

7. Radar procedures



b. The Surveillance Radar Approach (SRA) for EGHH Rwy 26

Aim	<ul style="list-style-type: none"> To fly an SRA Rwy 26 and missed approach to IR Test standards 	Airmanship	<ul style="list-style-type: none"> Planning, charts & plates, instrument ground checks, SID, MDA 	Performance <ul style="list-style-type: none"> within 5°, +/- 5kts, +/- 100' MDA +50'/-0'
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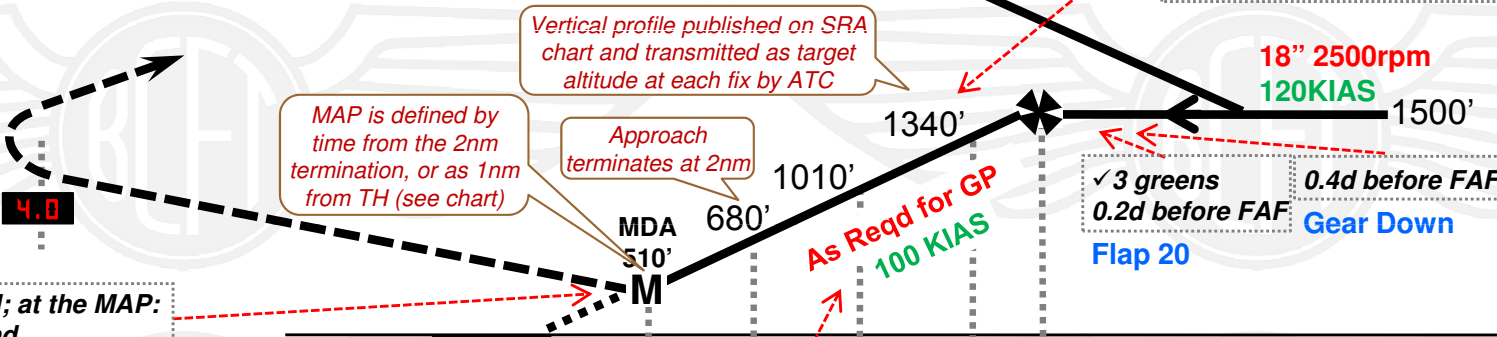
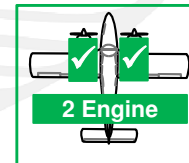
- ✓ ATIS received
- ✓ Approach briefing complete
- ✓ Radio/Altimeter/Ice checks

Flap up
18" 2400rpm
120KIAS
 At or above MSA

- ✓ Cleared to descend
- ✓ Altimeters x-checked

Pumps ON
Lights ON
Flap 10
14" 2500rpm
120KIAS

The published descent gradient is 5.4%, slightly steeper than a 5.2% (3°) ILS. Estimate the rate of descent in fpm as 5.5x groundspeed in kts



- Simultaneously
- Smoothly apply full power
 - Pitch up +8°
 - drag Flap retract
 - Gear retract and secure
 - Flap up in stages
 - 100KIAS
 - Climb
 - 25" 2500rpm

- ✓ 1000' Reds, Blues, Greens

ATC vectors from arrival segment to position for turn onto final approach track

Rate 1 heading changes as directed by ATC

Radar turns aircraft onto final approach and asks pilot to prepare for descent

