

## **St. Petersburg, Florida to Sarasota/Bradenton, Florida**

The previous flights were easy, but pretty busy during the ILS approach. This flight is less busy, but with some interesting variations. The flight originates at St. Petersburg Int'l airport, KPIE, Fla. with a destination of Sarasota/Bradenton Int'l airport, KSRQ, Fla. The ILS approach is to Runway 14. The flight-information package is in pie-srq.zip.

The zip-file includes the IFR chart, the approach plate for ILS Rwy 14 at Sarasota, and this text description of the flight.

We proceed southwest from St. Petersburg, KPIE, and intercept Sarasota's ILS at a rather sharp angle. Again, no OM, but must rely on a VOR radial and DME distance for the FAF. We have a nice long straight-in ILS approach to Sarasota's Runway 14. The flight requires some modest VOR/DME work to identify intersections. Also, simulated ATC instructions will be given in the form of change of altitude at certain DME distances.

As usual, do nothing until you have gone through the step-by-step details of the flight with this text and your charts. Only by doing this will you both understand the purpose of each step, but you will visualize them in your mind, a critical part of instrument flight.

- Set the flight simulator weather conditions to 400 ft overcast, cloud tops at 10,000 ft., and one-mile visibility. The wind is calm.
- Move the aircraft to St. Petersburg's Runway 17L, airport KPIE, and retract the flaps to 0°.
- Tune the Nav-1 receiver to Sarasota's localizer, 111.3 MHz., Ident I-FFV.
- Set the VOR-1 OBS to 136°. as a reminder of runway heading.
- Tune the Nav-2 receiver to the St. Petersburg VOR, 116.4 MHz., ident PIE.
- Set the VOR-2 OBS to 188°. Fly the first leg with Nav-2. .
- Switch the DME to Nav-2. This will monitor the distance from PIE VOR.
- Fly Nav-2. Takeoff from Runway 17L, climbing straight out to intercept PIE's 188° radial.
- NOTE: You may be surprised to see that the VOR-2 needle indicates a left turn to intercept the 188° radial. That is because of the location of the VOR on the field relative to the runway. Ignore that for the moment and climb straight out until intercepting the 188° radial, about 0.6 NM on your DME.
- ATC has cleared you to 3000 ft. Climb at 90 kts., then cruise at 110 kts. after reaching your assigned altitude.

- Fly Nav-1. On intercept of Sarasota's Localizer for Runway 14, turn left and track inbound at 136°. You are about 13 NM from the field.
- Begin descent to 2000 ft.
- Drop one notch of flaps and slow to 75 kts.
- Retune the Nav-2 receiver to 115.2 MHz., Sarasota's VOR, Ident SRQ.
- Set VOR-2 OBS to 135°.
- Monitor the DME along with the other flight instruments—there is no OM.
- Maintain 2000 ft. until intercept of the glide slope, shortly before arrival at FRUGL intersection.
- FRUGL intersection is 6.3 NM from SRQ VOR. It is the FAF for the ILS approach to Runway 14.
- Reduce power and descend down the glide slope upon intercept.
- Stay on the glide slope and localizer until you reach your DH of 224 ft. Don't look away from the gauges until very shortly before reaching the DH, about one-half mile from the runway.
- DH is 224 ft. Don't descend below that point if the runway is not in sight. You will reach the DH near the Middle Marker, amber light on the panel, alternating dots and dashes sounding from the speaker.
- Sarasota's Runway 14 TDZE, Touch Down Zone Elevation, is 24 ft., 200 ft. below you at the DH. It should be an easy coast in from there if you've stayed on top of the needles.
- Pat yourself on the back for a good flight.
- Flight time: About 22 minutes.