching the descent point.

