

Mentone Flying Club, Inc.

IFR GPS Checkout Form



This form is to be completed by the Owner Member Pilot and Club Flight Instructor prior to the use of the IFR GPS for instrument flight. The check out consist of at least four (2) different GPS overlay approaches and one (1) Stand-alone (T type) GPS approach. These approaches must be done to PTS standards as listed below, before the club member is authorized to conduct instrument flight with the GPS Units.

Owner Member Name:		Pilot Certificate number:	
Total Instrument Time:	Simulated:	Actual:	Date of last Competency Check:
Approaches/last 180 Days:	Precision:	Non-Precision:	Holds:
GPS Approach Log:			
Overlay Approaches		Standalone Approach	
<input type="checkbox"/> Location: _____ <input type="checkbox"/> Location: _____		<input type="checkbox"/> Location: _____	
Instrument PTS Standards:			
VI. Area of Operation: Instrument Approach Procedures A. Task: Non-precision Instrument Approach References: 14 CFR parts 61, 91; FAA-H-8083-15; IAP; AIM Objective: To determine that the applicant: <ol style="list-style-type: none"> 1. Exhibits adequate knowledge of the elements related to an instrument approach procedure. 2. Selects and complies with the appropriate instrument approach procedure to be performed. 3. Establishes two-way communications with ATC, as appropriate, to the phase of flight or approach segment, and uses proper radio communication phraseology and technique. 4. Selects, tunes, identifies, and confirms the operational status of navigation equipment to be used for the approach procedure. 5. Complies with all clearances issued by ATC or the examiner. 6. Recognizes if heading indicator and/or attitude indicator is inaccurate or inoperative, advises controller, and proceeds with approach. 7. Advises ATC or examiner anytime the aircraft is unable to comply with a clearance. 8. Establishes that appropriate aircraft configuration and airspeed considering turbulence and wind shear, and completes the aircraft checklist items appropriate to the phase of flight. 9. Maintains, prior to beginning the final approach segment, altitude within 100 feet (30 meters), heading within 10° and allows less than a full-scale deflection of the CDI or within 10° in the case of an RMI, and maintains airspeed within 10 knots. 10. Applies the necessary adjustments to the published MDA and visibility criteria for the aircraft approach category when required. 11. Establishes a rate of descent and track that will ensure arrival at the MDA prior to reaching the MAP with the aircraft continuously in a position from which descent to a landing on the intended runway can be made at a normal rate using normal maneuvers. 12. Allows, while on the final approach segment, no more than a three-quarter-scale deflection of the CDI or within 10° in case of an RMI, when reached, within +100 feet (30 meters), -0 feet to the MAP. 13. Maintains the MDA, when reached, within +100 feet (30 meters), -0 feet to the MAP. 14. Executes the missed approach procedure when the required visual references for the intended runway are not distinctly visible and identifiable at the MAP. 15. Executes a normal landing from a straight-in or circling approach when instructed by the examiner. 			
I certify that the above training was conducted and that I flew the approaches to the required PTS Standards and that I am now authorized to conduct instrument flight with the GPS Units.			
Signature of Owner Member:		Date:	
I certify that I have given the proper flight training (as per the PTS standards) to the above signed Owner Member and find them competent to conduct Instrument flight with the GPS Units.			
Signature of Flight Instructor:		Date:	