

PRECISION APPROACH (CONTINUED)

- **Skills:** The applicant exhibits the skill to:
- **IR.VI.B.S1** Accomplish the precision instrument approach(es) selected by the evaluator.
- **IR.VI.B.S2** Establish two-way communications with air traffic control (ATC) appropriate for the phase of flight or approach segment, and use proper communication phraseology. ✖
- **IR.VI.B.S3** Select, tune, identify, and confirm the operational status of navigation equipment to be used for the approach.
- **IR.VI.B.S4** Comply with all clearances issued by ATC or the evaluator. ✖
- **IR.VI.B.S5** Recognize if any flight instrumentation is inaccurate or inoperative, and take appropriate action. 5
- **IR.VI.B.S6** Advise ATC or the evaluator if unable to comply with a clearance.
- **IR.VI.B.S7** Complete the appropriate checklist(s).
- **IR.VI.B.S8** Establish the appropriate aircraft configuration and airspeed considering meteorological and operating conditions. 6 ✖

5 | Glideslope Problem = Missed Approach

Whether it's an ILS glideslope or LPV glidepath, call out when the vertical guidance comes alive. (You should also do this with lateral guidance whenever a localizer needle you're going to intercept begins to move.) If you're approaching the expected glideslope/glidepath intercept point and that needle is flagged or not moving, the safe choice is a missed approach. Don't wait too long with a "dead diamond" or the examiner will wonder if you saw the malfunction, or if you're unsure what to do.

There is the option to fly the approach non-precision in the real world when a glideslope fails or an LPV approach downgrades to LNAV. But that requires pre-briefing on the different minimums and other potential notes. It's not something to do on the fly ... or on the test. —*Elaine K. (CFI)*

6 | Anticipate the Effect of Changing Winds

The effect of wind on the approach should not be a surprise. I've seen many approaches on rides start to come unraveled right at intercept because no thought had been put into the effect of wind on the flight path.

Wind shear can be quite dangerous so don't be surprised if you get a question about it on the preflight ground portion of the test.

In the air, I once watched an approach that started out OK fall apart when the strong headwind on the approach disappeared. The upper winds were strong but the airport reported winds were calm so this was entirely foreseeable. —*David G. (DPE)*

When you start doing approaches in training, be sure to do the first few with the hood off. You can't log those as instrument time, but it's essential to see how a half scale deflection that seems like it requires a big correction actually is so small near DA that you might not even fix it if you were VFR. — PilotWorkshops

