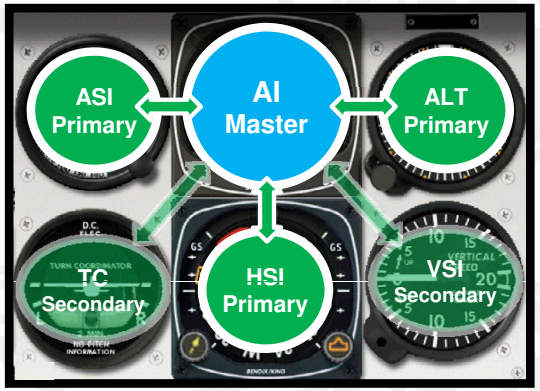
8. ILS

a. The Instrument Landing System (iii) Flying the Localiser

Scan during Localiser tracking



3. If there is a crosswind pushing you on to the localiser, the heading should "lead" the needle by the estimated drift.
In this example, drift is 5°,so leading the needle with the lubber line by 5°, you should roll out on the drift-assessed heading of 263, with the needle centred. The Bug should be set to this drift-assessed heading.
If the crosswind is pushing you away from the Localiser, lag the needle by a single drift.

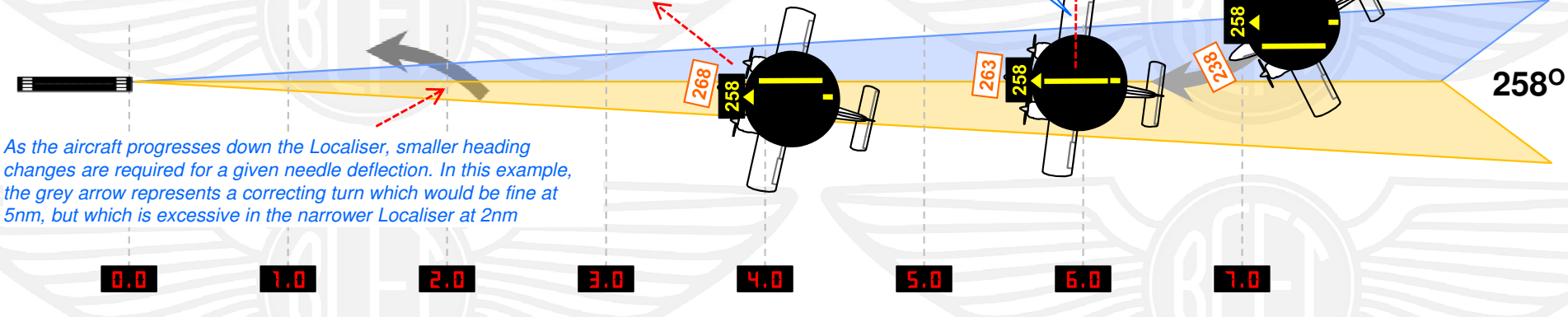
4. The Scan now becomes
AI : Master
ASI, HSI, ALT : Primary
T/C, VSI: Secondary

2. As the needle begins to centre, turn towards the Localiser course, to keep the top of the needle aligned with the aircraft heading reference ('lubber line'). This is a simple way of completing the intercept with the aircraft centred on the localiser track and aligned with the localiser heading

1. During the turn onto the Localiser, if the CDI needle has not moved with 30° of turn to go, roll out and maintain a 30° intercept (more in a headwind, less in a tailwind)

5. The edges of the Heading Bug are each 5° from the centre "v". When correcting deviations on the Localiser, turn towards the CDI needle but keep the adjustment within the width of the heading bug (ie. max 5°)
In this example, the aircraft has drifted left and the needle is deviating right. A heading correction of 5° towards the needle, at the edge of the Bug, has been applied

Wind
350/10



As the aircraft progresses down the Localiser, smaller heading changes are required for a given needle deflection. In this example, the grey arrow represents a correcting turn which would be fine at 5nm, but which is excessive in the narrower Localiser at 2nm

• **The "golden rule" for flying the Localiser is to action corrections <u>on the AI</u> with reference to the HSI**