

APPROACH BRIEFING CHECKLIST (VFR)

- Aircraft StatusReview
- Fuel StatusReview
- ATISReview
- Airport ElevationReview
- TPAReview
- ObstaclesReview
- Minimum Safe Altitude ...Review
- Pattern EntryReview
- Landing DistanceReview
- Runway LengthReview
- Headwind/CrosswindReview
- Approach SpeedsReview
- Flap SettingReview
- Stabilization AltitudeReview
- Go-around ProcedureReview
- Expected Turn-offReview

APPROACH CHECKLIST COMPLETE

For training purposes only



The aircraft status is simply stated as “normal” if there are no anomalies with the airplane or any of its systems. Any inoperative items and their impact on the approach and landing are reviewed at this time.

The fuel status calls for a review of the amount of flying time remaining as the approach is begun. This is really a way for the pilot to examine the options available in case the approach cannot be safely completed as planned.

ATIS instructs the pilot to review the ATIS information already received. This reminds the pilot of the landing runway, any special conditions.

Airport elevation, along with the surface temperature and altimeter setting will enable the pilot to calculate the landing distance and, in the case of some airplanes, the recommended approach speed.

The Traffic Pattern Altitude, along with the present altitude of the airplane and distance from the airport, lets the pilot determine how far the airplane must descend.

A review of any obstacles in the vicinity of the airport or along the path between the present position of the airplane and the airport is essential.

This is the time to review the minimum safe altitude that should have already been determined for the airport of intended landing.

The pilot must make sure that a strategy for a safe pattern entry has been developed.

The landing distance must be reviewed while considering of current runway and wind conditions.

The runway length for the actual available length of the landing runway should be reviewed at this time. It must be compared to the required landing distance which was previously determined.

The headwind/crosswind item calls for the pilot to review the surface wind speed and direction and to compare the direction to that of the landing runway.

The approach speeds item requires a review of the airspeeds to be flown on each leg of the traffic pattern and on short final.

The flap settings item requires a review of appropriate flap settings for the given conditions.

The stabilization altitude is perhaps a new term for general aviation pilots. Airline and corporate flight departments determine a stabilization altitude for each approach. Simply put, if the airplane is not stabilized on the approach by the time it descends to the stabilization altitude, a go-around or missed approach is initiated.

The go-around procedure is reviewed here. Barring any unusual circumstances, it will simply be a brief review of the standard procedure for the airplane.

The expected turn-off is reviewed here. It is helpful to review the airport diagram to know where the destination on the airport is located relative to the landing runway. This will let the pilot keep eyes on the runway during the landing roll rather than scanning the surrounding area looking for the desired FBO.