

# PROCEDURE FOR FLYING PRECISION AND/OR NON-PRECISION INSTRUMENT APPROACH

**TASK: Procedure for flying precision and non-precision instrument approaches with straight- in or circle-to-land landing in a Cessna 172R/S.**

- **Feeder/Transition Route (Enroute to IAF)**
  - ✓ Altitude assigned by ATC or as depicted on the chart
  - ✓ Airspeed 110kts (or as advised by ATC)
  - ✓ Approach setup (5A's time permitting)
  - ✓ Checklist
  
- **Initial Approach Segment (Between IAF and IF)**
  - ✓ Altitude assigned by ATC or as depicted on the chart
  - ✓ Airspeed 100kts (or as advised by ATC)
  - ✓ Approach clearance CONFIRMED
  - ✓ Approach briefing COMPLETED
  
- **Intermediate Segment (Between IF and FAF)**
  - ✓ Approach clearance CONFIRMED
  - ✓ Runway Landing - VERIFIED
  - ✓ MDA or DA - VERIFIED
  - ✓ NAV source (GPS or VLOC) VERIFIED (No flags)
  - ✓ Descent Rate - As Required
  - ✓ Airspeed 100kts (or as advised by ATC)
  - ✓ 2NM prior to FAF - 10deg flaps & Airspeed 90kts (Non-Precision App)
  - ✓ One dot above the GS - 10deg flaps & Airspeed 90kts (Precision App)
  
- **Final Approach Segment (Between FAF and MAP)**
  - ✓ At FAF - Complete 5T's
  - ✓ Fly a Stabilized Approach at 90kts down to MDA or DA
  - ✓ When visual - plan and configure to land (Straight In or Circling)
  
- **Missed Approach Segment (After the MAP)**
  - ✓ Execute Missed Approach at MAP when landing not assured
  - ✓ Cram - Mixture & Power full forward
  - ✓ Climb - Initiate Climb (Vy)
  - ✓ Clean - Flaps up
  - ✓ Click - SUSPEND (on the GPS to fly the miss approach procedure)
  - ✓ Call - Report going miss
  - ✓ Follow the miss approach procedure
  - ✓ Contact ATC