

Power Hour Lessons

Challenging and Sometimes Funny Instrument Approach Procedures - Would you/Could you do these?



650-600-1021



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33139

Overview

This Weeks Power Hour has Three Parts:

1. Challenging Instrument Approaches
2. Clever Instrument Approach Fix Sequences
3. Tributes to Movies and the Comics

All the approaches used in this power hour are included for you to review and have fun with. We use the KMTN VOR approach to teach DME arcs here at CFI Bootcamp in the CFII training.

Challenging Instrument Approaches:

These approaches may just catch you off guard or unprepared. Some great lessons come from trying to work out what to do in each.

Clever Instrument Approach Fix Sequences:

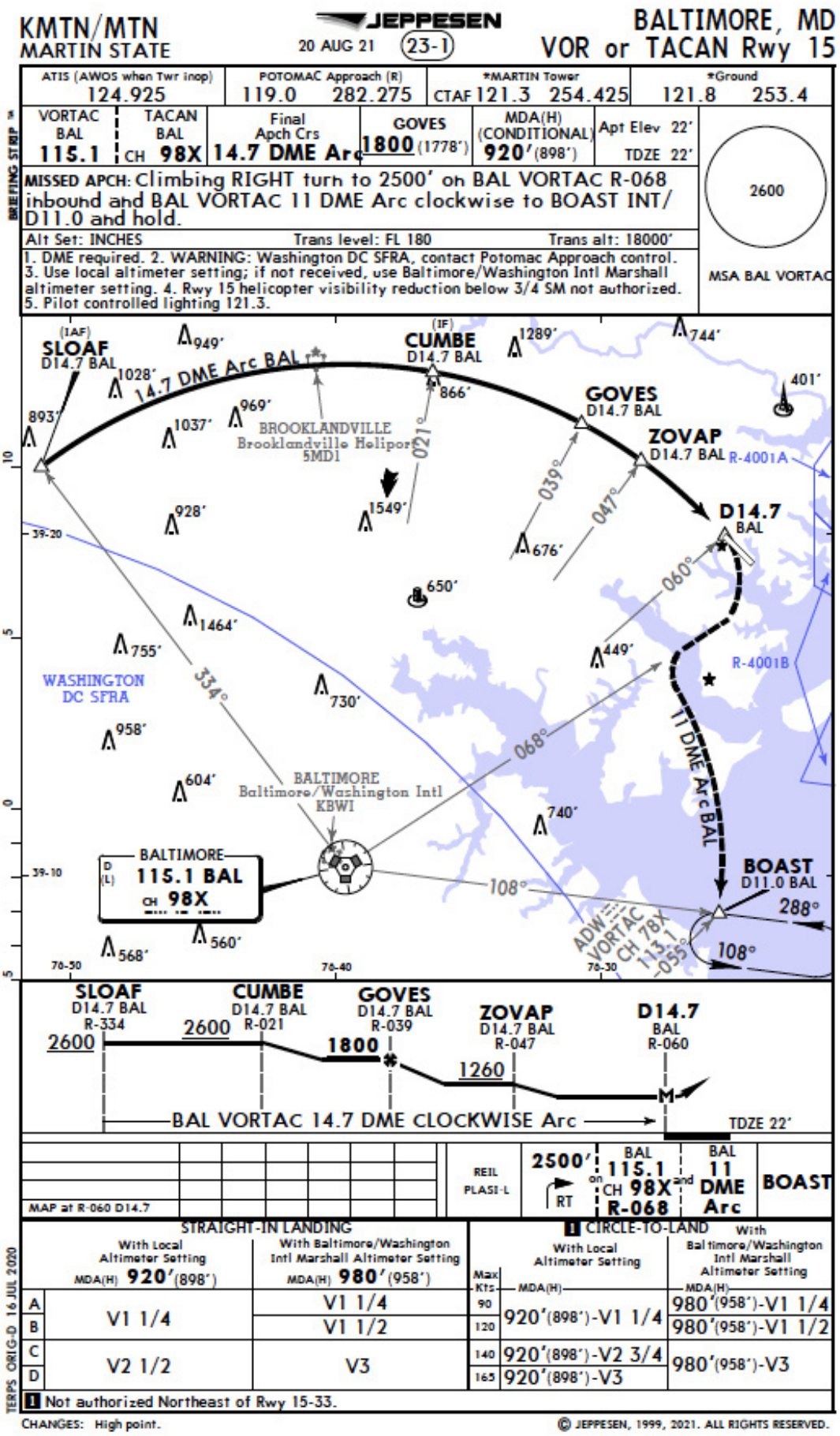
Some instrument approaches are located in areas famous for one thing or another. When they can, the TERPS people try to string fix names together to form a sequence you may remember from an old TV show, movie, or something famous about the area. Like the FIX over Salem, MA, called DUNKK for the dunking stool used to see if you were a witch.

Tributes to Movies and the Comics:

In this section, I located some STARS with fantastic names from Star Wars, Lord of the Rings, and Scoobie Doo.

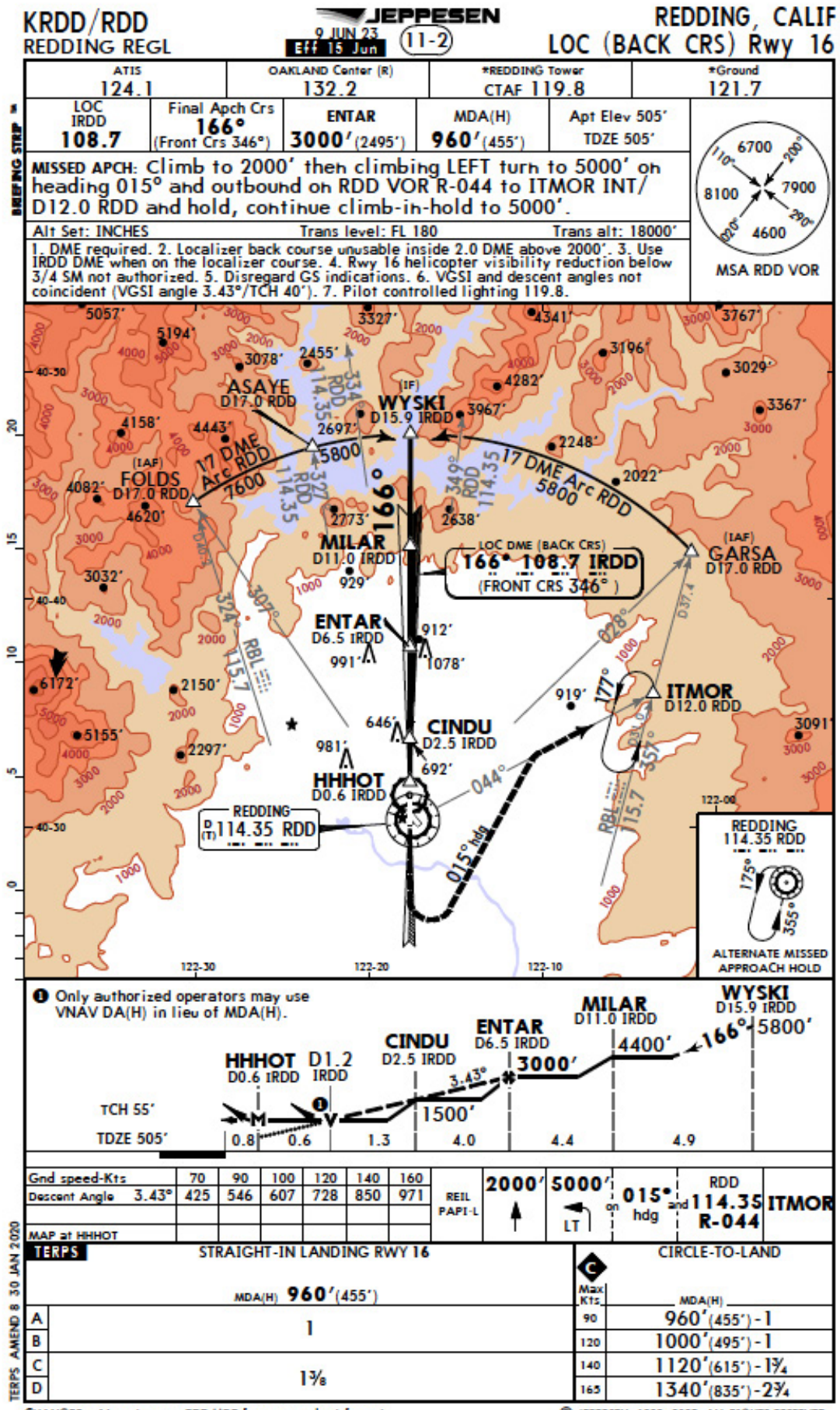
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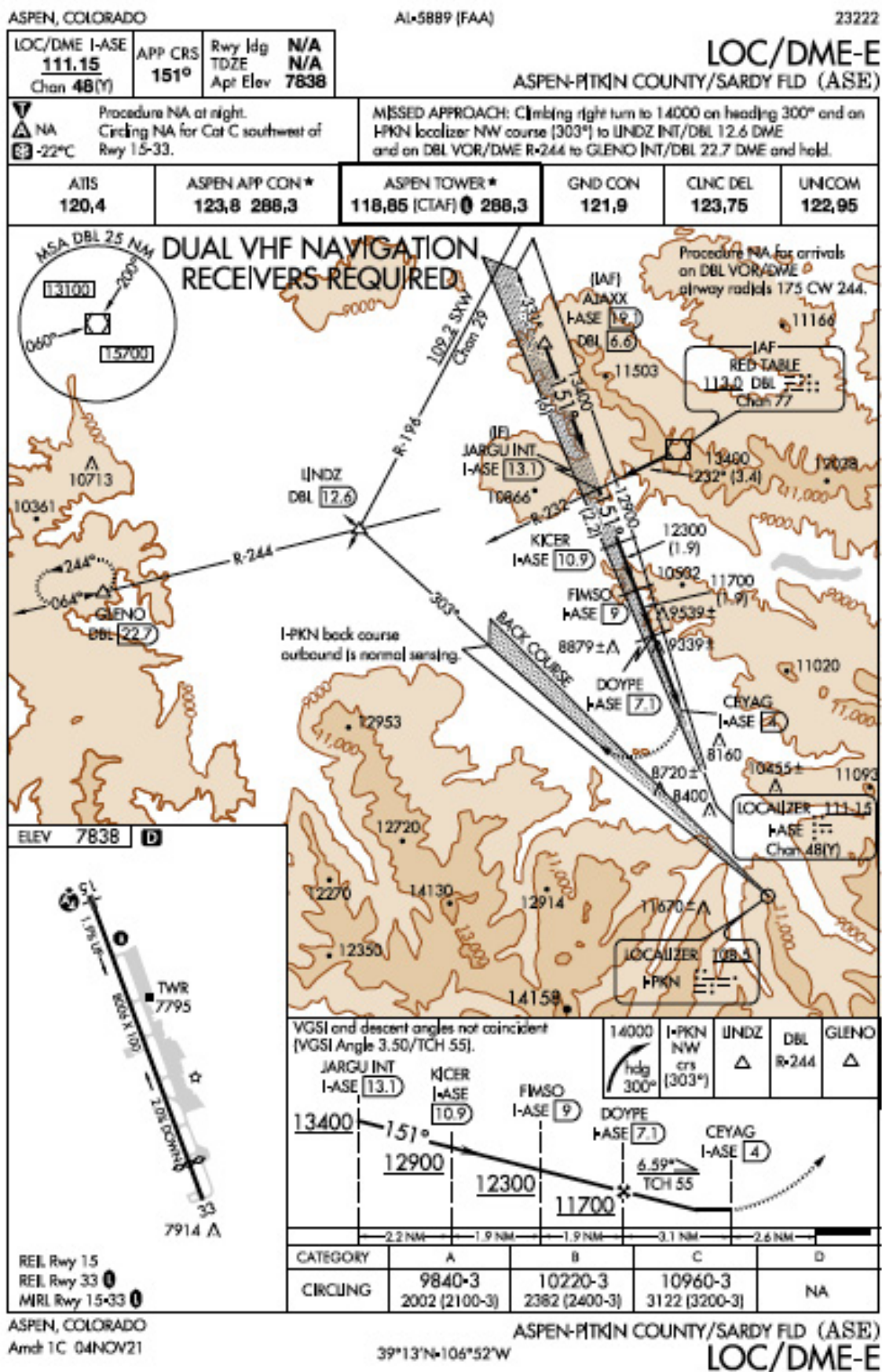
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KASE/ASE
-PITKIN CO/SARDY

 **JEPPESSEN**
27 NOV 20 **10-1W**

ASPEN, COLO
COLD TEMPERATURE TABLE

COLD TEMPERATURE RESTRICTED AIRPORT

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA publications for a list of airports, temperatures corrections, applicable cold temperature segments, and cold temperature procedure restriction for procedures.

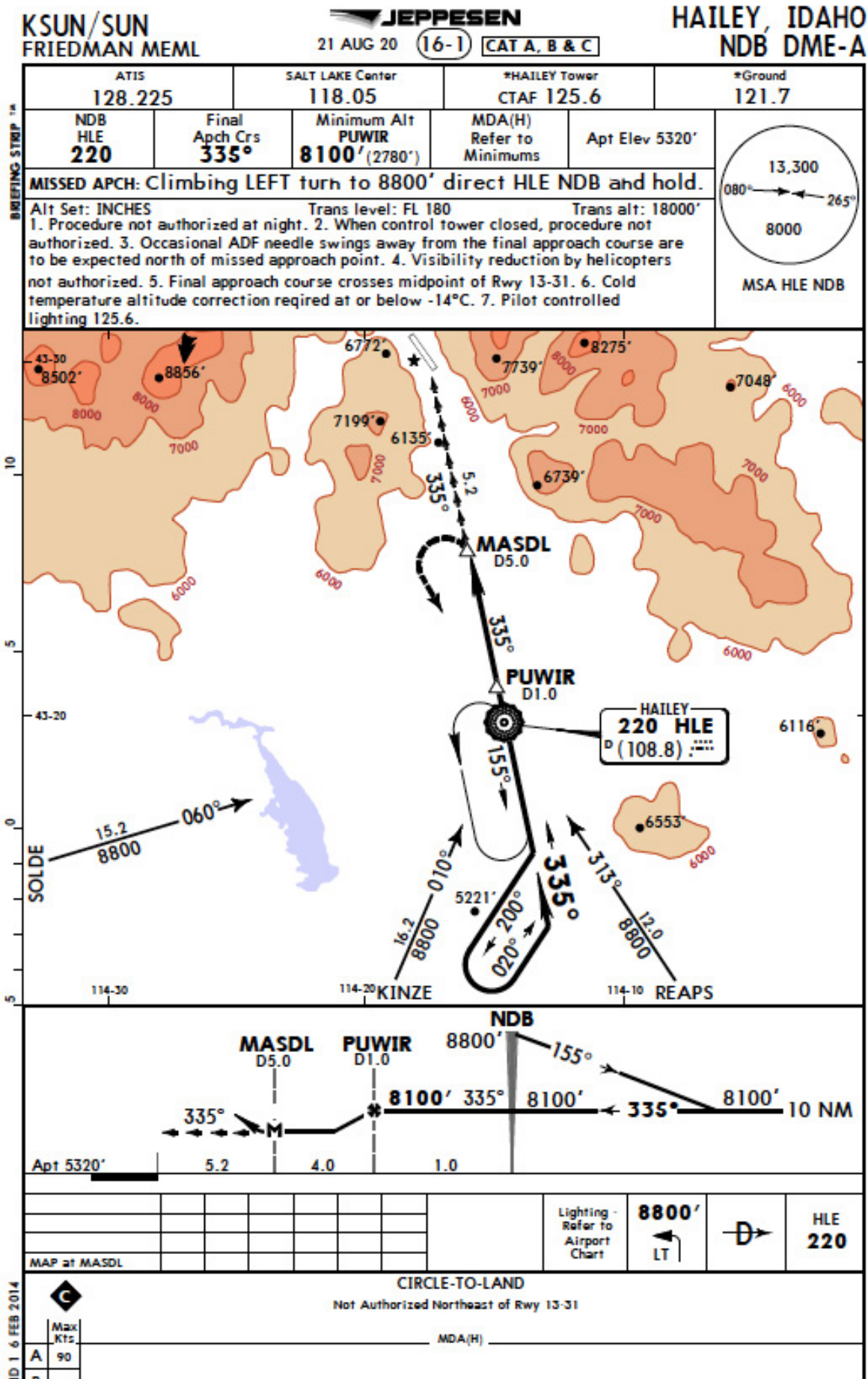
COLD TEMPERATURE CORRECTION TABLE

HEIGHT ABOVE AIRPORT (FEET)

	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
REPORTED TEMP +10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

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KPSM/PSM



PORTSMOUTH, NH

PORTSMOUTH INTL AT PEASE

24 DEC 21 (18-1)

*PAR Rwy 34

*ASR All Rws

ATIS 132.05	BOSTON Approach (R) 125.05	*PORTSMOUTH Radar 127.05	PORTSMOUTH Tower 128.4	Ground 120.95
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H)/MDA(H) Refer to Minimums	Apt Elev 100' TDZE -See below
MISSED APCH: See below.				No MSA published
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'

<p>Runway 16: Climb to 3000' via PSM VOR/DME R-162 to SHOLS INT/PSM 12 DME and hold; Hold SOUTH, RIGHT turns, 342° inbound; Or when directed by ATC, climb to 2000', then as directed by ATC.</p> <p>Runway 34: Climb to 3000' via PSM VOR/DME R-354 to ROCHS INT/PSM 12 DME and hold; Hold NORTH, RIGHT turns, 174° inbound; Or when directed by ATC, climb to 2000', then as directed by ATC.</p>	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="text-align:center;">RWY 16 TDZE 100'</td> <td style="text-align:center;">RWY 34 PAR TCH 64' TDZE 84'</td> </tr> </table>	RWY 16 TDZE 100'	RWY 34 PAR TCH 64' TDZE 84'
RWY 16 TDZE 100'	RWY 34 PAR TCH 64' TDZE 84'		

	70	90	100	120	140	160	
Rwy 34 PAR GS	3.00°	372	478	531	637	743	849

STRAIGHT-IN LANDING			
PAR 34 DA(H) 284' (200')	ASR 16 MDA(H) 520' (420')		
RAIL/ALS OUT	RAIL/ALS OUT		
A	3/4		
B	RVR 50 or 1		
C	1/4		
D	RVR 50 or 1		

STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ASR 34		Not Authorized East of Rwy 16-34	
MDA(H) 560' (476')		MDA(H)	
RAIL/ALS OUT	RAIL/ALS OUT	Max Kts	MDA(H)
A	3/4	90	560'(460') - 1 1/4
B	RVR 50 or 1	120	680'(580') - 1 1/2
C	1 1/4	140	780'(680') - 2 1/4
D	RVR 50 or 1	165	

CHANGES: Circling minimums, chart format.

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PHOENIX, ARIZONA

AL-74 (FAA)

23166

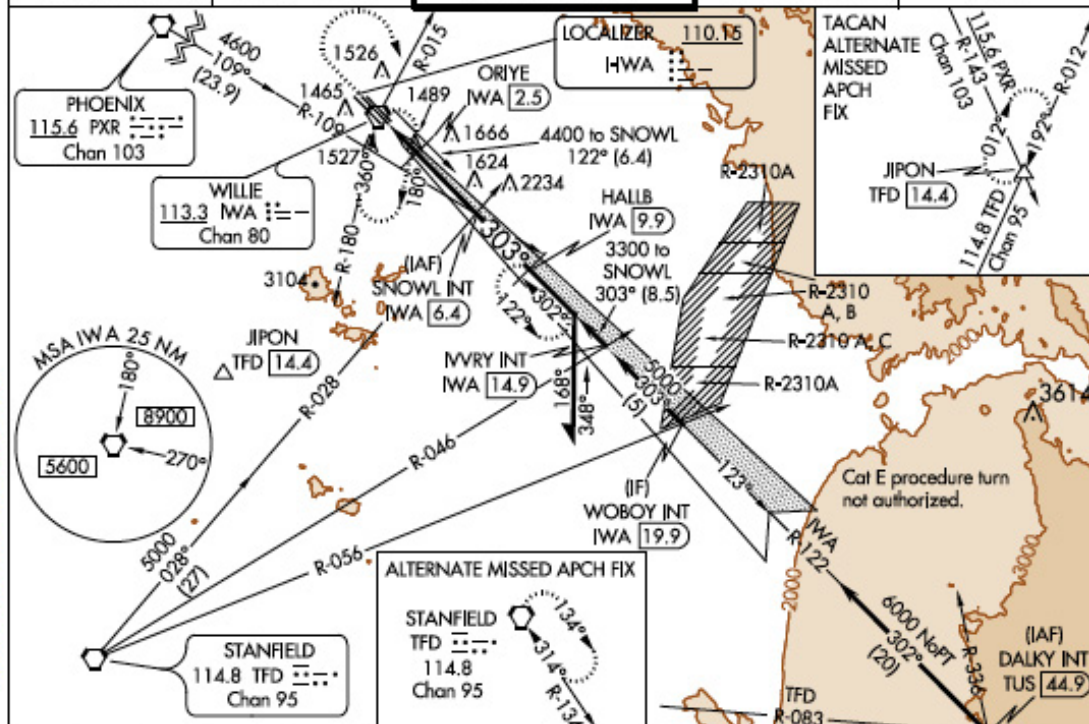
LOC I-IWA 110.15	APP CRS 303°	Rwy ldg TDZE Apt Elev 10201 1380 1384
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ILS or LOC RWY 30C
PHOENIX-MESA GATEWAY (IWA)

When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase S-ILS DA to 1660 feet and all MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats and Circling Cats C/D/E visibility ¼ SM.

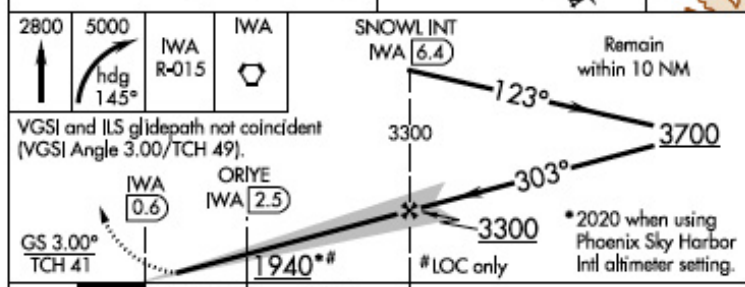
MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS* 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER* 120.6 (CTAF) 289.4	GND CON 128.25 275.8	CLNC DEL 135.05
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07 SEP 2023 to 05 OCT 2023

07 SEP 2023 to 05 OCT 2023



CATEGORY	A	B	C	D	E
S-ILS 30C	1580-¾ 200 (200-¾)				
S-LOC 30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
CIRCLING	1940-1	556 (600-1)	1940-1½ 556 (600-1½)	2000-2 616 (700-2)	2020-2¼ 636 (700-2¼)
ORIE FIX MINIMUMS					
S-LOC 30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½ 420 (500-1½)	
CIRCLING	1880-1	496 (500-1)	1880-1½ 496 (500-1½)	2000-2 616 (700-2)	2020-2¼ 636 (700-2¼)

ELEV 1384	TDZE 1380
MIRL Rwy 12R-30L	
HIRL Rwy 12L-30R and 12C-30C	
REIL Rwy 12L and 30R	
TWR 1496	
FAF to MAP 5.8 NM	
Knots	60 90 120 150 180
Min:Sec	5:48 3:52 2:54 2:19 1:56

PHOENIX, ARIZONA
Amdt 3C 17JUN21

33°18'N-111°39'W

PHOENIX-MESA GATEWAY (IWA)
ILS or LOC RWY 30C

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PORTSMOUTH, NEW HAMPSHIRE AL-678 (FAA) 21364

WAAS CH 40012 W16A	APP CRS 165°	Rwy ldg 10518 TDZE 100 Apt Elev 100	RNAV (GPS) RWY 16 PORTSMOUTH INTL AT PEASE (PSM)
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RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwy 16-34. For Inop ALS, increase LPV Cat E visibility to RVR 4500; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

MALSR

MISSED APPROACH: Climb to 3000 direct TTATT and track 165° to IDEED and hold, continue climb-in-hold to 3000.

ATIS 132.05 273.5	BOSTON APP CON 125.05 269.4	PORTSMOUTH TOWER 128.4 269.0	GND CON 120.95 275.8	CLNC DEL 335.8
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NE-1, 07 SEP 2023 to 05 OCT 2023

NE-1, 07 SEP 2023 to 05 OCT 2023

ELEV 100	D	TDZE 100	
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HIRL Rwy 16-34

VGSI and RNAV glidepath not coincident 7 NM (VGSI Angle 3.00/TCH 72).

Holding Pattern ITAWA

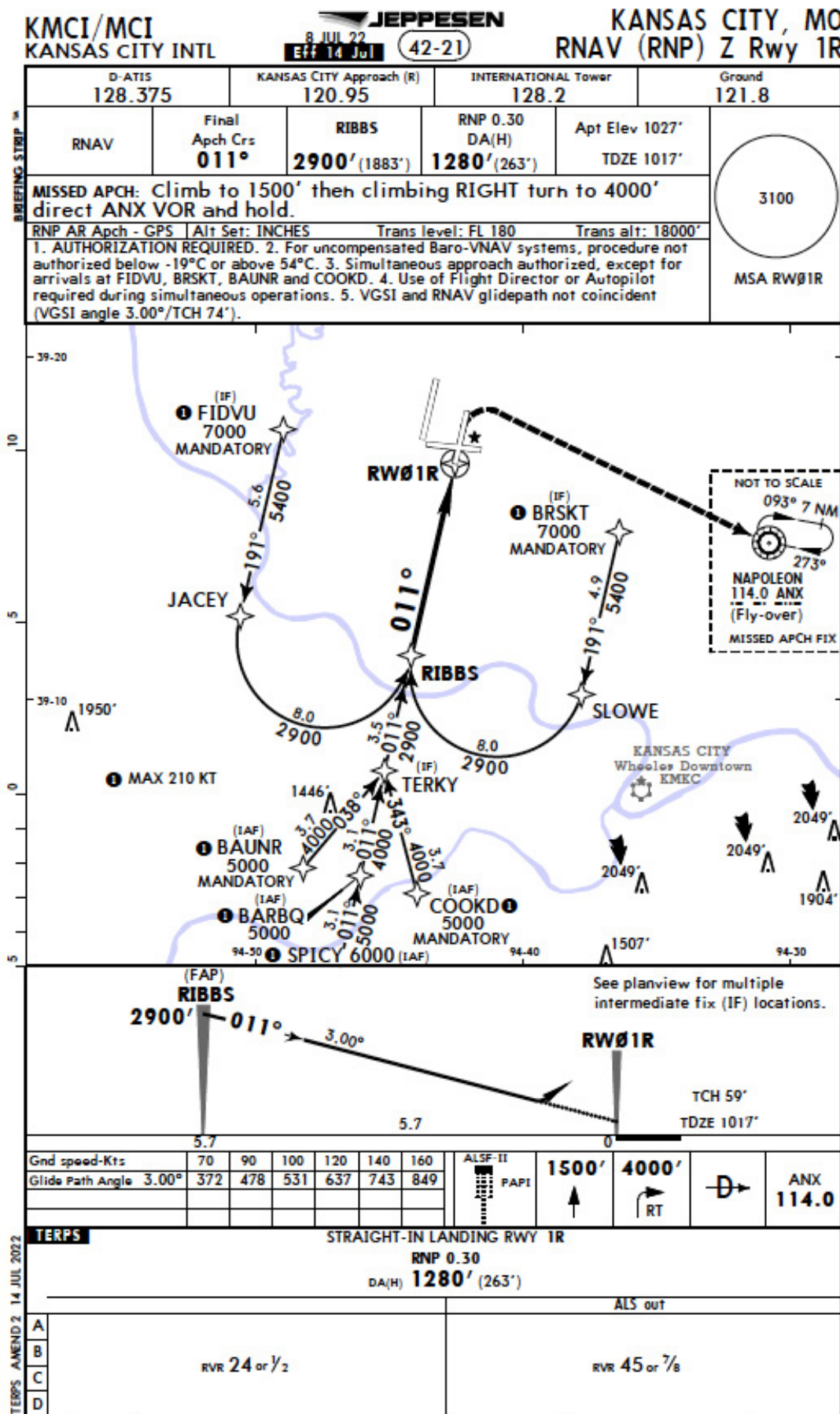
CATEGORY	A	B	C	D	E
LPV DA*	300/24 200 (200-½)				
LNAV/VNAV DA	397/24 297 (300-½)				
LNAV MDA	480/24	380 (400-½)	480/35 380 (400-¾)		
CIRCLING	500-1	560-1	680-1½	780-2¼	800-2½
	400 (400-1)	460 (500-1)	580 (600-1½)	680 (700-2¼)	700 (700-2½)

PORTSMOUTH, NEW HAMPSHIRE Amdt 3A 30DEC21 43°05'N-70°49'W

PORTSMOUTH INTL AT PEASE (PSM)
RNAV (GPS) RWY 16

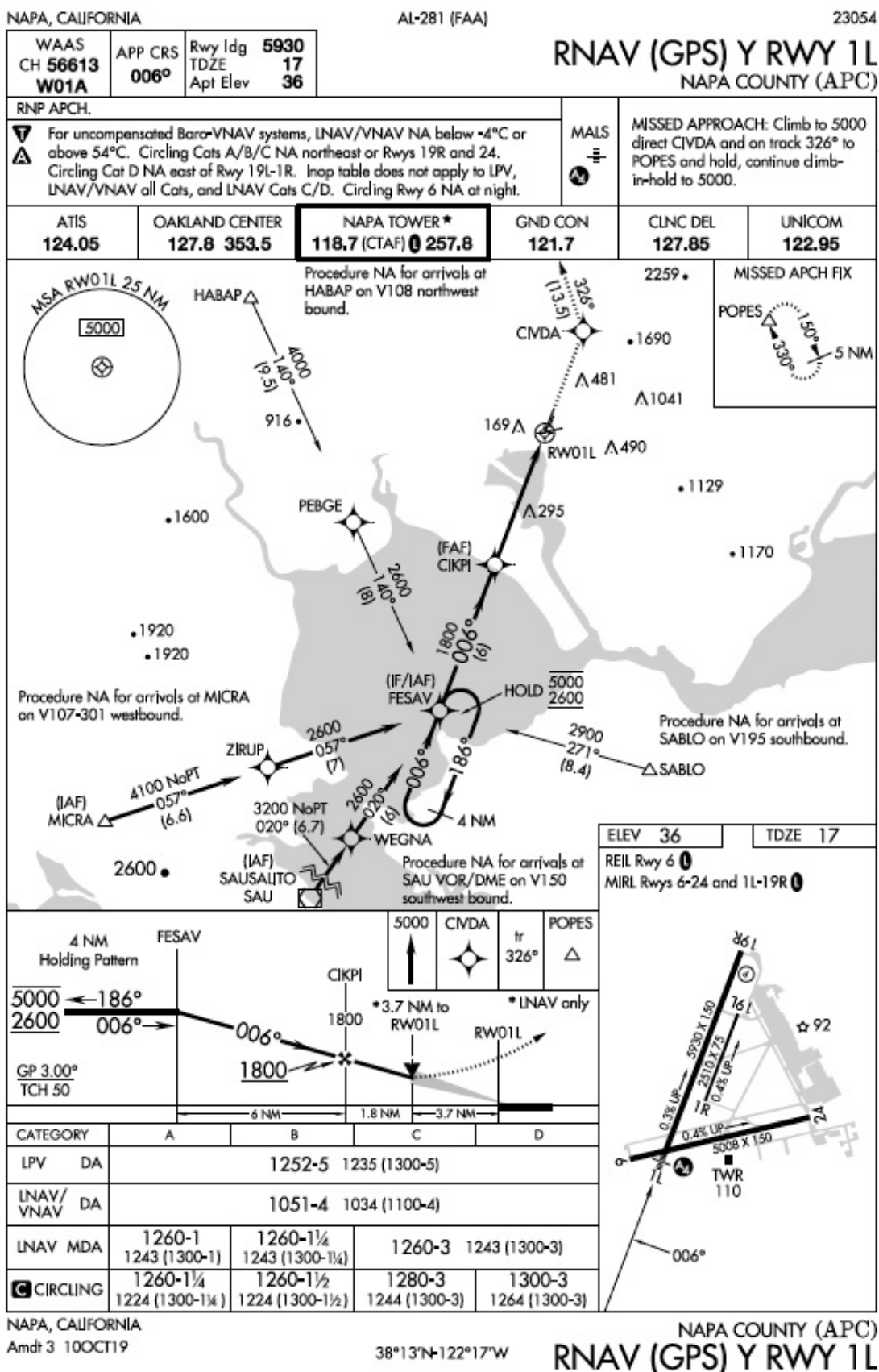
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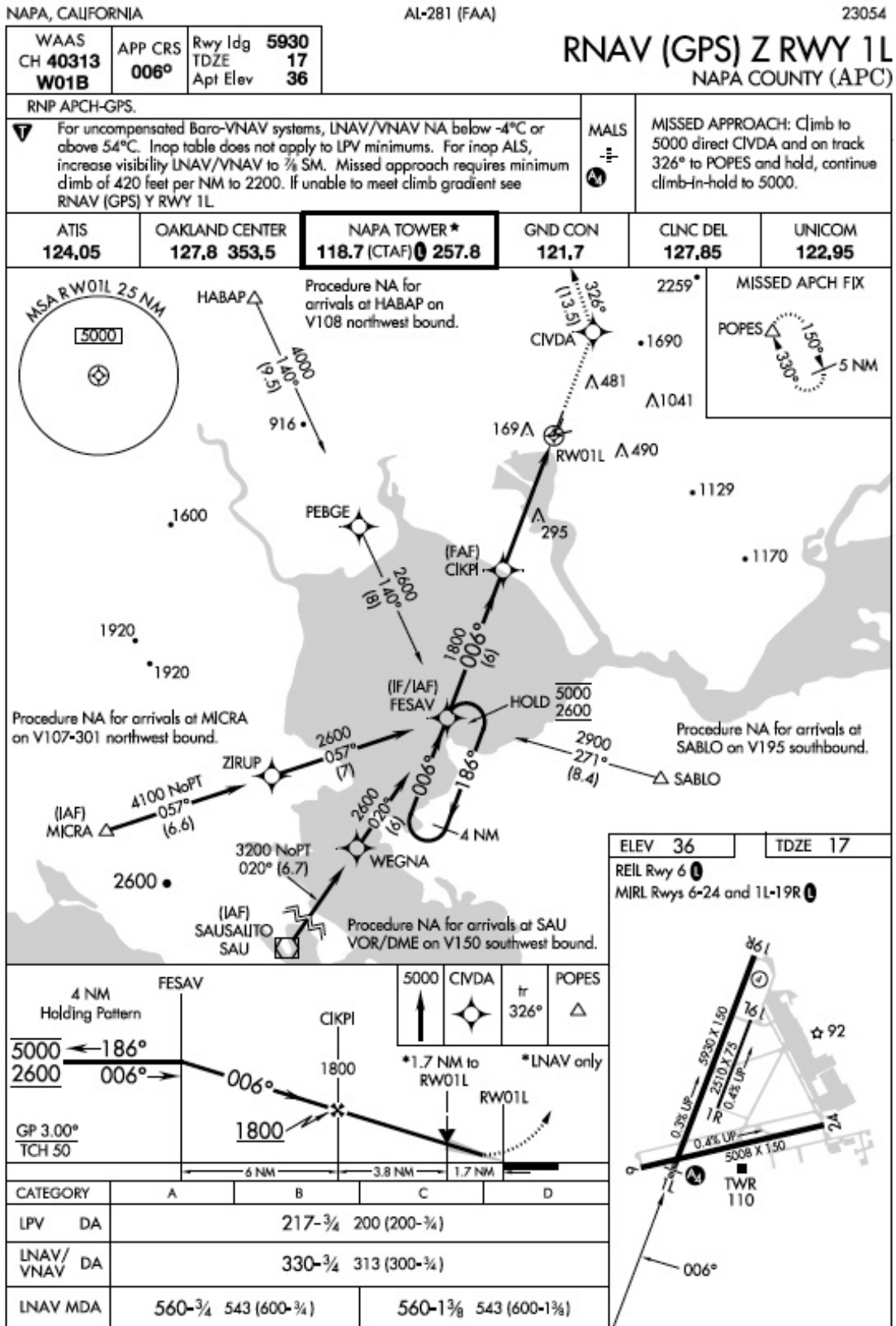


07 SEP 2023 to 05 OCT 2023

07 SEP 2023 to 05 OCT 2023

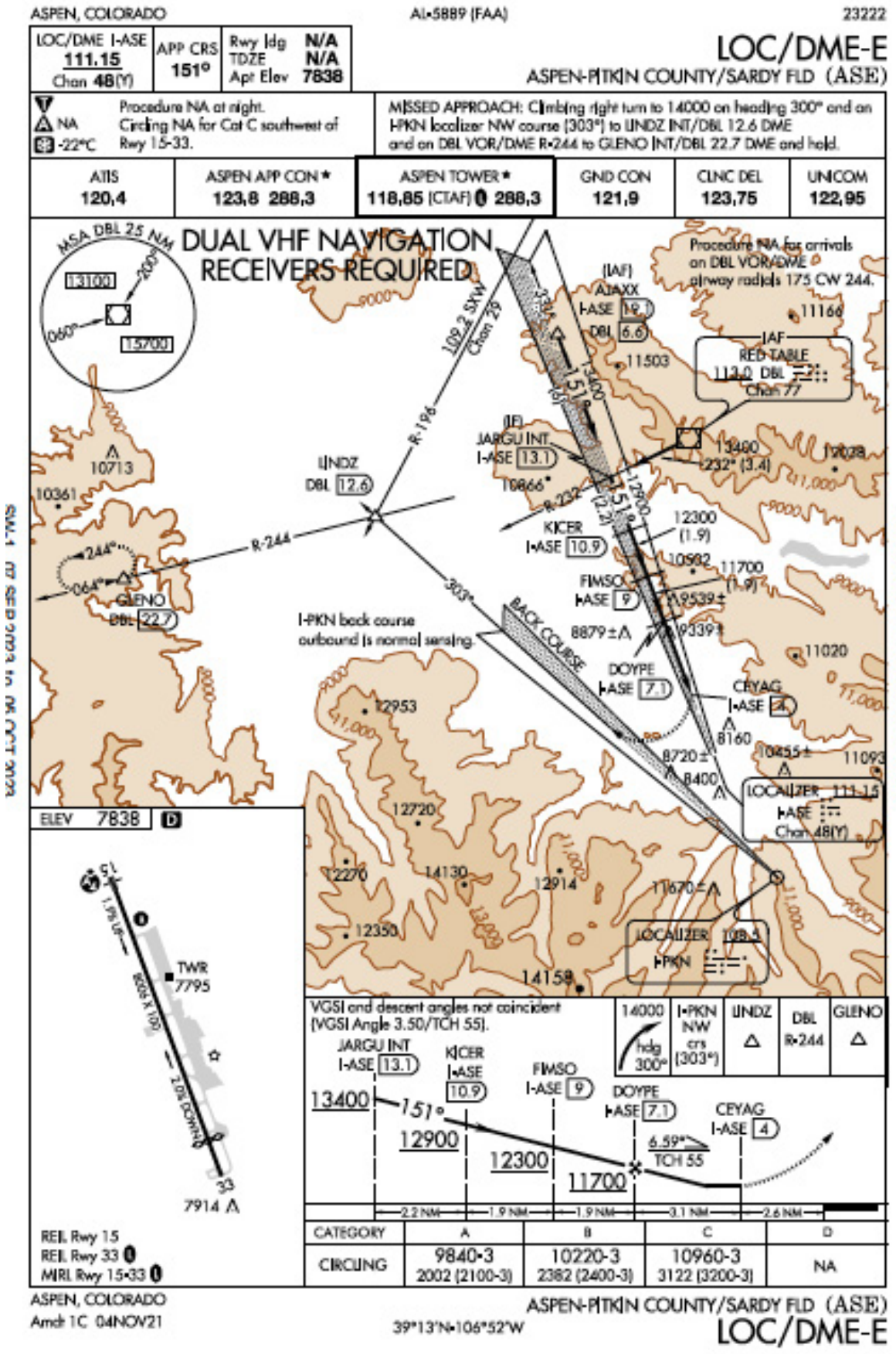
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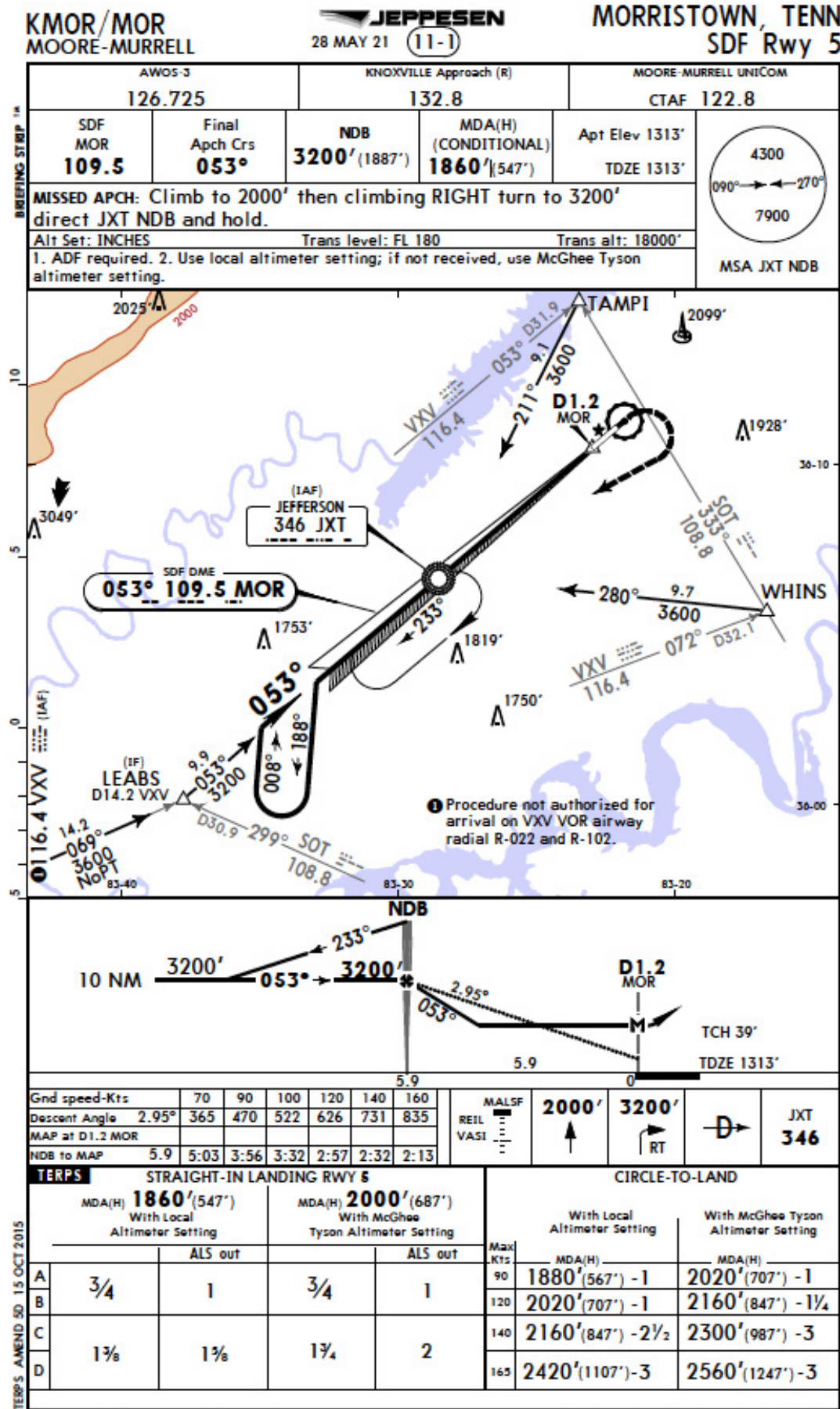
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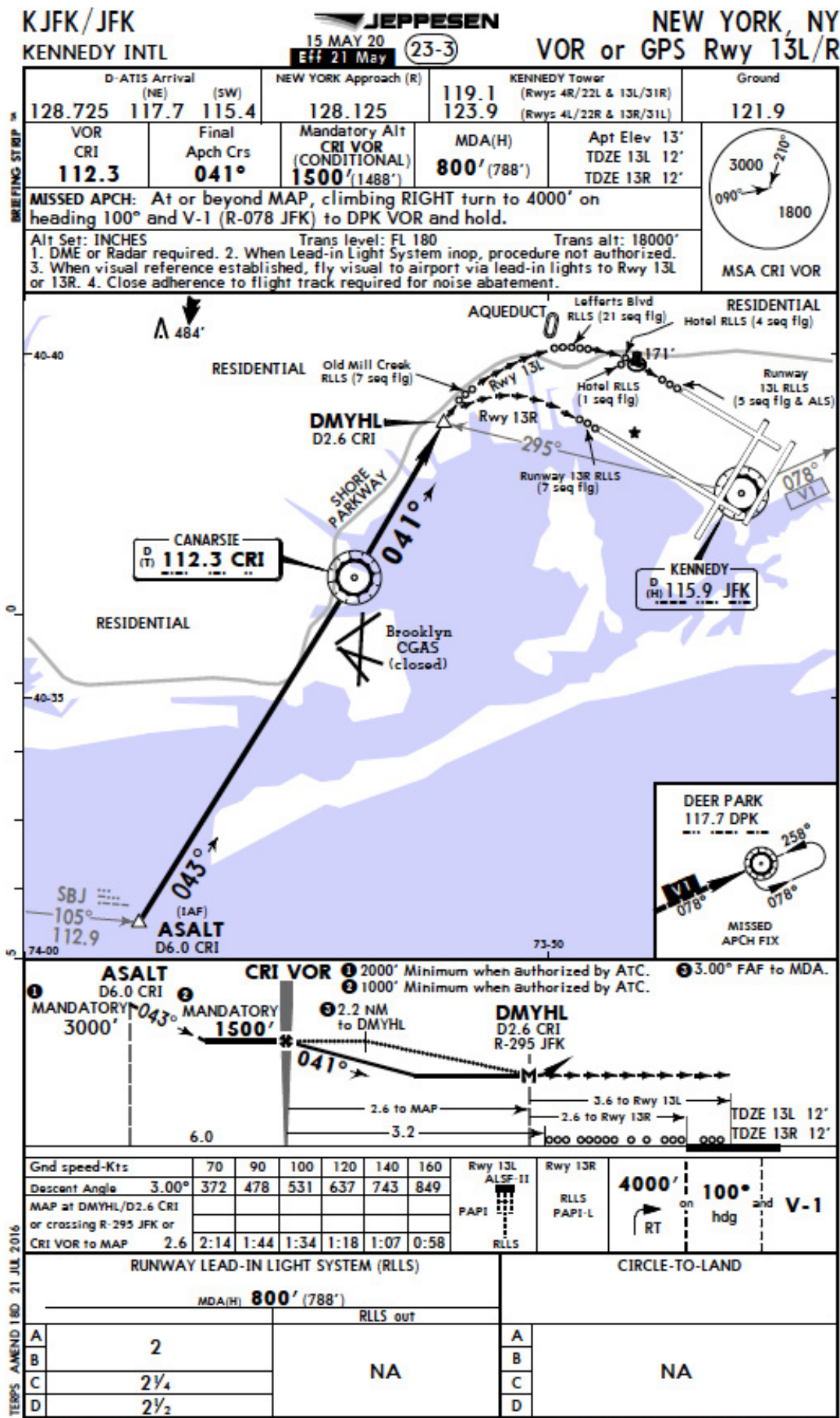


CHANGES: Cold temperature note removed.

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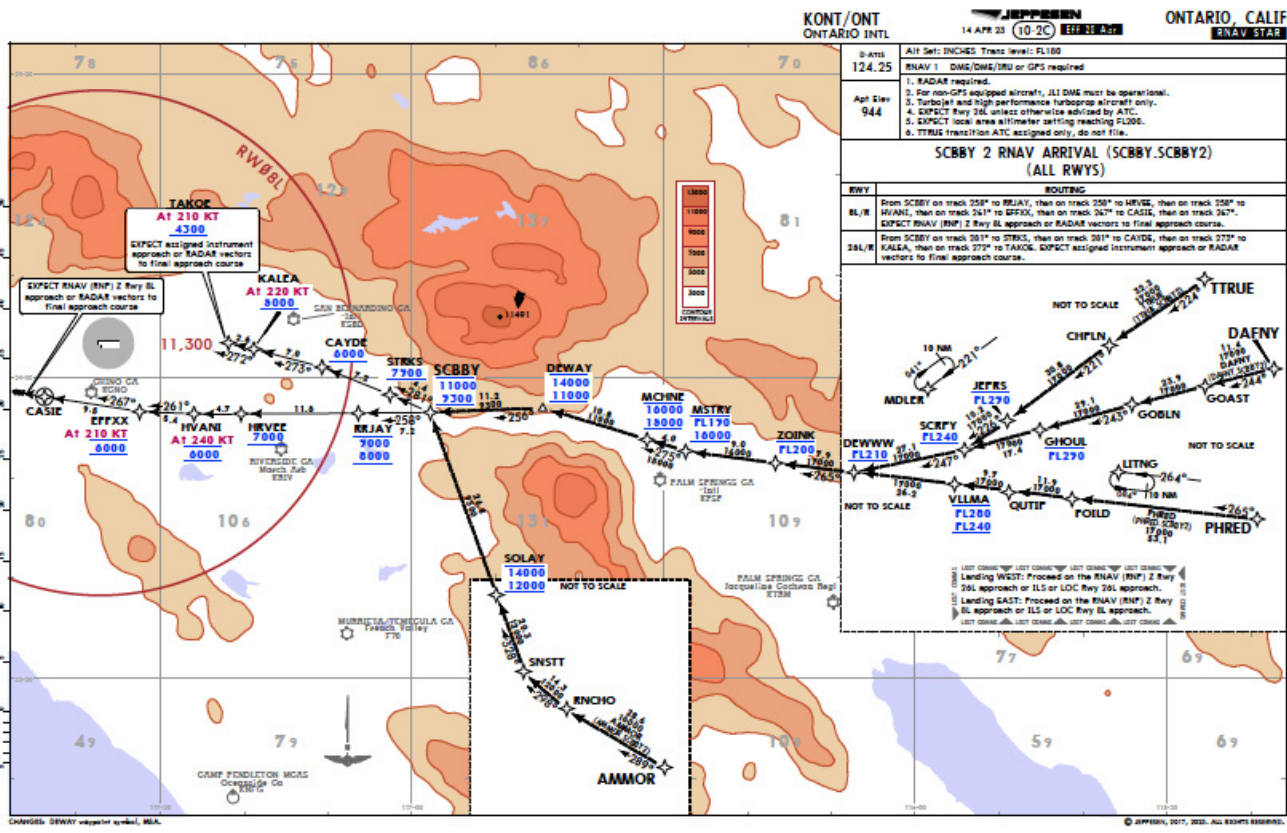
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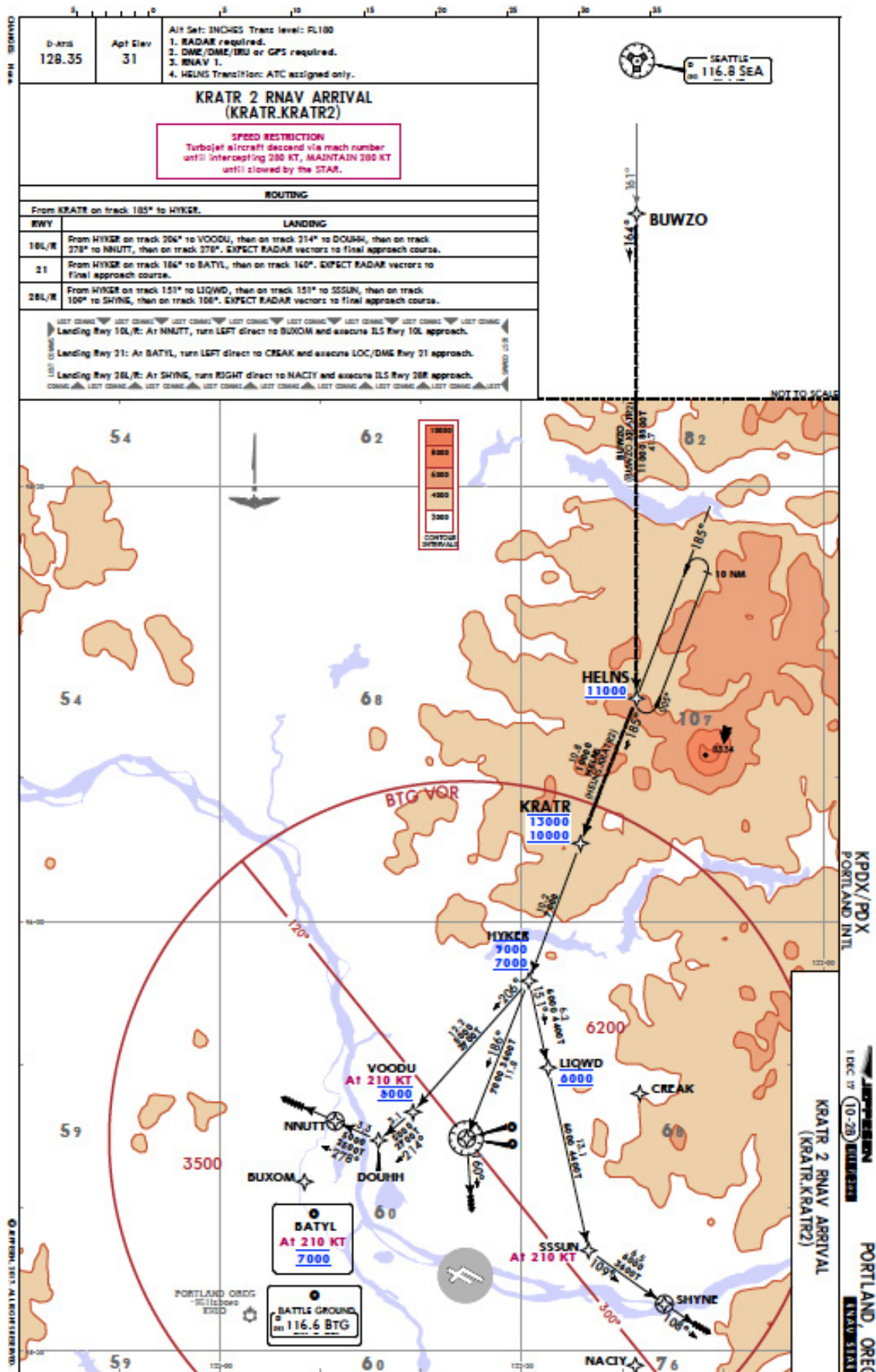
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KATL/ATL
HARTSFIELD-JACKSON ATLANTA INTL

JEPPESSEN ATLANTA, GA
2 SEP 22 (10-2A5) EFF 6 SCD RNAV STAR

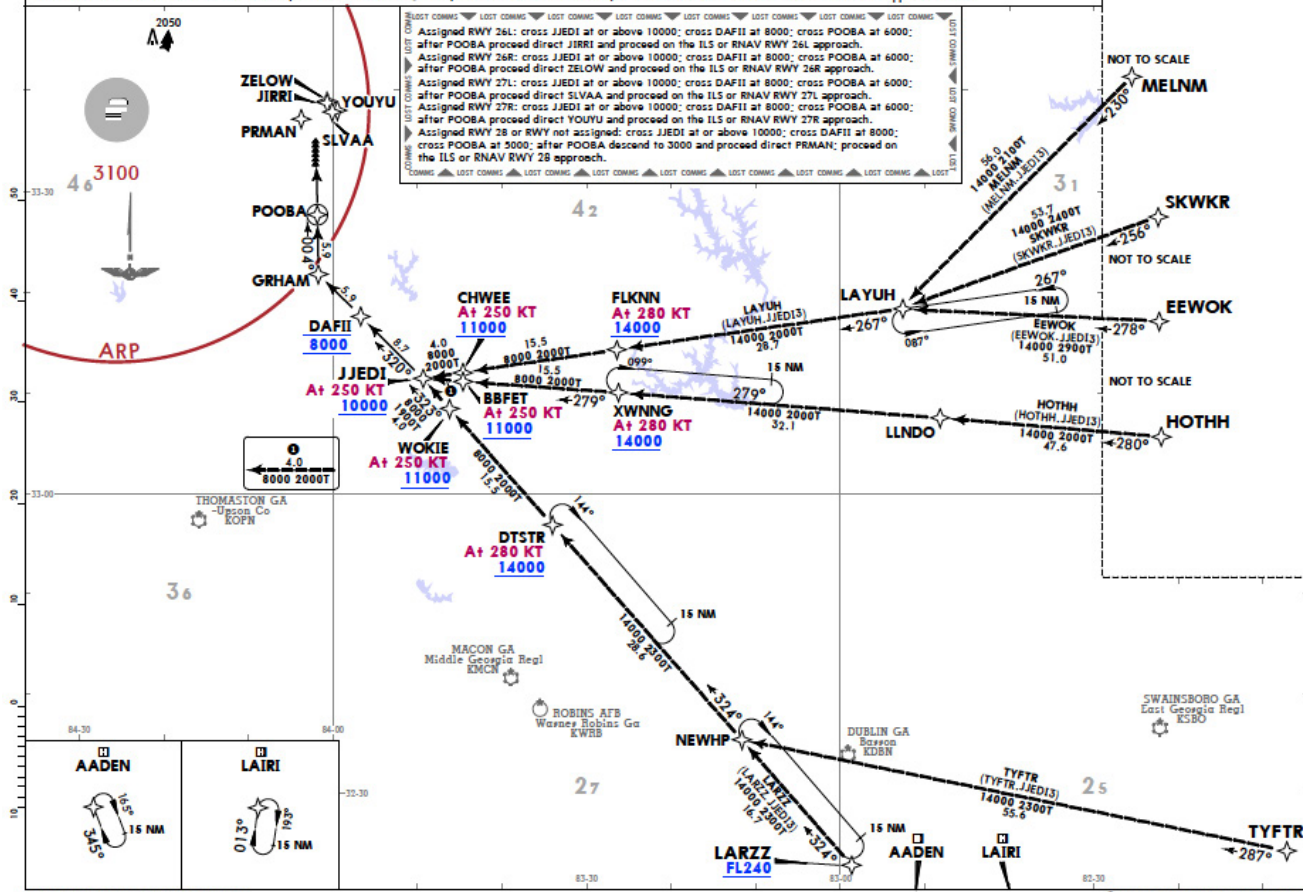
D-ATIS Arrival 119.65
Apt Elev 1026
Alt Set: INCHES
Trans level: FL180
RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. Turbojet aircraft only. 3. EXPECT to receive "descend via" clearance from Atlanta Center; Atlanta Approach will assign landing runway. 4. Select RWY 28. 5. MELNM transition: Assigned by ATC only. 6. For use when landing WEST. When landing EAST, file and EXPECT the SIXTH RNAV ARRIVAL.

JJEDI 3 RNAV ARRIVAL
(JJEDI-JJEDI3)

ROUTING
From JJEDI on track 320° to cross DAFII at 8000, then on track 320° to GRHAM, then on track 004° to POOBA, then on track 004°. EXPECT RADAR vectors to final approach course.

Assigned RWY 26L: cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct JIRRI and proceed on the ILS or RNAV RWY 26L approach.
Assigned RWY 26R: cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct ZELOW and proceed on the ILS or RNAV RWY 26R approach.
Assigned RWY 27L: cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct SLVAA and proceed on the ILS or RNAV RWY 27L approach.
Assigned RWY 27R: cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 6000; after POOBA proceed direct YOUYU and proceed on the ILS or RNAV RWY 27R approach.
Assigned RWY 28 or RWY not assigned: cross JJEDI at or above 10000; cross DAFII at 8000; cross POOBA at 5000; after POOBA descend to 3000 and proceed direct PRMAN; proceed on the ILS or RNAV RWY 28 approach.



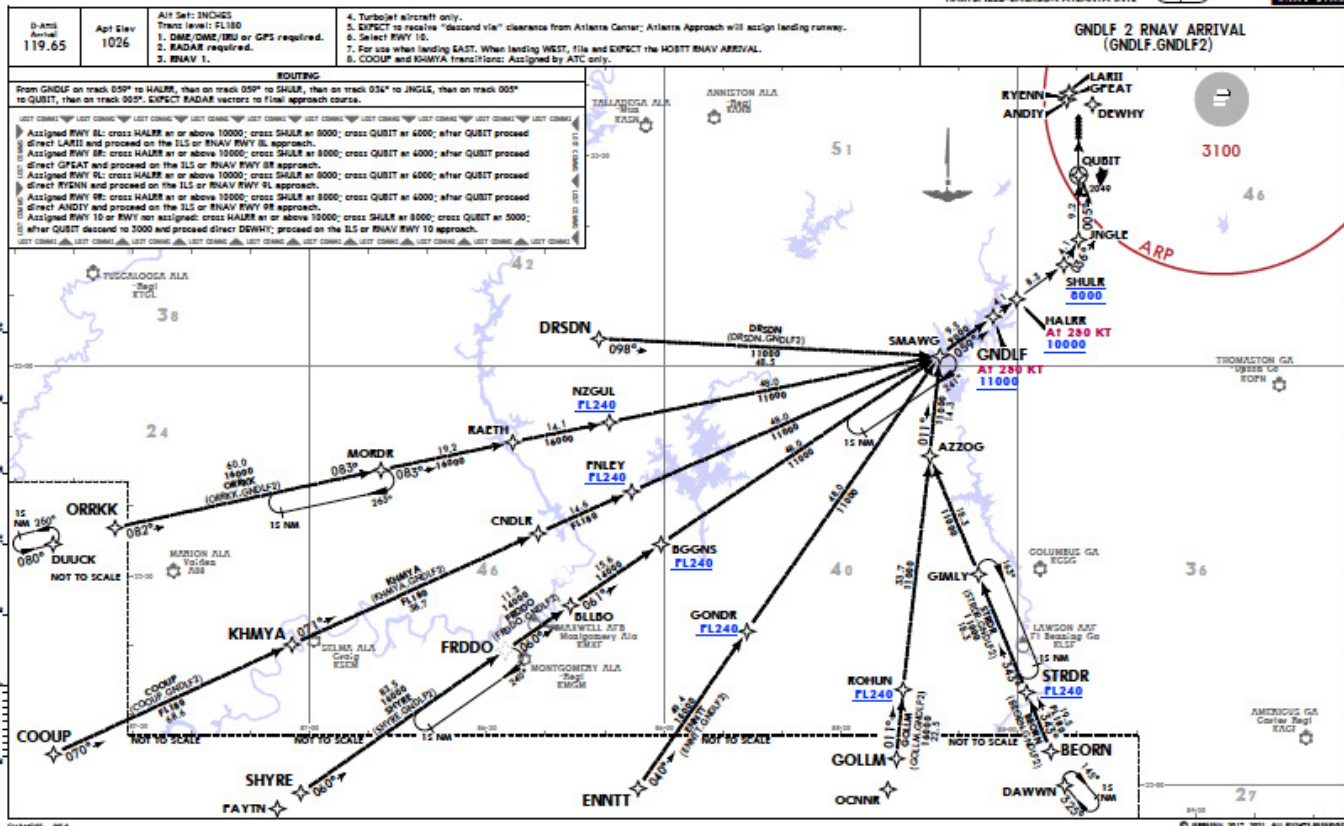
CHANGES: Procedure renumbered, MOCAs added.

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KATL/ATL HARTSFIELD-JACKSON ATLANTA INTL (10-2A) 14 DEC 21 **RNAV STAR**

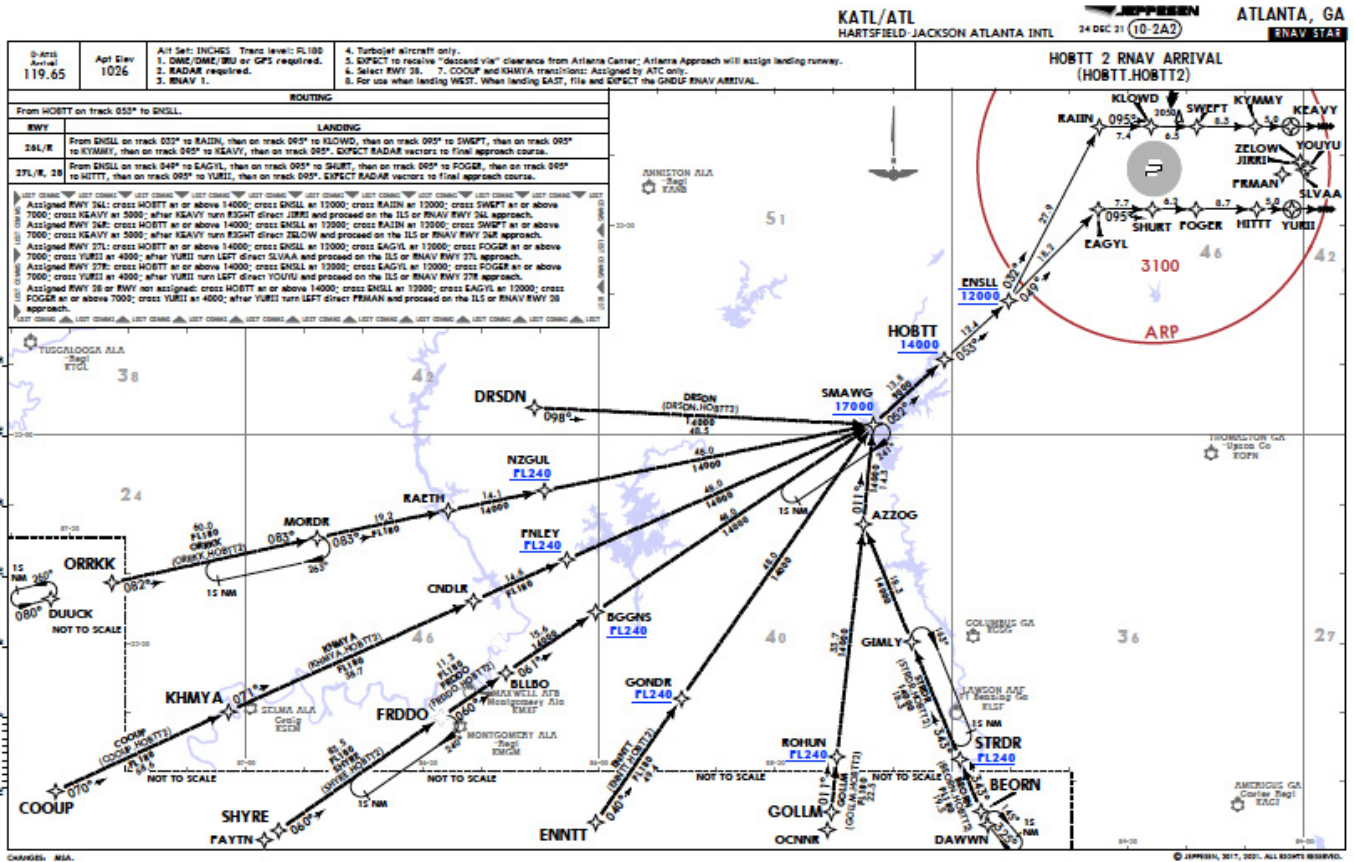


CHANGES: N/A.

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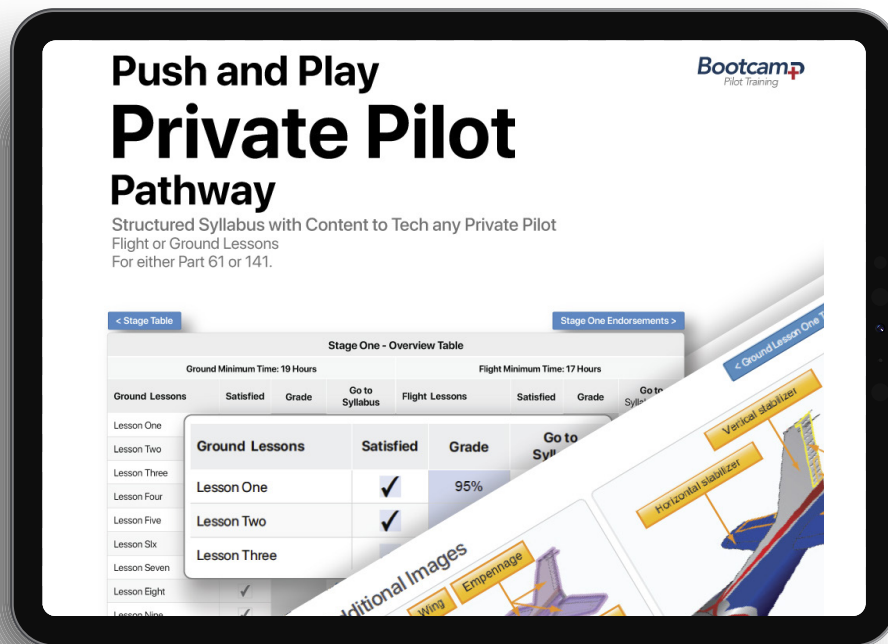


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Private Pilot -Pathway-

[Learn More.](#)



Future Power Hours:

- September 30th** - What if I don't have my Commercial yet?
- Should I do Commercial and CFI together? - YES! And here's how.
- October 7th** - Tribal knowledge videos
- We play an hour of real good from our CFI round table in Jekyll Island.

[Submit your Power Hour Lesson Request!](#)

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Membership Site: (Bootcamp +)

	FREE	\$9
Flight Training the Way I See it - Podcast	✓	✓
Weekly Short Subject Videos	✓	✓
Private Pilot Ground School Video Course	✓	✓
Bootcamp + Networking Community	✓	✓
Entire Power Hour Lesson Catalog		✓
Focused Training Resources		✓
Private Pilot Ground School Video Course		✓

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Up-coming Paid Classes at CFI Bootcamp - In Person and Live-Streaming

Initial CFI Classes: .

Oct | 9th - 15th | (KPAO or Remote) - 1 Seats Open - 2 live stream spots.

Nov | 1st or 2nd week | (KTTN) - Open Enrolment.

Nov | 13th - 19th | (KOPF or Remote) - 8 Seats Open - 4 live stream spots.

Dec | 4th - 10th | (KPAO or Remote) - 7 Seats Open - 4 live stream spots.

Instrument Flight Instructor – CFII – Classes:

Oct | 16th - 18th | (KOPF) - 4 Seats Open 4 live stream spots.

Nov | 11th - 13th | (KPAO or Remote) - 5 Seats Open - 4 live stream spots.

Subject to Change

Locations in Palo Alto, CA (San Francisco Bay Area) and Miami Beach, FL
cfibootcamp.com

[Click Here to View Academic Ground School Calendar](#)