



Reno-Area IMC Club



EAA Chapter 1361

Introduction and Administrative

Restroom and Refreshments are up to you.

If you want to receive WINGS credit for this session you should have when you completed your Zoom meeting registration

I will use that information to validate WINGS participation.

IMC Club Purpose

The IMC Club's purpose is to promote instrument flying, proficiency, and safety. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency in instrument flying.

IMC Club is a subsidiary of the Experimental Aircraft Association (EAA). Continued participation in IMC Club activities requires an active EAA membership. See your meeting coordinator for more information.

IMC Club Presentation Archive

The slides from these presentations can reviewed at:

<https://eaa1361.org/>

Select: Blog - Flight Training - IMC Club Presentations

Announcements

Wed, Mar 30 - EAA Chapter 1361 Board of Directors Meeting - Online via Zoom

Sat, Apr 2 - EAA Chapter 1361 General Membership Meeting - Reno-Stead Airport Terminal & via Zoom

Tue, Apr 5 - VMC Club Meeting - via Zoom

Apr 5-10 - Sun-N-Fun Fly-in, Lakeland FL (KLAL)

Sat, Apr 9 - EAA Chapter 1361 Young Eagles Rally - 8 am - 1 pm

Sat, Apr 16 - RTAG Fly-out - see renoaviation.org

Sun, Apr 24 - Pacific Coast Dream Machines Fly-in - CANCELLED

Tue, Apr 26 - Reno-Area IMC Club - Online via Zoom

Notes From Last Meeting

Our intrepid flyer was departing Tuscon, AZ to do some instrument approach practice nearby.

We discussed the SID that was assigned, climb gradients and ODPs as part of the scenario - we never got off the ground...

Any questions or comments?

Discussion Question

What are the 10 items that constitute seeing the Runway Environment and permit a landing on an instrument approach [14 CFR 91.175 (c)]

(c) **Operation below DA/DH or MDA.** Except as provided in [§ 91.176 of this chapter](#) [Enhanced Flight Vision Systems (EFVS)], where a DA/DH or MDA is applicable, no pilot may operate an aircraft, except a military aircraft of the United States, below the authorized MDA or continue an approach below the authorized DA/DH unless -

- (1) The aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers, and for operations conducted under part 121 or part 135 unless that descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing;
- (2) The flight visibility is not less than the visibility prescribed in the standard instrument approach being used; and
- (3) Except for a Category II or Category III approach where any necessary visual reference requirements are specified by the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:

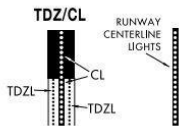
Discussion

- (i) The approach light system, except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable.
- (ii) The threshold.
- (iii) The threshold markings.
- (iv) The threshold lights.
- (v) The runway end identifier lights. [REIL]
- (vi) The visual glideslope indicator. [VASI, PAPI]
- (vii) The touchdown zone or touchdown zone markings.
- (viii) The touchdown zone lights.
- (ix) The runway or runway markings.
- (x) The runway lights.

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A), (C), etc.

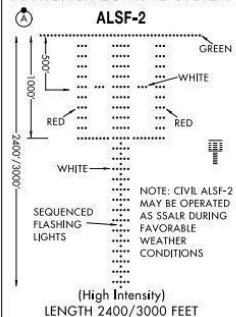
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A). Negative symbology, e.g., (A), (A) indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

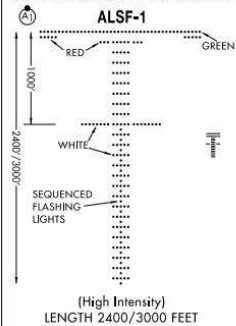


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM



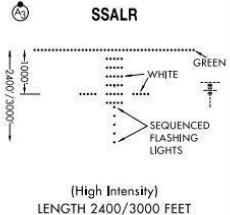
APPROACH LIGHTING SYSTEM



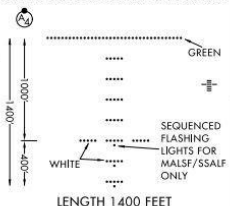
SHORT APPROACH LIGHTING SYSTEM



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator lights



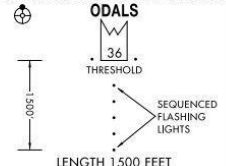
MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS



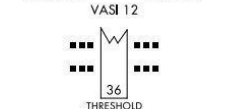
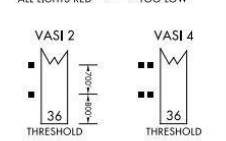
MEDIUM INTENSITY APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



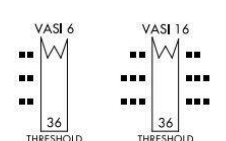
OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



VISUAL APPROACH SLOPE INDICATOR



VISUAL APPROACH SLOPE INDICATOR



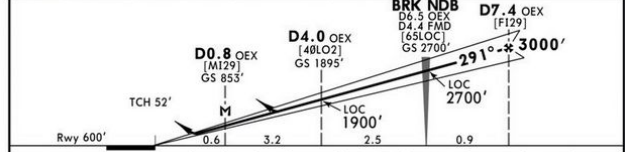
D-ATIS Arrival	WIEN Radar (APP)	134.675 129.050	136.250 125.175	118.775	WIEN Director	WIEN Tower	*Ground
122.955					119.8 134.125	119.4 123.8	121.6 121.775
LOC OEX 109.55	Final Apch Crs 291°	D7.4 OEX 3000' (2400')	CAT III B & III A ILS	CAT II & I ILS	Apt Elev 600'		
Refer to Minimums					Rwy 600'		

MISSED APCH: Climb STRAIGHT AHEAD to D10.0 OEX, then turn RIGHT direct to VOR. Climb to 5000' and hold.

Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 10000' MSA BRK NDB



LOC (GS out)	OEX DME ALTITUDE	2.0 1240'	3.0 1560'	5.0 2210'	6.0 2540'	7.0 2870'
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Gnd speed-Kts	120	140	160	180
ILS GS	3.00°	637	743	840
LOC Descent Angle	3.05°	648	763	863
MAP at D0.8 OEX				971

Standard		STRAIGHT-IN LANDING RWY 29		CAT II ILS		LOC (GS out) CDFA	
CAT III B	CAT I A	CAT II C	RA 97'	DA(H) 700' (100')	DA(H) 800' (200')	DA/MDA(H) 1200' (600')	
		D: RA 105'		DA(H) 707' (107')			
C	RVR 75m	RVR 200m	RVR 300m	RVR 550m	RVR 550m	RVR 1200m	RVR 2000m
D							RVR 2400m

A-320 Cat III Landing Vienna, Austria (LOWW)

Discussion Question

Do you have to accept a clearance issued to you by ATC?

On the ground before departure?

In the air?

Discussion - Quiz Time!

No quiz this month.

Tonight's Scenario

You are flying a 2003 Mooney Ovation from your home base near Raleigh, NC (5NC5) to Brandywine, PA (KOQN).

When you pick up your IFR clearance you are given :

You are cleared to the Brandywine Regional Airport via direct Raleigh-Durham, V155 Mange V157 Smyrna V29 New Castle Direct, Climb and Maintain 7000, expect 9000 10 minutes after departure, on departure contact Raleigh-Durham departure 132.35, Squawk 0232.

Comments about tonight's scenario and/or quiz?



Next IMC Club Meetings

Online at 6 PM:

APR 26

MAY 24

JUNE 28

Coordinated by:

EAA Chapter 1361, Inc.



Meetings: 9 am on 1st Saturday of the Month

Reno-Stead Airport Terminal Meeting Room

Contact: imc-club@eaa1361.org

<https://eaa1361.org>

Click on 'Membership' to join online.