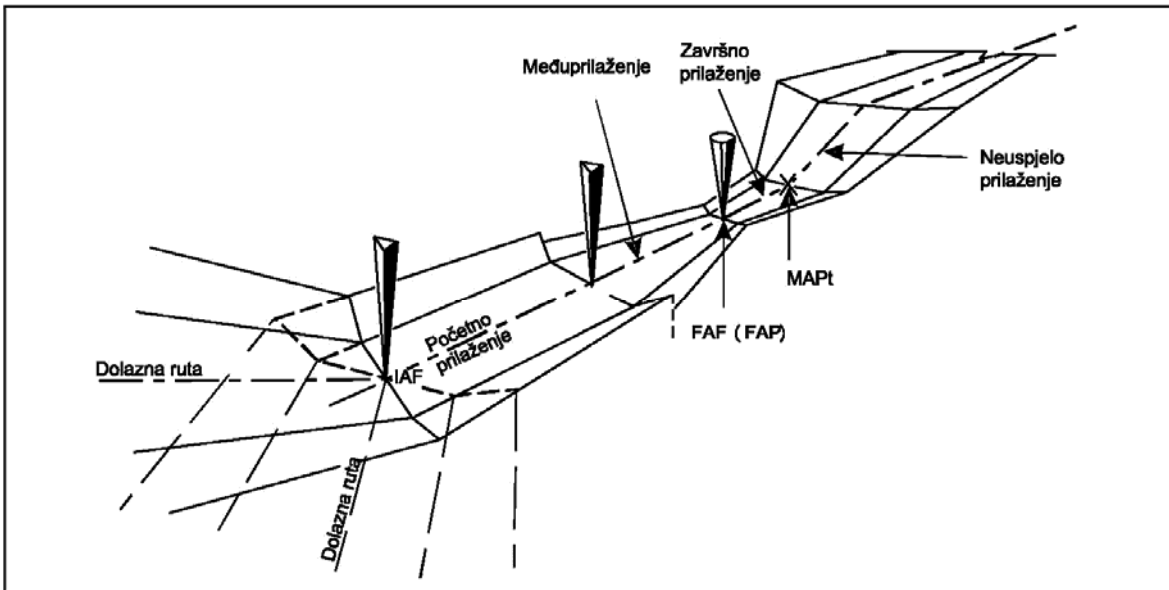
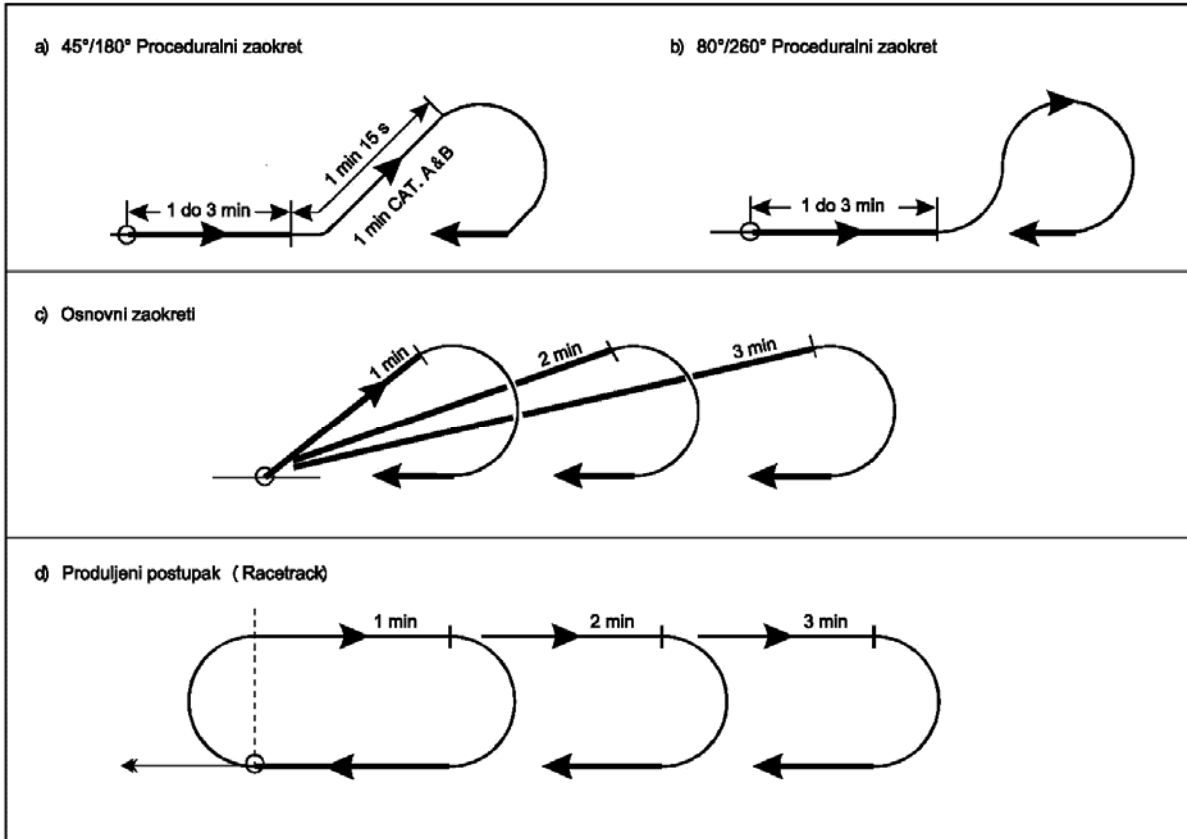


Načelna shema procesa oblikovanja i utvrđivanja ILP

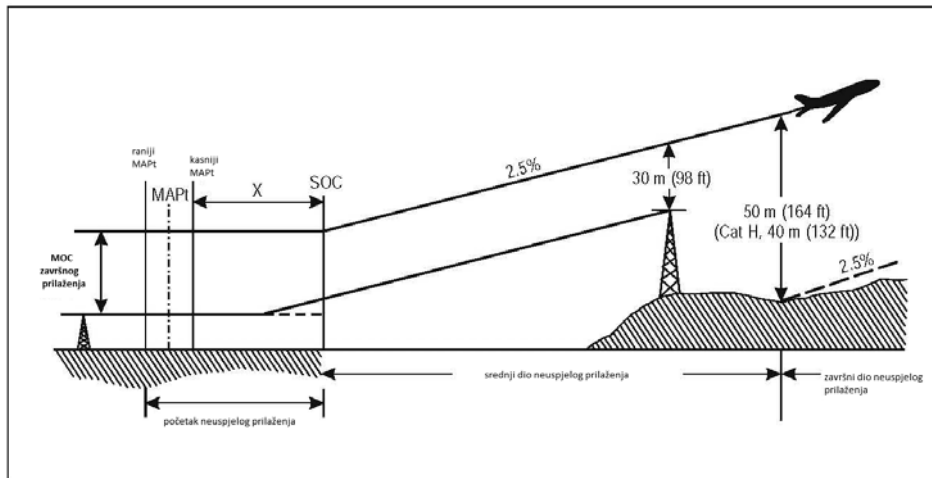


Slika 1. segmenti instrumentalnog prilaženja



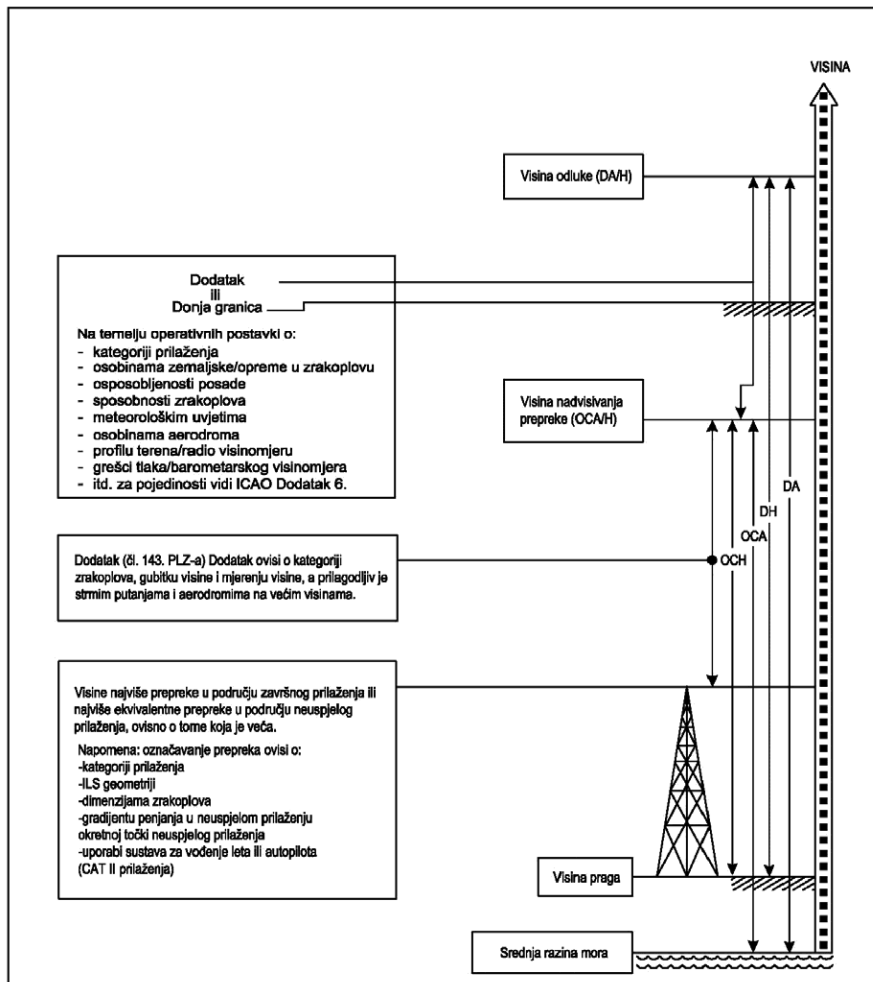
Slika 2. povratni i produljeni postupci

Dodatak 3

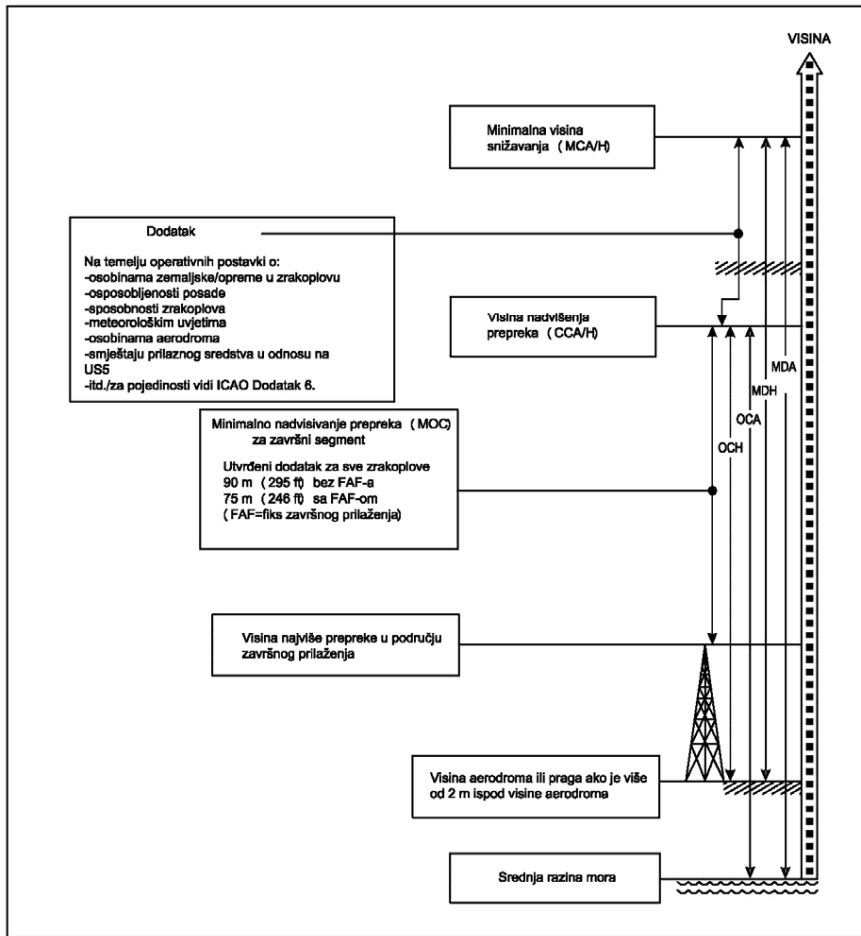


Nadvisivanje prepreka u segmentu neuspjelog prilaznja

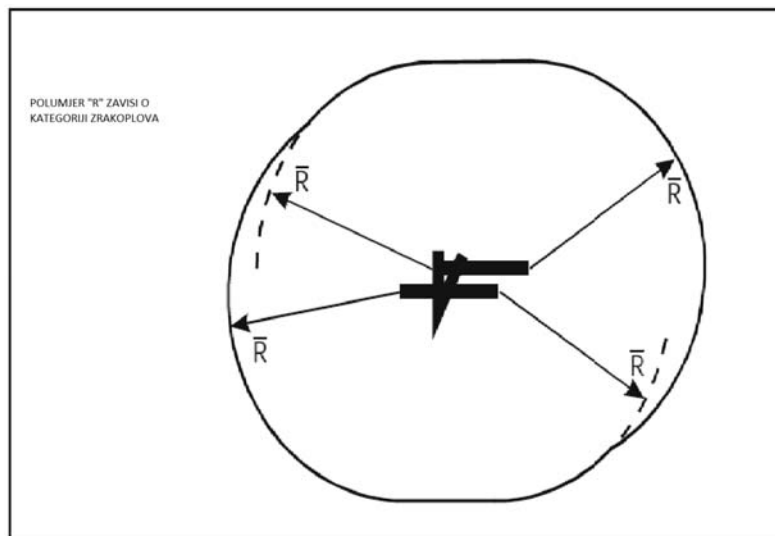
Dodatak 4



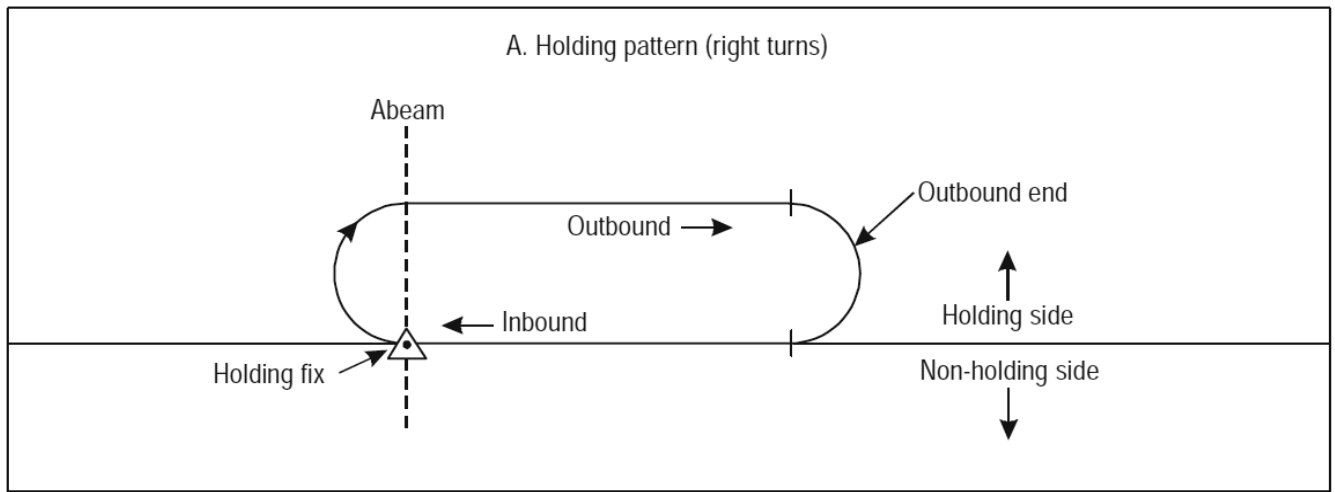
Utvrđivanje minimuma za precizno prilaznje



Utvrđivanje minimuma za neprecizno prilaznje

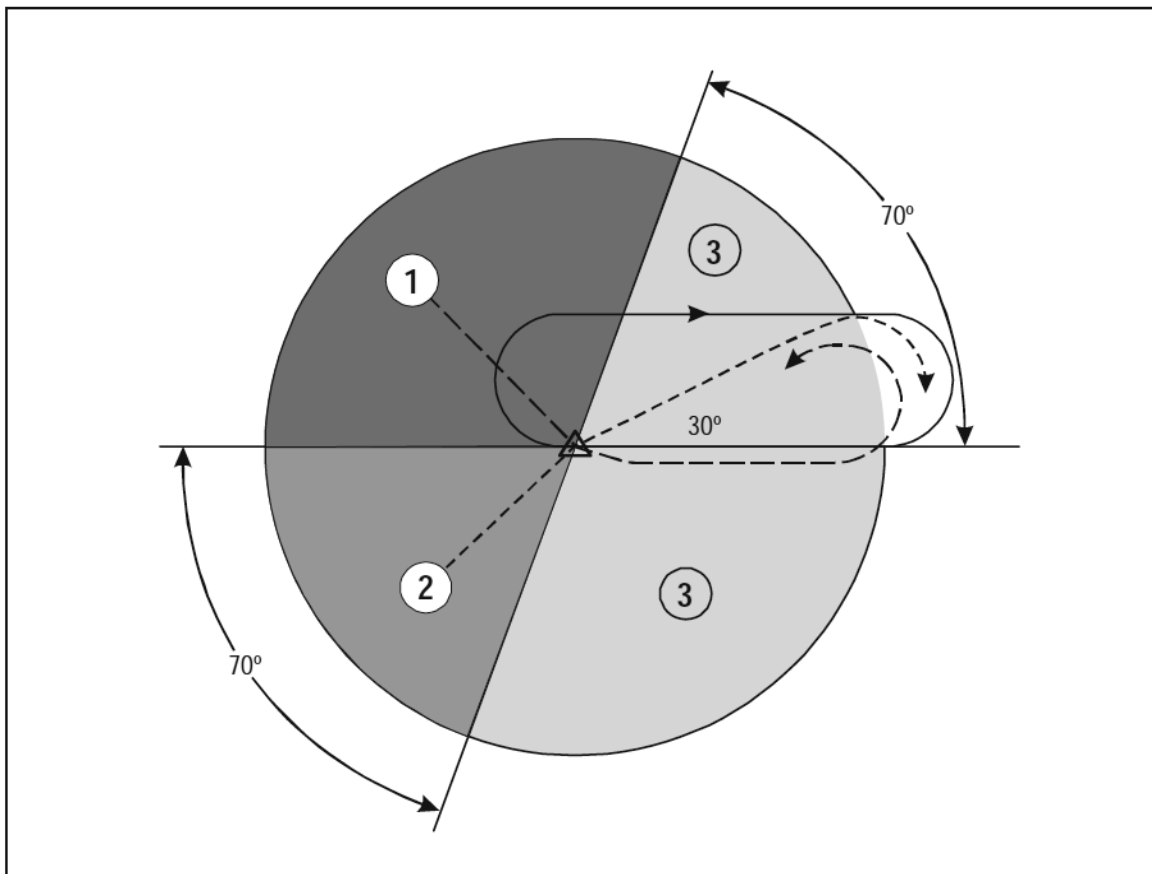


Slika 1. nadvisivanje prepreka u području vizualnog manevriranja



Slika 2. oblik i nazivlje u svezi s petljom čekanja

Dodatak 7



Raspored sektora ulaska u petlju čekanja



INSTRUMENT PROCEDURE FLYABILITY CHECK STANDARD INSTRUMENT DEPARTURE (SID) and STANDARD INSTRUMENT ARRIVAL (STAR)			
LOCATION			ICAO IDENTIFICATION
NAME OF PROCEDURE			
TYPE AIRCRAFT		PILOT	
<b>METHOD (CHECK ONE)</b>			
<input type="checkbox"/> LIVE	<input type="checkbox"/> SIMULATOR	<input type="checkbox"/> TABLE TOP REVIEW ONLY	
<b>REASON for FLYABILITY CHECK</b>			
<input type="checkbox"/> new procedure		<input type="checkbox"/> safety assessment due to an accident/incident	
<input type="checkbox"/> revised procedure		<input type="checkbox"/> safety assessment due to reports/feedback	
<input type="checkbox"/> other, specify: _____			
PANS-OPS SPECIALIST COMMENTS/CONCERNS			
<b>SAT</b>	<b>UNSAT</b>		<b>REMARKS</b>
		AIRCRAFT MANEUVERING	
		ALTITUDE RESTRICTIONS	
		NAVAID RECEPTION	
		COCKPIT WORKLOAD	
		OBSTACLE CLEARANCE	
		EASY TO UNDERSTAND	
<b>FLYABILITY CHECK PILOT COMMENTS:</b>			
I CONSIDER THE ABOVE SPECIFIED INSTRUMENT PROCEDURE AS FLYABLE IAW THIS CHECKLIST			
SIGNATURE			DATE
PRINTED/TYPED NAME AND RANK			DUTY PHONE
			UNIT



INSTRUMENT PROCEDURE FLYABILITY CHECK INSTRUMENT APPROACH PROCEDURE (IAP)							
LOCATION				DATE CHECK FLOWN			
NAME OF PROCEDURE				TYPE AIRCRAFT			
<b>METHOD (CHECK ONE)</b>							
<input type="checkbox"/> LIVE		<input type="checkbox"/> SIMULATOR			<input type="checkbox"/> TABLE TOP REVIEW ONLY		
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.							
<b>REASON for FLYABILITY CHECK</b>							
<input type="checkbox"/> new procedure		<input type="checkbox"/> safety assessment due to an accident/incident					
<input type="checkbox"/> revised procedure		<input type="checkbox"/> safety assessment due to reports/feedback					
<input type="checkbox"/> other, specify: _____							
1. INITIAL APPROACH FIX (IAF) HOLDING PATTERN. PANS-OPS SPECIALIST AND PILOT COMMENTS/CONCERNS (CONTINUE ON SEPARATE SHEET OF PAPER):							
<b>INITIAL APPROACH FIX (IAF) HOLDING PATTERN</b>	SAT	UNSAT	REMARKS	<b>INITIAL APPROACH FIX (IAF) HOLDING PATTERN</b>	SAT	UNSAT	REMARKS
A. ENTRY				D. MANEUVERING			
B. LEG LENGTH				E. SPEED RESTRICTIONS			
C. NAVAID RECEPTION				F. ATC COMMUNICATIONS			
2. IAF TO FINAL APPROACH FIX (FAF). PANS-OPS SPECIALIST AND PILOT COMMENTS/CONCERNS (CONTINUE ON SEPARATE SHEET OF PAPER):							
<b>IAF TO FINAL APPROACH FIX (FAF)</b>	SAT	UNSAT	REMARKS	<b>IAF TO FINAL APPROACH FIX (FAF)</b>	SAT	UNSAT	REMARKS
A. CHARTED COURSE/ARCS/RADIALS, ETC.							
B. ALTITUDES							
C. ALTITUDES AIRCRAFT MANEUVERING ALTITUDES							
3. FAF TO MISSED APPROACH POINT (MAP). PANS-OPS SPECIALIST AND PILOT COMMENTS/CONCERNS (CONTINUE ON SEPARATE SHEET OF PAPER):							
<b>FAF TO MISSED APPROACH POINT (MAP)</b>	SAT	UNSAT	REMARKS				
A. OBSTACLE CLEARANCE							
B. FINAL APPROACH COUSE ALIGMENT							
C. AIRCRAFT MANEUVERING							
D. VISUAL DESCENT POINT (VDP)							
E. MAP LOCATION							

F. COCKPIT WORKLOAD			
G. DESCENT GRADIENT			
H. NAVAID RECEPTION			
I. NAVAID RECEPTION			
J. LANDING MINIMUMS			
K. ATC COMMUNICATIONS			

**4. MISSED APPROACH: PANS-OPS SPECIALIST AND PILOT COMMENTS/CONCERNS (CONTINUE ON SEPARATE SHEET OF PAPER):**

MISSED APPROACH	SAT	UNSAT	REMARKS	MISSED APPROACH	SAT	UNSAT	REMARKS
A. UNDERSTANDABLE				E. COCKPIT WORKLOAD			
B. AIRCRAFT MANEUVERING				F. ATC COMMUNICATIONS			
C. OBSTACLE CLEARANCE				G. CLIMB GRADIENT			
D. NAVAID RECEPTION							

**5. CIRCLING AREAS. PANS-OPS SPECIALIST AND PILOT COMMENTS/CONCERNS (CONTINUE ON SEPARATE SHEET OF PAPER):**

CIRCLING AREAS	SAT	UNSAT	REMARKS
A. AIRCRAFT MANEUVERING			
B. OBSTACLE CLEARANCE			
C. ABSENCE OF OPTICAL ILLUSIONS			
D. ATC COMMUNICATIONS			

**6. ADDITIONAL COMMENTS:**

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

SIGNATURE	DATE
PRINTED/TYPED NAME AND RANK	DUTY PHONE
	UNIT