

## Mission 6

## ILS APPROACHES

STUDENT: <i>Muhammad Irsatudin</i>	DATE 1: <i>13/04/2022</i>	DATE 2: <i>16/04/2022</i>
INSTRUCTOR: <i>Capt Subhan</i>	A/C REG: <i>PK-R0Q</i>	A/C REG: <i>PK-R0D</i>
A/C TYPE: <i>C172</i>	DURATION: <i>00:30</i>	DURATION: <i>01:00</i>

EXERCISES	1	2	COMMENTS:
R- Engine Start Procedures	S		
R- Cockpit Instruments Check	S		
R- Radio and Nav Aids Check	S		
R- Full Panel Instrument Flying	S		
R- Holding Pattern Entry	S		
R- Holding			
- Standard	S		
- Non-Standard	S		
R- Wind Correction in the Hold			
R- Instrument Approach Briefing	S		
R- Understanding of increased CDI sensitivity	S/P		- needed more aggressive to catch the CDI
R- Understanding of the Glideslope	S/P		- keep your slope, and control your speed by power
R- ILS Approach Procedure	S/P		- needed more simulation or ground
R- Missed Approach Procedures	S		
R- Wind Correction during Approach	S		
I- Loss of Glideslope on Approach / Localizer Only Approach	S		
R- Transitioning to Visual Flight	S		
R- Correct use of Checklist	S		
R- Copying and Reading Back Clearance	S		
R- Compliance with Clearance	S		
ILS 1, HOLDING AREA 2, INTERCEPT, APC 1			

## 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	
	<i>00:30</i> <i>01:00</i>			<i>01:20</i>		

Student Signature .....

Instructor Signature .....