

Instrument Numbers -

Turn ILS on when ≤ 1 dot on CDI $\pm \leq 15^\circ$ of course
ILS gives 15° ~~at~~ bank \angle steering

Tacan ident. 9 35 sec.

Accuracy $\pm 1^\circ$

DME memory - 10 sec. search 22 sec.

Azimuth - 2 sec.

Zone of confusion - 100°

Station passage - when DME stops decreasing -

Arc interception

$1\% \times GS$ for $1\frac{1}{2}^\circ/sec$ turn

$.M - 24$ for 30° bank

11-18

Penetrations

Descend when over or abeam (crossing arc at IAF distance)

Configure for landing at or before FAF

I L S

5° wide ($\pm 2\frac{1}{2}^\circ$)

continuous identification I + 3 letters

Glide slope is $2\frac{1}{2}$ to $2\frac{3}{4}^\circ$ + $\frac{1}{2}^\circ$ deep

Outer Marker 400 N dashes 4-7 mi. from R.W. end

Middle Marker 1300 N dash-dot 3500' " " "

Localizer range - 25 mi. within 30° of course centerline

Glide slope " - 15 mi. + on localizer course

30° - 45° intercept angle after turn if CDI is full scale

Pitch changes for $\Delta V.V.$ of $< 300'$ /min.

1° pitch change = 200-300'/min. @ 120-180 K

Course warning flag = missed approach

Glide slope = no lower than circling minimums

Back course -

no precision

Steering bars are used when A/C is $\leq 45^\circ$ of ILS course

up to 35° bank for intercept. on final course $17\frac{1}{2}^\circ$ max.

bank.