



EXECUTIVE FLYERS AVIATION

Cats and Dogs

This is the second of the Customer Read File series written by Marc Nathanson, Chief of Flight Operations for Executive Flyers Aviation

I named this “Cats and Dogs” as it contains several articles I hope you will find interesting and educational. Please come in, have a cup of coffee and discuss the topics with our flight instructors.

Executing the Missed Approach at Decision Altitude (DA) vs. Minimum Decision Altitude (MDA).

I find that most applicants for the instrument practical exam are not aware of the differences between executing a missed approach from an ILS and a non-precision approach. There is one point that they miss.

Descent Below MDA or DA

We all know that we are to execute the missed approach procedure (MAP) at or prior to the MAP point . We also know never to go below the MDA unless we have certain ground references in sight.

Is this also true for the ILS? Can we ever go below the DA when we see nothing at this point on an ILS approach?

All who believe that we cannot go below the DH take a seat. The correct answer according to FAA-H-8083-15A, 2007 page 8-32 Paragraph 1 on the lower left side of the page proves that we can. How can this be? The answer is found in how the missed approach is executed. When executing the missed approach from an ILS you must initiate the procedure at the DA. This means that you must add power and initiate a climb at the DA. You are allowed “a momentary descent below DA while transitioning from the final approach to the missed approach.”

For those of you taking a checkride, it would be best to discuss what you plan to do at the DA with the Examiner or Inspector before stepping to the airplane. Their job is to determine how much is an acceptable “momentary descent”.

Established

What criteria do you use to determine if you are “established on course?” Let’s say you are being vectored for the ILS runway 29 at Hanscom (KBED). Boston Approach tells you to report established on the Localizer. When are you really “established”?

According to FAA-H-8261-1A, page 5-43 Non-radar Environment, “The International Civil Aviation Organization (ICAO) definition of established on course requires the aircraft to be within half scale deflection for the ILS and VOR, or within $\pm 5^\circ$ of the required bearing for the NDB.” So, in the case of the ILS, the CDI needs to be between the centered position and half scale in order to be considered “established”. Of course, we always want to keep the CDI centered.

Talking about flying an ILS or VOR approach; have you ever shot either and found that, due to a crosswind, you had trouble finding the runway? Note the final approach course and see which side of this line your heading is. If your heading is to the left, then look for the runway to the right and vice versa.

Take a look on our web site and you will see more information concerning our new location at Lawrence. You may already know that our maintenance facility is operating out of our new hangar, but we will also be open for flight training beginning January 5, 2009. We will still be at Hanscom, but you can fly out of Lawrence as well. All of aerobatics will be flown out of Lawrence soon, and we will be opening enrollment for our new Formation courses.

Thanks for flying with us and we look forward to helping make your flying experiences safe, fun, and educational.

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