

PROFESSIONAL PILOT

Answers to TC 6/14 questions

- 1.b,e** According to the procedure title in the chart heading and procedural note 1 in the Briefing Strip, only choices b and e are required.
- 2.a** This statement is true even when the tower is closed. Availability of ASOS permits 24/7 operation for this procedure. There are no procedural notes to the contrary.
- 3.a,b,c** All transitions require the holding pattern course reversal except for FAM VOR to TANZI which is labeled "NoPT."
- 4.c** Procedural note 1 advises, "ADF or DME required." ADF would be required to continue the approach to minimums which are unaffected by loss of ICGI DME.
- 5.e** Using the wrong DME source during any approach can quickly lead to confusion and degraded situational awareness on the part of the pilot or flightcrew. Procedural note 4 advises "Use ICGI DME when on localizer course." The difference in DME indications from the 2 sources can be approximated in the planview depictions of the respective DME azimuth symbols. When DME is associated with the localizer frequency, Jeppesen charts publish the notation ILS DME on the top of the localizer facility box, as is the case with this procedure.
- 6.a** This statement is true, provided the aircraft is ADF or DME equipped. According to FAR 91.175, DME, VOR or NDB fixes authorized in the SIAP or surveillance radar may be substituted for the outer marker. The minimums box does not show any penalties for loss of the outer marker and middle markers are no longer required on ILS or LOC approaches in the US.
- 7.d** With the ALS out, Category B visibility increased by 1/4 sm for the full ILS and 1/2 sm for the LOC (GS out) approach.
- 8.c** Using the local altimeter, the approach becomes a LOC (GS Out) procedure with visibility of 1 sm and an MDA of 660 ft MSL for all aircraft categories with ZAXOD.
- 9.c** ZAXOD can only be identified with ICGI DME. The provision to use ADF in lieu of DME introduces 2 additional columns in the minimums box (without ZAXOD) for straight-in and circle-to-land. The lower, far right column shows 1060'(718')—2 1/4 sm for the Category C circle-to-land minimums.
- 10.c** Standard circling approach protected areas developed prior to late 2012 used fixed radius distances, dependent only on aircraft approach category. Circling approach protected areas developed after late 2012 use a radius distance that varies with aircraft approach category and the altitude of the circling MDA which accounts for true airspeed increase with altitude. The diamond symbol with the reversed out "C" indicates that the expanded circling approach minimums have been applied to a particular approach and the associated chart. These revisions resulted from Change 21 to TERPS 8260.3B. See the Jeppesen Legend and Air Traffic Control-United States-Rules and Procedures, as well as the AIM, paragraph 5-4-20 for more information. 