C-414A Transition Flight Training Student Guide

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Used with C-414A Transition Ground Training Student Guide
20 Hours

LESSON	Block 1 Lessons 1-3: 5 Hours Flight	HOURS		
1	Orientation Flight	1.5		
2	Automation, Autopilot, Aircraft Performance	2		
3	Systems, Instrument Approaches, Abnormal Procedures	1.5		
LESSON	Block 2 Lessons 4-7: 8 Hours Flight	HOURS		
4	RNAV and Non-Precision Approaches	1.5		
5	GPS Sequencing, High Altitude, Emergency Procedures 2			
6	WAAS, RNAV, Weight & Balance 1.			
7	Review 1			
LESSON	Block 3 Lessons 8- 11: 7 Hours Flight	HOURS		
8	Night Flight, Performance, Diversion	1.5		
9	Prep for Evaluation	2		
10	Review	1.5		
11	Standards Evaluation 2			

OBJECTIVES: This training provides the pilot with a detailed summary of specific knowledge and skill required for transition to a C-414 aircraft with training tailored to the specific type of avionics and autopilot systems installed.

Elements of any flight lesson that are not accomplished during the flight should be completed as soon as possible, and each lesson can be repeated as often as necessary, however, no element of the next block should be introduced until all the elements of the previous block have been finished.

COMPLETION STANDARDS: You show by written record, and will demonstrate through oral and by practical tests, that you meet the required aeronautical skill, knowledge, experience performance standards, and insurance requirements to safely operate the Cessna 414 aircraft, with specific makes and models of avionics and automation installed. You will receive an endorsement in your logbook documenting the successful completion of transition training, a flight review and proficiency check.

ENROLLMENT PREREQUISITES: A pilot may enroll in this course provided that the pilot holds at least a private pilot certificate, holds an instrument rating or ATP with an

airplane rating, holds a multiengine land rating, and meets the recent flight experience of 14CFR 61.57 for TO & LDGS in the preceding 90 days.

HOW TO USE THIS GUIDE Lesson elements contain bulleted items represented by a double line arrow to the left of each subject:

⇒ Landing with Inoperative Engine

The double line arrow serves as a checklist for each lesson element, and is marked solid by the instructor in his copy when that element is completed:

→ Landing with Inoperative Engine

Incomplete elements from previous lessons may be completed on subsequent lessons. If an element of a previous lesson is incomplete, it must be completed prior to starting the next block.

GROUND TRAINING HOME STUDY: Completion of ground training is required prior to the completion of flight training. If home studying, the student will be administered two quizzes and a final written test. The student must pass the final test with a score of at least 80% with both test and quizzes corrected to 100%. Ground training with home study shall at a minimum consist of the following subjects and elements:

Aircraft General Engines / Propellers Normal Procedures Checklist Powerplant Management Aircraft Fuel System	Environmental Systems Anti-ice / De-ice High Altitude Flight Flight in Icing Conditions Aeronautical Decision Making
Performance / Flight Planning Flight Controls / Wing Flaps Fuel Management Flight Profiles Emergency Procedures Electrical Systems	Weight and Balance Procedures Aircraft Loading Procedures Systems Review / FAR's Optional Equipment /Modifications Emergency Procedures Checklist Scenario Based Flight Training
Flight Instruments Landing Gear Systems Failure Analysis Avionics and Auto-pilot Collision Avoidance CFIT	Single Pilot Resource Management Runway Incursion Avoidance Positive Aircraft Control Risk Management Written Test

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Lesson # 1 (1.5 Hrs.) Orientation Flight

Name Date TOT	(Heading +-5 degrees, Airspeed +-5 Kts.)
STARTOFFONIN_	
⇒ Preflight Discussion	At least 90 degrees heading change ⇒ Steep Turns
⇒ Acft. Systems / Ops Integration	45 Degree Bank Altitude +- 5 Degrees
⇒ Preflight Inspection	Heading +-10 degrees
⇒ IFR Flight Plan, Clearances	Altitude +-100'
Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest.	/Ete./ Airspeed +-10 Knots
Remarks/FOB/Alternate/Name/Phone/Base/SO	OB/Color (VA 151; 27"MAP 2300RPM; AI, VSI, ALT)
⇒ Before Starting Engines Checks	⇒ GPS Direct-To Navigation
⇒ Airspeeds for Safe Operation	(Nav/GPS Selector, Set Crs on HIS, VOR/LOC Freq ID
⇒ Electrical System Checks	
⇒ Fuel Quantity & Selectors	⇒ BASIC Autopilot Operation
⇒ Annuciator Lights Check	(Heading and Altitude)
⇒ Landing Gear Handle & Lights	
	⇒ Vectors to Final Approach: (<3/4 Scale Deflection)
⇒ Normal Engine Start	(Airspeed +-10 Kts. Altitude +-100' Heading +-10°)
⇒ Before Taxi Checks	VOD 11.0
⇒ Aux Fuel Pumps	VORILSLOC
⇒ Charging Instruments Checked	RNAVBack Course
⇒ Vacuum System Check	NWWBack Course
⇒ Lights	⇒ Low Approach (Missed Approach)
⇒ Flight Instruments	(Heading +-10 degrees, Altitude +-100'
⇒ Before Take-off	Airspeed Vx or Vy +10 -5 Kts.)
⇒ Engine Runup	
⇒ Ice Protection	⇒ Normal or Crosswind Landing and Approaches to
⇒ Pressurization set	Landing (1.3Vso +10 -5 Kts. with wind/gust factor
⇒ Autopilot Checks	applied, TD<=500')
⇒ Trim set	
⇒ Faps set	⇒ Postflight and Next Lesson Preview

⇒ Normal and Crosswind Takeoff

Lesson # 2 (2 Hrs.) Automation, Autopilot, Aircraft Performance

Name	Date	_ TOT	
STARTOFF	ON	IN	-
⇒ Preflight Discussion	١		
 ⇒ Aircraft Performanc ⇒ Preflight Inspection ⇒ IFR Flight Plan, Cle Type/ID/Model/Tas Remarks/FOB/Alter 	earances ./Dprt./Etd./ALT/Ro		
⇒ Normal and Crossw (Heading +-5 degre		Kts.)	
⇒ Instrument Departu Limiting at 50' AGL)	` •	√isually, Hood or \	/iew-
⇒ Unusual Attitude Re (Airspeed Increasin Airspeed Decreasin	g = Power, Level V	•	
⇒ VMC Demonstration (HDG +-20° Accele	•		:)
 ⇒ Maneuvering During +10 -0 Bank +-10°. ⇒ Advanced Autopilot) : Operations	ū	
(Turns, Climbs, Des Manual and Back)			o to
⇒ ILS Coupled Approx⇒ Normal or Crosswir	,	,	ng

(1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')

Review A/P Engagement Procedures Prior To Flight Use Manual Mode for initial climb.

⇒ Engage Autopilot during normal 130KT Climb
⇒ Fly HDG Mode only ⇒ Fly VS Mode
⇒ Level-Off at pre-determined altitude
⇒ Fly Straight-and-Level. Hold Altitude and Heading
⇒ Climb 1000' above present altitude. (500FPM)
 ⇒ Level-off ⇒ Descent 100' below present altitude. (500FPM) ⇒ Level-off
⇒ Combine changes of Heading with Altitude
 ⇒ Intercept and track GPS or Nav Crs (Nav Mode) ⇒ Intercept and track GPS or Nav Crs (App Mode) ⇒ Intercept and Track Back Cors (Rev Mode)
⇒ Fly Coupled approach to landing

 \Rightarrow Postflight and Next Lesson Preview

Lesson # 3 (1.5 Hrs.) Systems, Instrument Approaches, Abnormal Procedures

Name Date TOT	⇒ Communications Failure		
STARTOFFONIN	⇒ Gyro, Suction or Pressure Pump Failure⇒ Engine Failure		
⇒ Preflight Discussion			
⇒ Acft. Systems Abnormal or Emergency Checklist	⇒ Maneuvering with One Engine Inoperative (>=3000 AGL Demo Coordinated Flight & Restart)		
Engine Driven Fuel Pump Failure			
Alternator Failure	→ Approach: (-2/4 Scale Deflection) (Aircroad + 10 Kts		
Blocked Static Source	⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)		
Avionics Bus Failure			
Induction Air Icing	VORILSLOC		
Loss of Oil Pressure			
Fuel Crossfeed (one engine inop)	RNAVBack Course		
Smoke in Cockpit			
Manual Gear Extension	⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)		
⇒ IFR Flight Plan, Clearances	•		
Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./ Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color	⇒ Normal or Crosswind Landing and Approaches to Landing (1.3Vso +10 -5 Kts. with wind/gust factor		
⇒ PreTakeoff Checks	applied, TD<=400')		
⇒ Short Field Takeoff and Maximum Performance Climb (Heading +-5 degrees, Airspeed +-5 Kts.)	⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)		
⇒ Instrument Departure (Begin Takeoff Visually, Hood or View- Limiting Device at 50' AGL)	⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')		
⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)	⇒ Landing with Inoperative Engine by Reference to Instruments (3/4 CDI & GS or 10°. +-10Kts.)		
⇒ Approaches to Stalls (At least one while turning in 15 to 30 degree bank)	⇒ Postflight and Next Lesson Preview		

Lesson #4 (1.5 Hrs.) RNAV and Non-Precision Approaches

Name Date TOT	
STARTOFFONIN	
⇒ Preflight Discussion	⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)
⇒ Acft. Systems / Ops Integration	
⇒ IFR Flight Plan, Clearances Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./ Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color	⇒ Normal or Crosswind Landing and Approaches to Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')
⇒ PreTakeoff Checks	⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)
⇒ RNAV Approach Procedures: (Initial and Final Approach Fix ARE the Same)	
⇒ RNAV Approach Procedures: (Initial and Final Approach Fix NOT the Same)	⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')
⇒ Holding (Planned or Unplanned)	
⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)	⇒ Landing with Inoperative Engine (3/4 CDI & GS or 10°. +-10Kts.)
VORILSLOC	
RNAVBack Course	⇒ Postflight and Next Lesson Preview

Lesson #5 (2 Hrs.) GPS Sequencing, High Altitude, Emergency Procedures

Name	_ Date	TOT	> Francisco Decembritina Lond Fortura Obsabilista
STARTOFF	ON	IN	⇒ Emergency Descent (Positive Load Factors, Checklists Emergency Authority)
- Draffight Diaguagian			⇒ Engine Failure
⇒ Preflight Discussion			⇒ Approach with Inoperative Engine: (<1/2 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)
⇒ Acft. Systems / Ops In	itegration		VORILSLOC
⇒ IFR Flight Plan, Cleara Type/ID/Model/Tas./Dp	prt./Etd./ALT/Ro		RNAVBack Course
Remarks/FOB/Alternation → PreTakeoff Checks	te/Name/Phone/	/Base/SOB/Color	⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)
⇒ Engine Failure During (Calculated 50 percen		Vmc	⇒ Normal or Crosswind Landing and Approaches to Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')
⇒ Engine Failure After Li >400AGL Vxse or Vm	`		⇒ Landing from a Circling Approach (Heading +-5° Altitud +100'-0' Airspeed +-5 Kts.)
⇒ RNAV Approach Proce ARE the Same)	edures: (Initial a	nd Final Approach Fix	⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')
⇒ RNAV Approach Proce NOT the Same)	edures: (Initial a	nd Final Approach Fix	⇒ Landing with Inoperative Engine (3/4 CDI & GS or 10°. +-10Kts.)
\Rightarrow Holding (Planned or U	nplanned)		⇒ Postflight and Next Lesson Preview

 \Rightarrow High Altitude Operations (=> FL250)

Lesson #6 (1.5 Hrs.) WAAS, RNAV, Weight & Balance

Name Date TOT	
START OFF ON IN	
⇒ Preflight Discussion	⇒ VNAV Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)
⇒ Operations at Maximum Gross Weight (Scenario for PDX -	VORLNAV + VLPV
North Bend or similar scenario, with loading problem for flying a trip requiring fuel planning for alternate airport.)	RNAVLOC
⇒ IFR Flight Plan, Clearances Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./ Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color	⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)
⇒ PreTakeoff Checks	⇒ Normal or Crosswind Landing and Approaches to Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')
⇒ WAAS RNAV Approach Procedures	
⇒ WAAS Alternate Airport Approach Procedures	⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)
⇒ Holding (Planned or Unplanned)	⇒ Postflight and Next Lesson Preview

Lesson # 7 (1.5 Hrs.) Review

Name Date TOT	⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10°		
START OFF ON IN	Aspd. +10 -0 Bank +-10°.)		
⇒ Preflight Discussion	⇒ Approaches to Stalls (At least one while turning in 15 to 30 degree bank)		
⇒ Aircraft Performance Calculation	⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)		
⇒ Preflight Inspection	VORILSLOC		
⇒ Certificates, Documents, Inspection Requirements	WAASRNAVBC		
⇒ IFR Flight Plan, Clearances Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./ Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color	⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100° Airspeed Vx or Vy +10 -5 Kts.)		
⇒ Normal and Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)	⇒ Normal or Crosswind Landing and Approaches to Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')		
⇒ Engine Failure During Takeoff Before Vmc (Simulated & Calculated 50 percent below Vmc)	⇒ Landing from a Circling Approach (Heading +-5° Altitud +100'-0' Airspeed +-5 Kts.)		
⇒ Engine Failure After Lift-Off (Simulated >Vsse, Vxse, Vyse, >400AGL Vxse or Vmc+5 then Vyse HDG. 10° ASPD 5Kt.	⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')		
⇒ Instrument Departure (Begin Takeoff Visually, Hood or View- Limiting at 50' AGL)	⇒ Landing with Inoperative Engine by Reference to Instruments (3/4 CDI & GS or 10°. +-10Kts.)		
⇒ Unusual Attitude Recovery (Airspeed Increasing = Power, Level Wings, Raise Pitch; Airspeed Decreasing = Power, Lower Pitch, Level Wings.)	⇒ Practice as Necessary		
All speed beel easing - I ower, Lower I hon, Level Wings.	⇒ Postflight and Next Lesson Preview		

⇒ VMC Demonstration (10Kts>Sse, Bank, Pitch = 1Kt/Sec)

(HDG +-20° Accelerate to Vyse +10 -5)

Lesson #8 (1.5 Hrs.) Night Flight, Performance, Diversion

Name Date TOT	⇒ RNAV Approach Procedures
STARTOFFONIN	⇒ Diversion to Alternate Airport
⇒ Preflight Discussion (Physiological aspects related to vision, lighting systems, obstructions, PCL, Aircraft lighting systems, Spatial Disorientation, Somatogravic and Black Hole	⇒ Alternate Airport Approach Procedures
Approach Illusions. Rapid acceleration stimulates the otolith organs in the same way as tilting the head backwards,	⇒ Holding (Planned or Unplanned)
creating the somatogravic illusion of being in a nose-up attitude, especially in situations without good visual references.)	⇒ VNAV Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)
(Absence of surrounding ground features, in overwater approaches, over darkened areas, or terrain made featureless by snow, can create an illusion the aircraft is at a higher altitude than it actually is. This "black hole" causes pilots to fly a lower approach than is desired.)	VORLNAV + VLPVRNAVLOC
⇒ Equipment	⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)
⇒ Weather Factors for Night Operations	⇒ Normal or Crosswind Landing and Approaches to
⇒ Night Orientation, Navigation and Chart Reading Techniques	Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')
⇒ IFR Flight Plan, Clearances Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./ Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color	⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)
⇒ PreTakeoff Checks	⇒ Postflight and Next Lesson Preview

Lesson # 9 (2 Hrs.) Prep For Evaluation

Name	[)ate	TOT	- Approaches to Ctalle (At least one while turning in 45 to
START	OFF	ON	IN	⇒ Approaches to Stalls (At least one while turning in 15 to 30 degree bank)
⇒ Preflight I	Discussion			⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)
⇒ Aircraft P	erformance Cal	culation		VORILSLOC
	t Plan, Clearand Model/Tas./Dprt		oute/Dest /Ete./	BC
			/Base/SOB/Color	⇒ Low Approach (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)
	nd Crosswind T			
(Heading	+-5 degrees, A	Airspeed +-5	Kts.)	⇒ Normal or Crosswind Landing and Approaches to
•	ailure During Ta ed & Calculated			Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')
⇒ Engine Fa	ailure After Lift-	· Off (Simulate	d >Vsse, Vxse, Vyse, HDG. 10° ASPD 5Kt.	⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)
	nt Departure (Bo at 50' AGL)	egin Takeoff	Visually, Hood or View-	⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')
	Attitude Recove		Vings, Raise Pitch;	⇒ Landing with Inoperative Engine by Reference to Instruments (3/4 CDI & GS or 10°. +-10Kts.)
			Pitch, Level Wings.)	⇒ Practice as Necessary
	monstration (10l 20° Accelerate t		nk, Pitch = 1Kt/Sec) 5)	⇒ Postflight and Next Lesson Preview
	ring During Slovank +-10°.)	w Flight (Alt+	-100' Hdg. +-10° Aspd.	

Lesson # 10 (1.5 Hrs.) Review

Name Date TOT			
START OFF ON IN			
⇒ Preflight Discussion	⇒ Approaches to Stalls (At least one while turning in 15 to 30 degree bank)		
⇒ Aircraft Performance Calculation	⇒ Approach: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)		
⇒ IFR Flight Plan, Clearances Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./ Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color	VORILSLOC		
⇒ Normal and Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)	WAASRNAVBC ⇒ Low Approach (Missed Approach) (Heading +-10°		
⇒ Engine Failure During Takeoff Before Vmc (Simulated & Calculated 50 percent below Vmc)	Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.) ⇒ Normal or Crosswind Landing and Approaches to		
⇒ Engine Failure After Lift-Off (Simulated >Vsse, Vxse, Vyse, >400AGL Vxse or Vmc+5 then Vyse HDG. 10° ASPD 5Kt.	Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')		
⇒ Instrument Departure (Begin Takeoff Visually, Hood or View- Limiting at 50' AGL)	⇒ Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)		
⇒ Unusual Attitude Recovery (Airspeed Increasing = Power, Level Wings, Raise Pitch;	⇒ Short Field Approach and Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=200')		
Airspeed Decreasing = Power, Lower Pitch, Level Wings.)	⇒ Landing with Inoperative Engine by Reference to Instruments (3/4 CDI & GS or 10°. +-10Kts.)		
⇒ VMC Demonstration (10Kts>Sse, Bank, Pitch = 1Kt/Sec) (HDG +-20° Accelerate to Vyse +10 -5)	⇒ Practice as Necessary		
⇒ Maneuvering During Slow Flight (Alt+-100' Hdg. +-10° Aspd. +10 -0 Bank +-10°.)	⇒ Postflight and Next Lesson Preview		

Lesson # 11 (2.0 Hrs.) Standards Evaluation

Na	me	Dat	te			
ST	ART	_ OFF	ON	IN		
\Rightarrow	Preflight					
\Rightarrow	⇒ IFR Flight Plan, Clearances Type/ID/Model/Tas./Dprt./Etd./ALT/Route/Dest./Ete./ Remarks/FOB/Alternate/Name/Phone/Base/SOB/Color					
\Rightarrow	⇒ Normal and Crosswind Takeoff (Heading +-5 degrees, Airspeed +-5 Kts.)					
\Rightarrow	> Instrument Departure (Begin Takeoff Visually, Hood or View-Limiting at 50' AGL)					
\Rightarrow	> Approaches: (<3/4 Scale Deflection) (Airspeed +-10 Kts. Altitude +-100' Heading +-10°)					
	VC	DRI	LS	_LOC		
	W	AAS	_RNAV	BC		
\Rightarrow	Low Approaches (Missed Approach) (Heading +-10° Altitude +-100' Airspeed Vx or Vy +10 -5 Kts.)					
\Rightarrow	Normal or Crosswind Landing and Approaches to Landing (1.3Vso +10 -5 Kts. with wind/gust factor applied, TD<=400')					
\Rightarrow	> Landing from a Circling Approach (Heading +-5° Altitude +100'-0' Airspeed +-5 Kts.)					
\Rightarrow	Postflight					