

Cessna 402C

Normal Procedures Handbook

3.11 Instrument Approach

PREPARING FOR AN INSTRUMENT APPROACH

1. **Weather***
 - ATIS, AWOS, ASOS.
 - Set Altimeter
2. Tune, Turn, and Identify
 - All NAVAIDs. (NAV 1, NAV 2, ADF, DME, Marker Beacons)
 - Tune first, dial in Final Approach course for positional awareness, then ID across the audio panel.
3. Brief the Approach - Minimum items
 - Confirm correct approach procedure
 - MSA
 - Frequencies set - including PCL**
 - TDZ/Airport Elevation
 - FAF Altitude and MDA/DA
 - Time
 - Missed Approach - Point/Procedure
 - Landing Speed

3 Items for Non-Precision Approaches

1. Time to the MAP based on Ground Speed.
2. Drag Management - Maintain 120 KIAS @ 800-1000 FPM
 - Two Engines - Flaps at least 30° for average wind
 - Single Engine - Flaps to 15° (but not beyond), then power reduction.
3. 100' Above MDA - Initiate level off
 - Two Engines - Power to 26", Flaps to 15°
 - Single Engine - Power to (at least) 29.5", Flaps 0 -15°

Remember: Gear up for single engine circling approach upon commencement of the circling maneuver. **Gear back down when leaving MDA.**

*** The AWOS/ASOS must be rechecked prior to crossing the FAF to assure regulatory compliance.**

**** Activate pilot controlled lighting just prior to entering the final approach segment to assure the full 15 minute lighting duration is available.**

NOTE:

At no time shall actions be taken which are contrary to Federal Aviation Regulations. These procedures are part of the Hyannis Air Service, Inc. approved training manual.

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