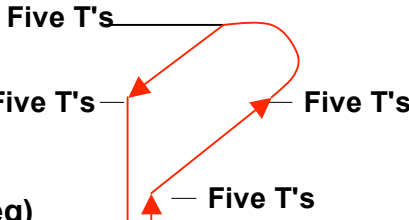


FULL INSTRUMENT APPROACH (No Radar Vectors)

Single Engine Piston



Intermediate Segment (Inbound Leg)

1. Maintain last altitude until established on approach (3/4 scale deflection on CDI, or 10° on ADF)

Initial Segment (Outbound Leg)

1. Comms, Navs, Headings, Markers are SET
2. HAT MAP is committed to memory
3. Power as required for Approach Level Configuration

1 Mile Prior to FAF (GS alive)

Flaps Approach

Five T's

Turn
Time
Twist
Throttle
Talk

Final Approach Fix

1. Start Time
2. Gear Down
3. Before Landing Checklist
4. Five T's (as appropriate)

Transition Segment (Prior to FAF)

1. Comms, Navs, Headings, Markers
2. HAT MAP
Headings
Altitudes
Times
Missed Approach Procedure
3. Five T's
4. Approach Checklist Complete
5. Confirm you are "cleared for the approach" before descending to any published approach segment altitudes

Final Approach

1. Begin reducing airspeed
2. Mixtures as required
3. Flaps as required
4. Configuration, Power, and Airspeed stabilized by D.H.

Landing Assured

1. Flaps Full Down (or as required)
2. Stabilized Descent to runway on glideslope or VASI as provided

Missed Approach Procedure

Execute Missed Approach if no visual contact at the:

- DH on Precision Approach
- Missed Approach Point on a Non-Precision Approach

(START HERE)

