



Mission 6

ILS APPROACHES

| | | |
|-------------------------------|--------------------------|-----------|
| STUDENT: <i>Yesaya</i> | DATE 1: <i>12-7-2022</i> | DATE 2: |
| INSTRUCTOR: <i>Capt. etik</i> | A/C REG: <i>PK-120a</i> | A/C REG: |
| A/C TYPE: <i>C172</i> | DURATION: <i>1:30</i> | DURATION: |

| EXERCISES | 1 | 2 | COMMENTS: |
|---|-----------|---|---|
| R- Engine Start Procedures | <i>✓</i> | | <i>ILS App Run 26</i> <i>→ Lack off call out</i> <i>→ Wind analysis during holding need improve</i> <i>→ Altitude 14</i> <i>→ Sometimes too much shaking yoke</i> <i>→ During ILS App prior to maintain LOC & GS scanning should be more quick</i> <i>Pre briefing 15 minutes</i> <i>Post 15</i> |
| R- Cockpit Instruments Check | <i>✓</i> | | |
| R- Radio and Nav Aids Check | <i>✓</i> | | |
| R- Full Panel Instrument Flying | <i>SB</i> | | |
| R- Holding Pattern Entry | <i>✓</i> | | |
| R- Holding | | | |
| - Standard | <i>✓</i> | | |
| - Non-Standard | <i>✓</i> | | |
| R- Wind Correction in the Hold | <i>✓</i> | | |
| R- Instrument Approach Briefing | <i>✓</i> | | |
| R- Understanding of increased CDI sensitivity | <i>✓</i> | | |
| R- Understanding of the Glideslope | <i>✓</i> | | |
| R- ILS Approach Procedure | <i>SB</i> | | |
| R- Missed Approach Procedures | <i>✓</i> | | |
| R- Wind Correction during Approach | <i>SB</i> | | |
| I- Loss of Glideslope on Approach / Localizer Only Approach | <i>✓</i> | | |
| R- Transitioning to Visual Flight | <i>✓</i> | | |
| R- Correct use of Checklist | <i>✓</i> | | |
| R- Copying and Reading Back Clearance | <i>✓</i> | | |
| R- Compliance with Clearance | <i>✓</i> | | |

COMPLETION STANDARDS:

- Student must demonstrate competency in the ILS Approach procedures (including any associated holding procedures) with minimal instructor assistance.
- Student must demonstrate an understanding of and proficiency in the actions to be taken in the event of a glideslope failure during an ILS approach.
- Student must be able to maintain altitudes specified in the approach within +100/-0ft, heading within $\pm 15^\circ$ and airspeed within +10 kts/-5 kts.

SYLLABUS TIMES:

| Total | Dual | FTD | X/C | IF | Ldgs | Night |
|-------|------|-----|-----|------|------|-------|
| 8:50 | 1:30 | | | 1:20 | 1 | |
| | 1:30 | | | 1:20 | 1 | |

Student Signature

Instructor Signature