NON-PRECISION (No FAF)

Single Engine Piston

Procedure Turn Inbound
Flaps Approach

Five T's

Five T's

Five T's

Five T's

Established on Inbound Course (or when allowd by Approach Plate to descend)

1. Start Time (probably not required)
2. Gear Down
3. Before Landing Checklist
4. Five T's (as appropriate)
5. Begin Descent @ 1000 FPM or appropriate

Procedure Turn Outbound

1. Maintain procedure turn minimum altitude until established inbound on approach (3/4 scale deflection on CDI, or 10º on ADF)
2. Remain with 10nm of approach fix (unless otherwise depicted on chart)

75' Prior to MDA

1. Adjust pitch and power to level at MDA

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

Level at MDA

1. Mixtures as required
2. Flaps as required
3. Configuration, Power, and Airspeed stabilized

Runway in Sight and Landing Assured

STRAIGHT IN:

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

CIRCLING:

1. Use the appropriate circling pattern to line up with the runway of intended landing
2. Remain at MDA in approach configuration until landing is assured

Five T's
Turn
Time
Twist
Throttle
Talk

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

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)