

**INSTRUMENT PROCEDURE FLYABILITY CHECK
INSTRUMENT APPROACH PROCEDURE (IAP)**

LOCATION	DATE CHECK FLOWN
NAME OF PROCEDURE	TYPE AIRCRAFT

METHOD (Check one)

LIVE (Actually Flown)
 SIMULATOR
 TABLE TOP REVIEW ONLY

NOTE: PLEASE REFER TO AFMAN 11-230, ATTACHMENT 9, PARAGRAPHS A9.1 THROUGH A9.5 FOR GUIDANCE/METHODS TO BE FOLLOWED BEFORE CONDUCTING THIS FLYABILITY CHECK.

SEGMENTS NOT FLOWN OR CHECKED SHALL BE ANNOTATED "NF" IN THE "REMARKS" COLUMN. ITEMS THAT ARE NOT APPLICABLE SHOULD BE MARKED "NA". EACH MUST BE MARKED OR ANNOTATED.

1. INITIAL APPROACH FIX (IAF) HOLDING PATTERN. TERPS SPECIALIST COMMENTS/CONCERNS(Continue on separate sheet of paper):

INITIAL APPROACH FIX(IAF) HOLDING PATTERN	SAT	UN SAT	REMARKS	INITIAL APPROACH FIX(IAF) HOLDING PATTERN	SAT	UN SAT	REMARKS
A. ENTRY	<input type="checkbox"/>	<input type="checkbox"/>		D. MANEUVERING	<input type="checkbox"/>	<input type="checkbox"/>	
B. LEG LENGTH	<input type="checkbox"/>	<input type="checkbox"/>		E. SPEED RESTRICTIONS	<input type="checkbox"/>	<input type="checkbox"/>	
C. NAVAID RECEPTION	<input type="checkbox"/>	<input type="checkbox"/>		F. ATC COMMUNICATIONS	<input type="checkbox"/>	<input type="checkbox"/>	

2. IAF TO FINAL APPROACH FIX (FAF). TERPS SPECIALIST COMMENTS/CONCERNS(Continue on separate sheet of paper):

IAF TO FINAL APPROACH FIX (FAF)	SAT	UN SAT	REMARKS	IAF TO FINAL APPROACH FIX (FAF)	SAT	UN SAT	REMARKS
A. CHARTED COURSES/ARCS/ RADIALS, ETC.	<input type="checkbox"/>	<input type="checkbox"/>		E. COCKPIT WORKLOAD	<input type="checkbox"/>	<input type="checkbox"/>	
B. ALTITUDES	<input type="checkbox"/>	<input type="checkbox"/>		F. NAVAID RECEPTION	<input type="checkbox"/>	<input type="checkbox"/>	
C. ALTITUDES AIRCRAFT MANEUVERING ALTITUDES	<input type="checkbox"/>	<input type="checkbox"/>		G. ATC COMMUNICATIONS	<input type="checkbox"/>	<input type="checkbox"/>	
D. TIME/DISTANCE TO PRE- PARE FOR FAF	<input type="checkbox"/>	<input type="checkbox"/>		H. DESCENT GRADIENT	<input type="checkbox"/>	<input type="checkbox"/>	

3. FAF TO MISSED APPROACH POINT (MAP). TERPS SPECIALIST COMMENTS/CONCERNS(Continue on separate sheet of paper):

FAF TO MISSED APPROACH POINT	SAT	UN SAT	REMARKS
A. OBSTACLE CLEARANCE	<input type="checkbox"/>	<input type="checkbox"/>	
B. FINAL APPROACH COURSE ALIGNMENT	<input type="checkbox"/>	<input type="checkbox"/>	
C. AIRCRAFT MANEUVERING	<input type="checkbox"/>	<input type="checkbox"/>	
D. VISUAL DESCENT POINT (VDP)	<input type="checkbox"/>	<input type="checkbox"/>	
E. MAP LOCATION	<input type="checkbox"/>	<input type="checkbox"/>	
F. COCKPIT WORKLOAD	<input type="checkbox"/>	<input type="checkbox"/>	
G. DESCENT GRADIENT	<input type="checkbox"/>	<input type="checkbox"/>	
H. NAVAID RECEPTION	<input type="checkbox"/>	<input type="checkbox"/>	
I. APPROACH LIGHTS	<input type="checkbox"/>	<input type="checkbox"/>	
J. LANDING MINIMUMS	<input type="checkbox"/>	<input type="checkbox"/>	
K. ATC COMMUNICATIONS	<input type="checkbox"/>	<input type="checkbox"/>	

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About the ITAOP/savePDF Method

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).

4. **MISSED APPROACH** (NOTE: Missed approach should be flown at approximately 160 FPNM (450 Ft/MinVVI at 180 KIAS) or at missed approach climb table gradient, whichever is greater. Vigilance for obstruction is critical.) TERPS SPECIALIST COMMENTS/CONCERNS:

MISSED APPROACH	SAT	UN SAT	REMARKS	MISSED APPROACH	SAT	UN SAT	REMARKS
A. UNDERSTANDABLE	<input type="checkbox"/>	<input type="checkbox"/>		E. COCKPIT WORKLOAD	<input type="checkbox"/>	<input type="checkbox"/>	
B. AIRCRAFT MANEUVERING	<input type="checkbox"/>	<input type="checkbox"/>		F. ATC COMMUNICATIONS	<input type="checkbox"/>	<input type="checkbox"/>	
C. OBSTACLE CLEARANCE	<input type="checkbox"/>	<input type="checkbox"/>		G. CLIMB GRADIENT	<input type="checkbox"/>	<input type="checkbox"/>	
D. NAVAID RECEPTION	<input type="checkbox"/>	<input type="checkbox"/>					

5. **CIRCLING AREAS.** (NOTE: If the circling maneuvering is not flown ("N/F") make comments as to the safeness of the circling area. For approaches with CAT D, minimums, look for obstacles within 3 NM of the runway in all directions. For approaches with CAT E minimums, look for obstacles within 5 NM of the runway in all directions. The location and estimated height of questionable obstacles should be noted in the remarks section of this checklist.) TERPS SPECIALIST COMMENTS/CONCERNS:

CIRCLING AREAS	SAT	UN SAT	REMARKS
A. AIRCRAFT MANEUVERING	<input type="checkbox"/>	<input type="checkbox"/>	
B. OBSTACLE CLEARANCE	<input type="checkbox"/>	<input type="checkbox"/>	
C. ABSENCE OF OPTICAL ILLUSIONS	<input type="checkbox"/>	<input type="checkbox"/>	
D. ATC COMMUNICATIONS	<input type="checkbox"/>	<input type="checkbox"/>	

6. **ADDITIONAL COMMENTS:**

I CONSIDER THE ABOVE SPECIFIED INSTRUMENT PROCEDURE AS FLYABLE AND SATISFACTORY.

SIGNATURE		DATE
PRINT/TYPE NAME AND RANK	UNIT AND MAJCOM	DUTY PHONE (DSN/Commerical)

