



THE VILLAGES AVIATION CLUB

MAY 2019 Safety Brief



“BRIEFING THE IFR APPROACH..”

- NOT REQUIRED BY REGULATION
- BUT...
 - IT IS THE BUSIEST TIME OF THE FLIGHT
 - PLANNING AHEAD MAKES FLYING EASIER
 - SAFETY - INSYNC WITH YOUR SAFETY PILOT
 - AIRPORT CAN HAVE MULTIPLE APPROACHES
 - REDUCES RISK OF FLYING WRONG APPROACH

An approach briefing sets expectations for the pilot and/or crew which keeps the aircrew ahead of the aircraft

WHEN TO START

- - PREFLIGHT PLANNING- REVIEW APPROACH PLATES BEFORE DEPARTING
- - GET WEATHER/ATIS
- - WHEN ATC TELLS YOU WHICH APPROACH TO EXPECT, PULL UP APPROACH PLATE
- - SET UP RADIOS/FREQUENCIES/MINIMUMS
- - START APPROACH BRIEF
- - GIVE YOURSELF ENOUGH TIME, Best before TOD

Instrument Procedures Handbook



U.S. Department of Transportation
Federal Aviation Administration

FAA-H-8083-168



City and state

Issue # (issue authority)

TOP MARGIN IDENTIFICATION

PITTSFIELD, MASSACHUSETTS

LOC/DME I-EIF 108.3 Chan 20	APP CRS 259°	Rwy ldg TDZE 5001 1176 Apt Elev 1194
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AL-975 (FAA)

Approach lighting (this is U.S. configuration sequenced flashing, see FIH)

MISSED APPROACH: Climbs to 4000 on heading 259° and PWL VOR/DME R 021 to HDAL INT/PWL 30 DME and hold.

ASOS 135.375	ALBANY APP CON 132.825 307.2	CLNC DEL 128.6	UNICOM 122.7 (CTAF)
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MISSED APPROACH: Climbs to 4000 on heading 259° and PWL VOR/DME R 021 to HDAL INT/PWL 30 DME and hold.

NE-1, 10 MAR 2011 TO 07 APR 2011

AIRPORT DIAGRAM

MISSED APPROACH ICONS

4000	PWL R-021	HDAL	ELFPE I-EIF 7.4	One Minute Holding Pattern
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ELEV 1194

CATEGORY	A	B	C	D
S-26	2300-1½	1124 (1200-1½)	2300-3	1124 (1200-3)
CIRCLING	2300-1½	2300-1½	2300-3	1106 (1200-3)
HEKIR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-26	1880-1	704 (700-1)	1880-2	1880-2½
CIRCLING	1880-1	686 (700-1)	1880-2	704 (700-2½)
			1880-2	2200-3
			686 (700-2)	1006 (1100-3)

Amendments

Latitude/longitude coordinates

42°26'N-73°18'W

Airport identifier

Time and speed table

BOTTOM MARGIN IDENTIFICATION

PITTSFIELD, MASSACHUSETTS
Amdt B 29JUL10

PITTSFIELD MUNI (PSP)
LOC RWY 26

6 SECTIONS OF AN APPROACH PLATE

AUSTIN, TEXAS

AL-502 (FAA)

19003

LOC I-RUM	APP CRS	Rwy Idg	5601
108.7	126°	TDZE	593
		Apt Elev	595

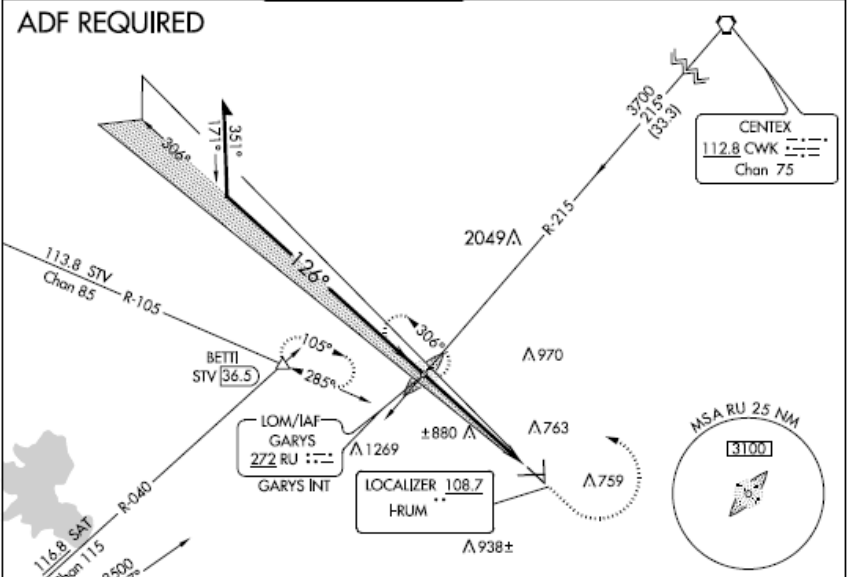
ILS or LOC RWY 13
SAN MARCOS RGNL (HYI)

NA Circling Cat E NA southwest of Rwy 13-31.
For inop MALSR, increase S-ILS 13 Cat E visibility ¼ mile,
and S-LOC 13 Cat E ½ mile. ADF required.

MALSR

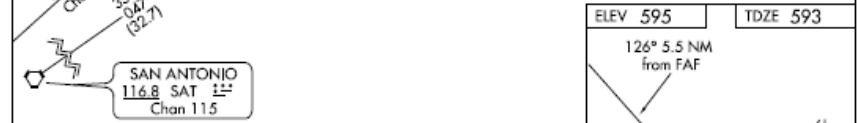
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

ATIS *	AUSTIN APP CON	SAN MARCOS TOWER *	GND CON	CLNC DEL	CLNC DEL
120.825	119.0 370.85	126.825 (CTAF) 0	120.125	120.125	121.35 (When ATCT Closed)



SC-3, 28 MAR 2019 to 25 APR 2019

SC-3, 28 MAR 2019 to 25 APR 2019



ELEV	595	TDZE	593
126° 5.5 NM from FAF			

CATEGORY	A	B	C	D	E
S-ILS-13	793-½ 200 (200-½)				
S-LOC-13	1260-½ 667 (700-½)	1260-1¼ 667 (700-1¼)	1260-1½ 667 (700-1½)	1260-2 667 (700-2)	
CIRCLING	1260-1 665 (700-1)	1260-1¾ 665 (700-1¾)	1260-2 665 (700-2)	1280-2½ 685 (700-2½)	

MIRL Rwy 8-26, 13-31, and 17-35

REIL Rwy 8 and 26

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

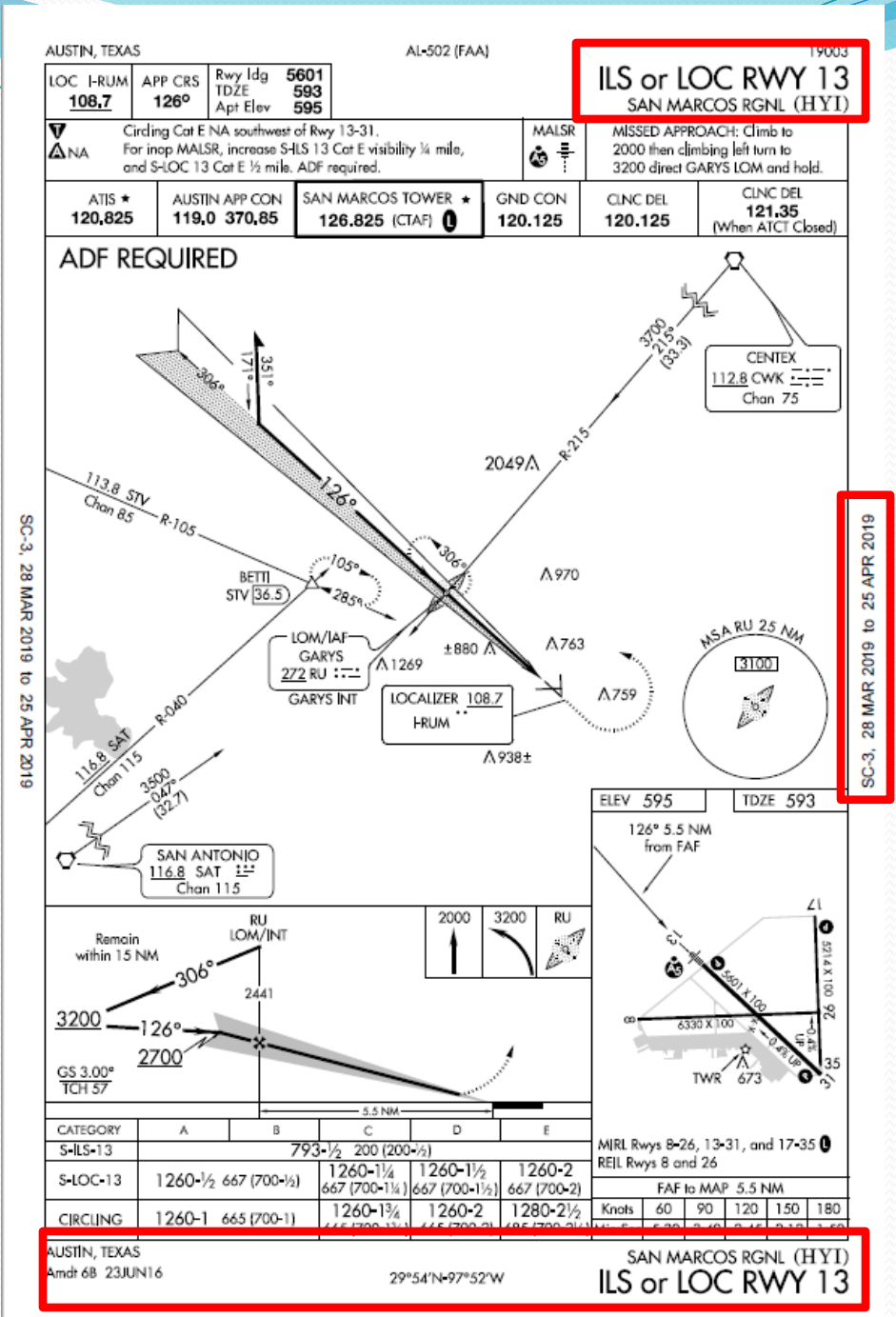
AUSTIN, TEXAS
Amdt 6B 23JUN16

29°54'N-97°52'W

SAN MARCOS RGNL (HYI)
ILS or LOC RWY 13

MARGINAL DATA

- Top, Bottom, and Side
- Approach Name and Airport Name
- Current date of Approach Plate
- City/State, Lat-Long

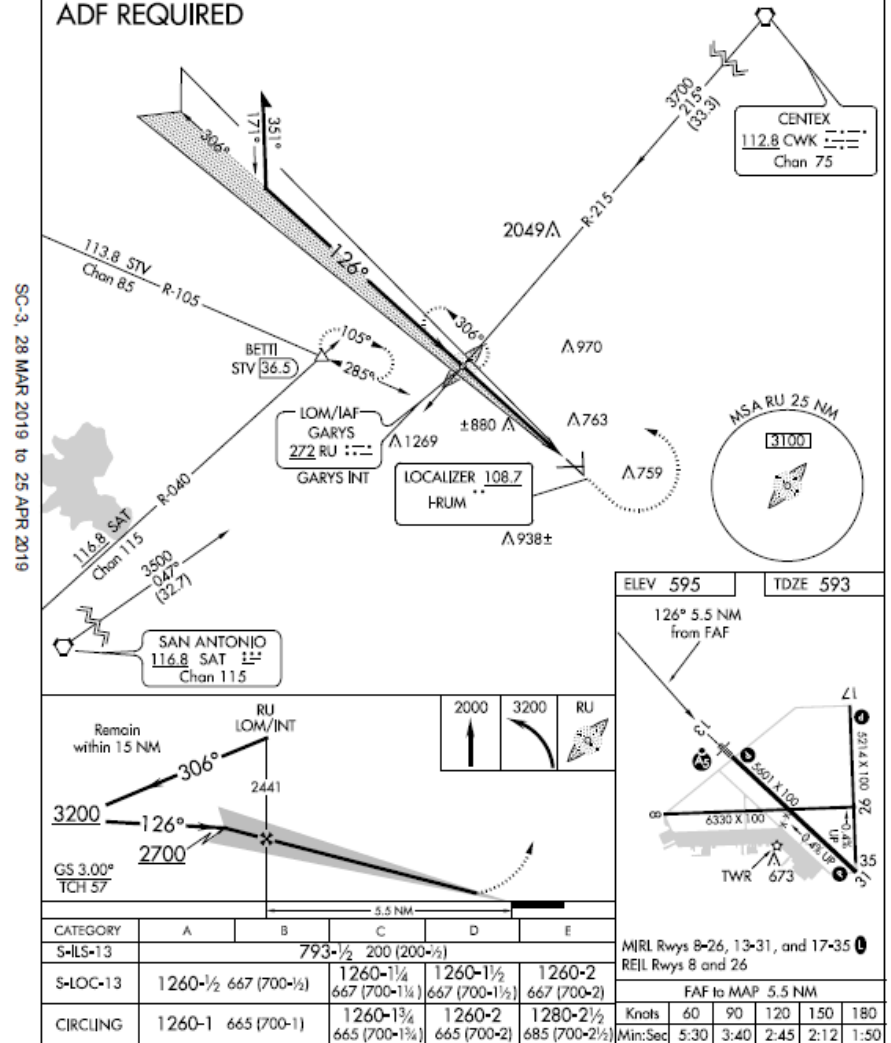


PILOT BRIEFING SECTION

- Approach Frequency/Course/Runway Length and Elevations
- T/O Minimums/Alternate Requirements
- Approach Lighting
- Missed Apch Information in Text Format
- Frequencies in the Order of Use

LOC I-RUM 108.7	APP CRS 126°	Rwy Idg TDZE Apt Elev 5601 593 595	ILS or LOC RWY 13 SAN MARCOS RGNL (HYI)		
V ΔNA		Circling Cat E NA southwest of Rwy 13-31. For inop MALSR, increase S-ILS 13 Cat E visibility ¼ mile, and S-LOC 13 Cat E ½ mile. ADF required.		MALSR 	MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.
ATIS ★ 120.825	AUSTIN APP CON 119.0 370.85	SAN MARCOS TOWER ★ 126.825 (CTAF) 0	GND CON 120.125	CLNC DEL 120.125	CLNC DEL 121.35 (When AICT Closed)

ADF REQUIRED



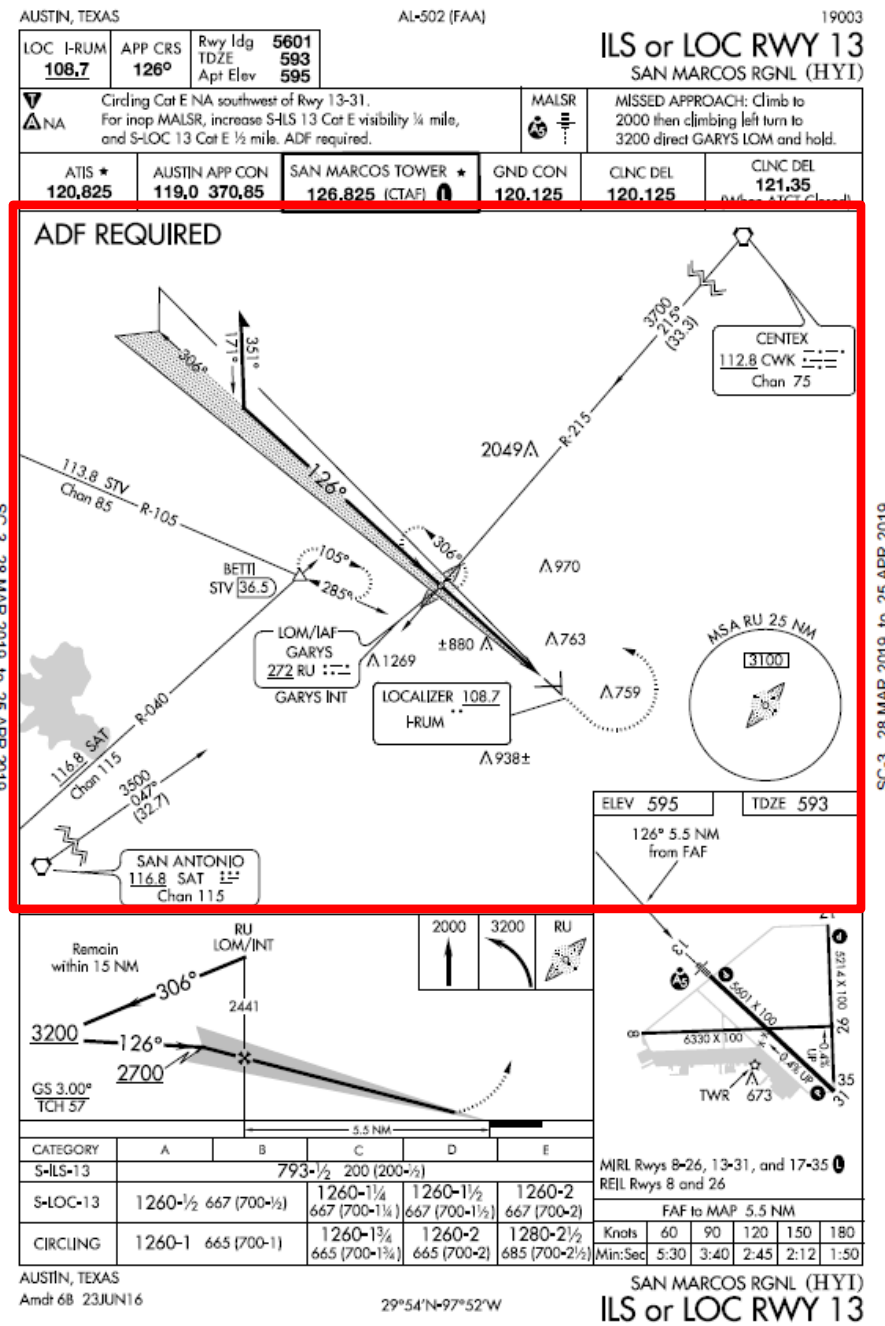
AUSTIN, TEXAS
Amdt 6B 23JUN16
29°54'N-97°52'W

SAN MARCOS RGNL (HYI)
ILS or LOC RWY 13

SC-3, 28 MAR 2019 to 25 APR 2019

PLAN VIEW

- Top down Look at the Approach
- Approach Course
- Procedure turns, If Any
- Nav Aids
- Missed Approach Course
- Minimum Safe Altitudes
- Obstacle Data
- General View of where you should be Along Apch Course

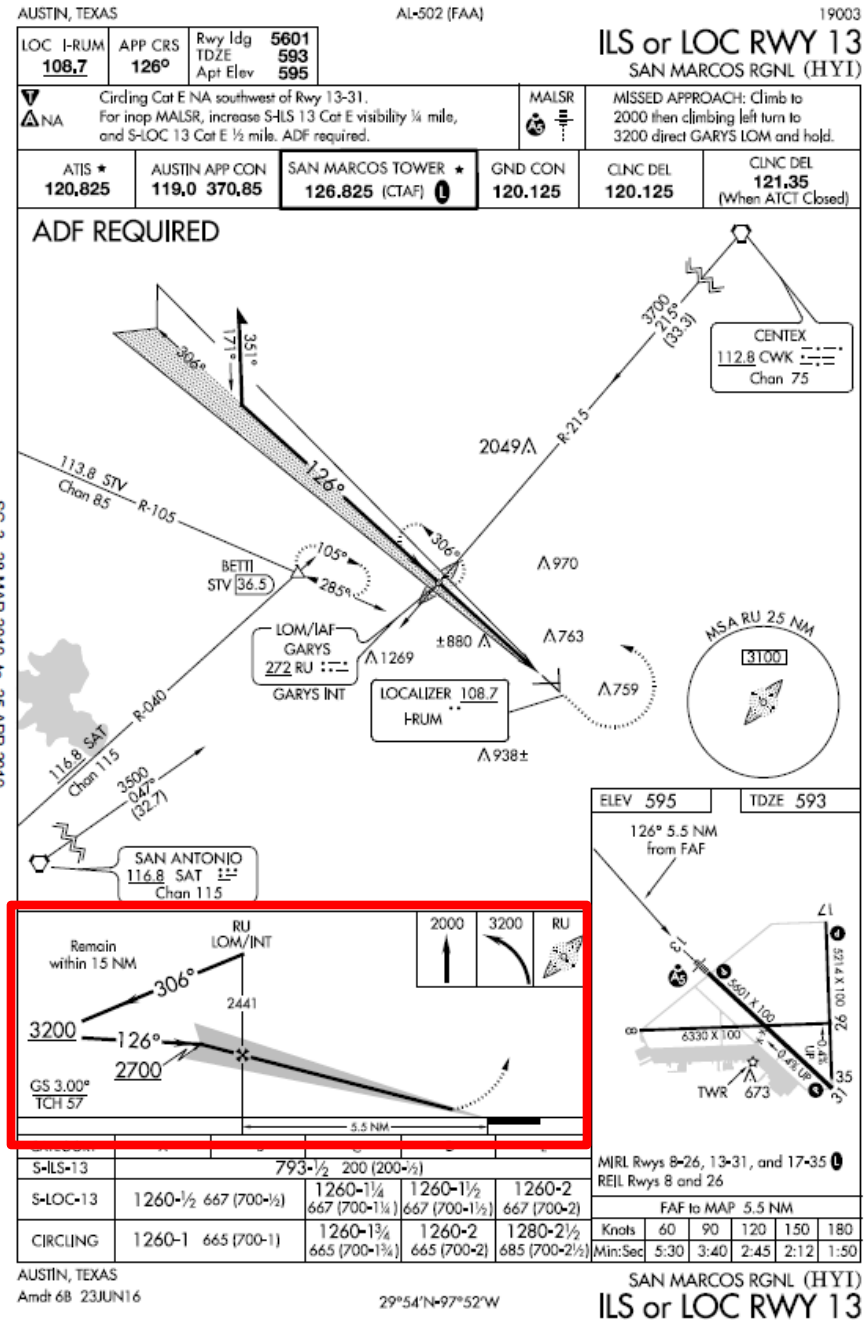


SC-3, 28 MAR 2019 to 25 APR 2019

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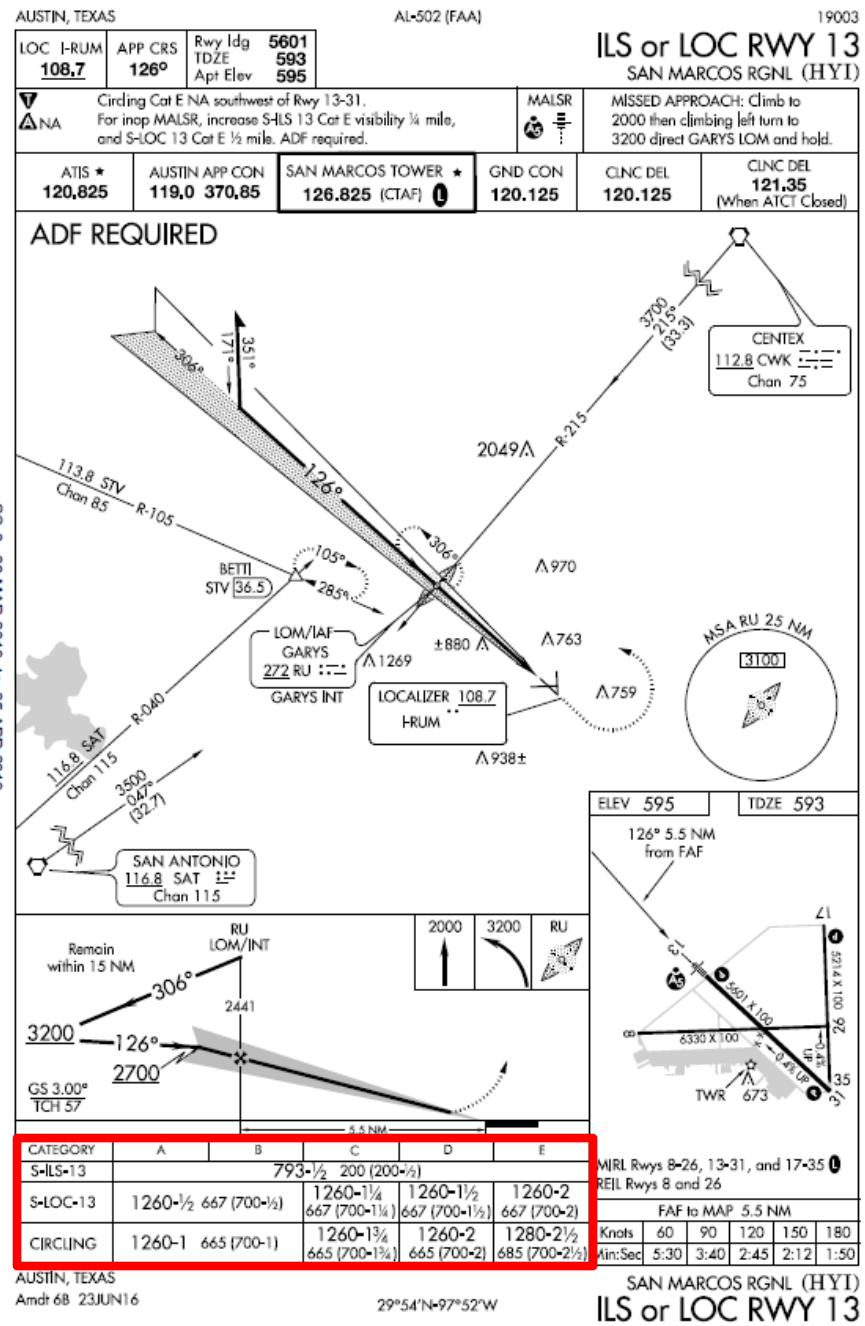
PROFILE VIEW

- Sideways look at the Apch you are Flying
- Altitude Information
- Descent information
- Fix Information
- Step Down Altitudes
- Missed Apch Point
- Missed Apch Icons for Quick Reference
- Distance you must Remain In when flying Apch
- Glide Slope Angle



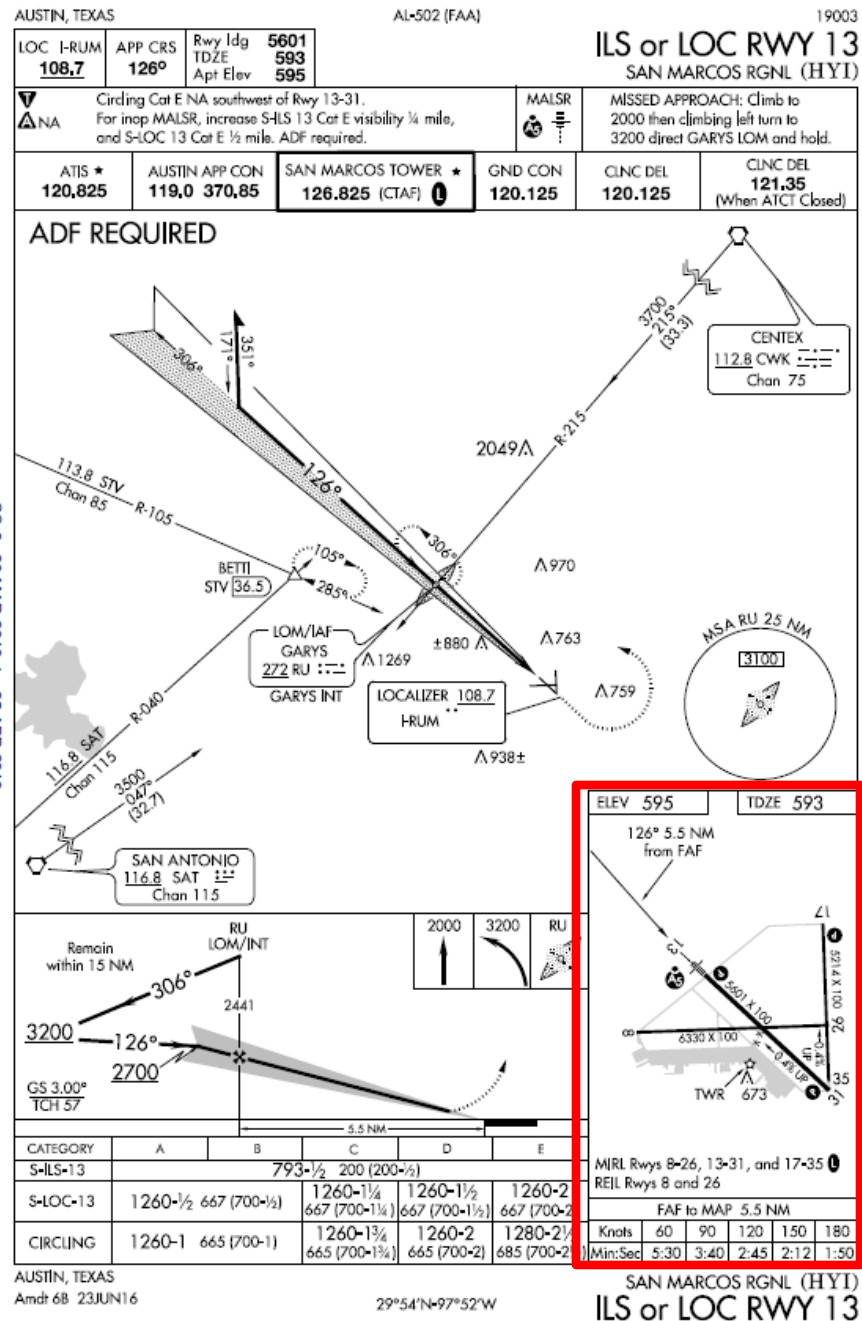
LANDING MINIMUMS SECTION

- Minimums for Category of Aircraft
- Minimums for type of Approach



AIRPORT DIAGRAM

- Elevation
- Touch Down Zone Elevation
- Runway Lighting
- Diagram of Airport
- Time for Non-Precision Apch

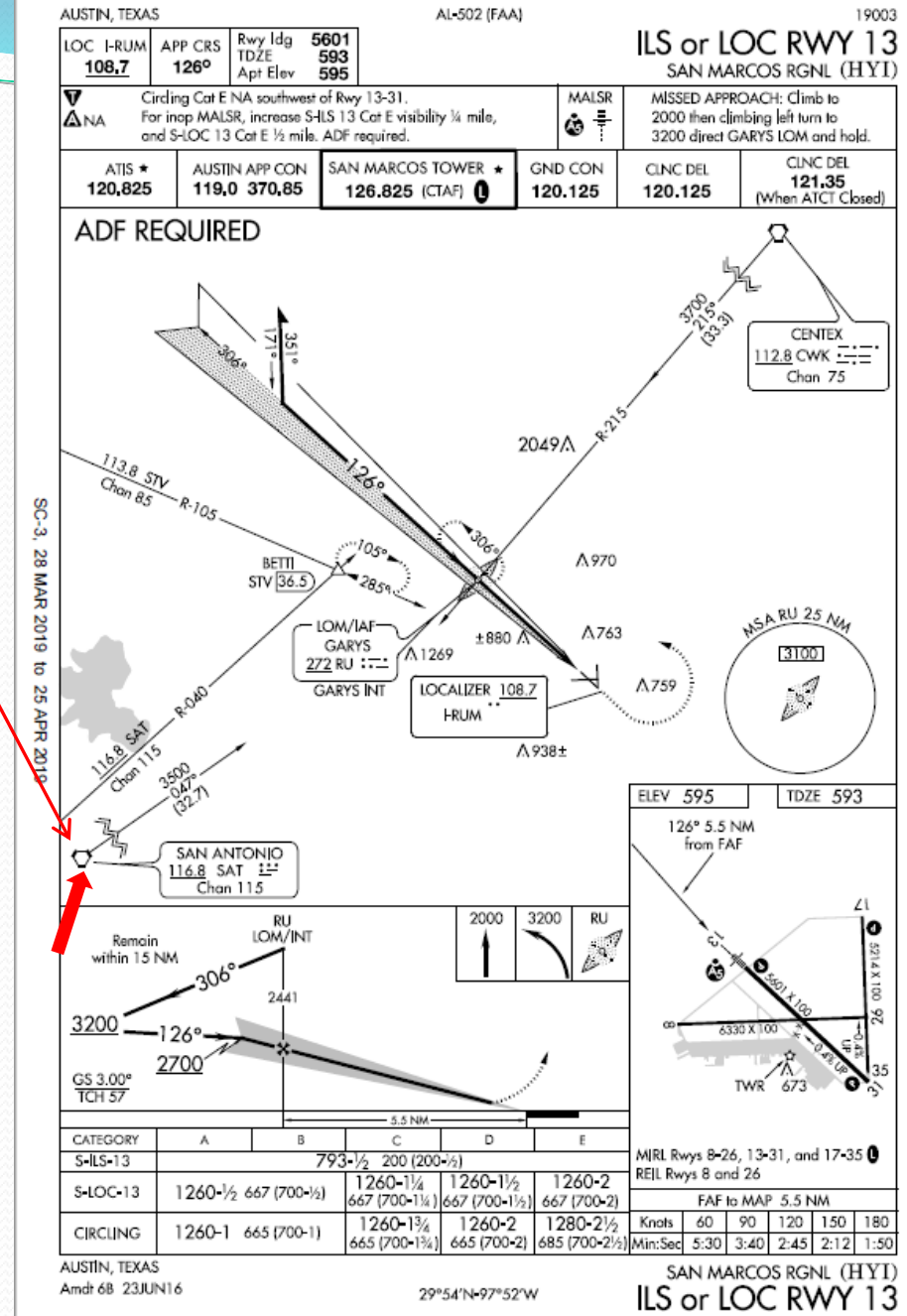


Sample Approach

Brief

Arriving via SAN ANTONIO 047 degree radial

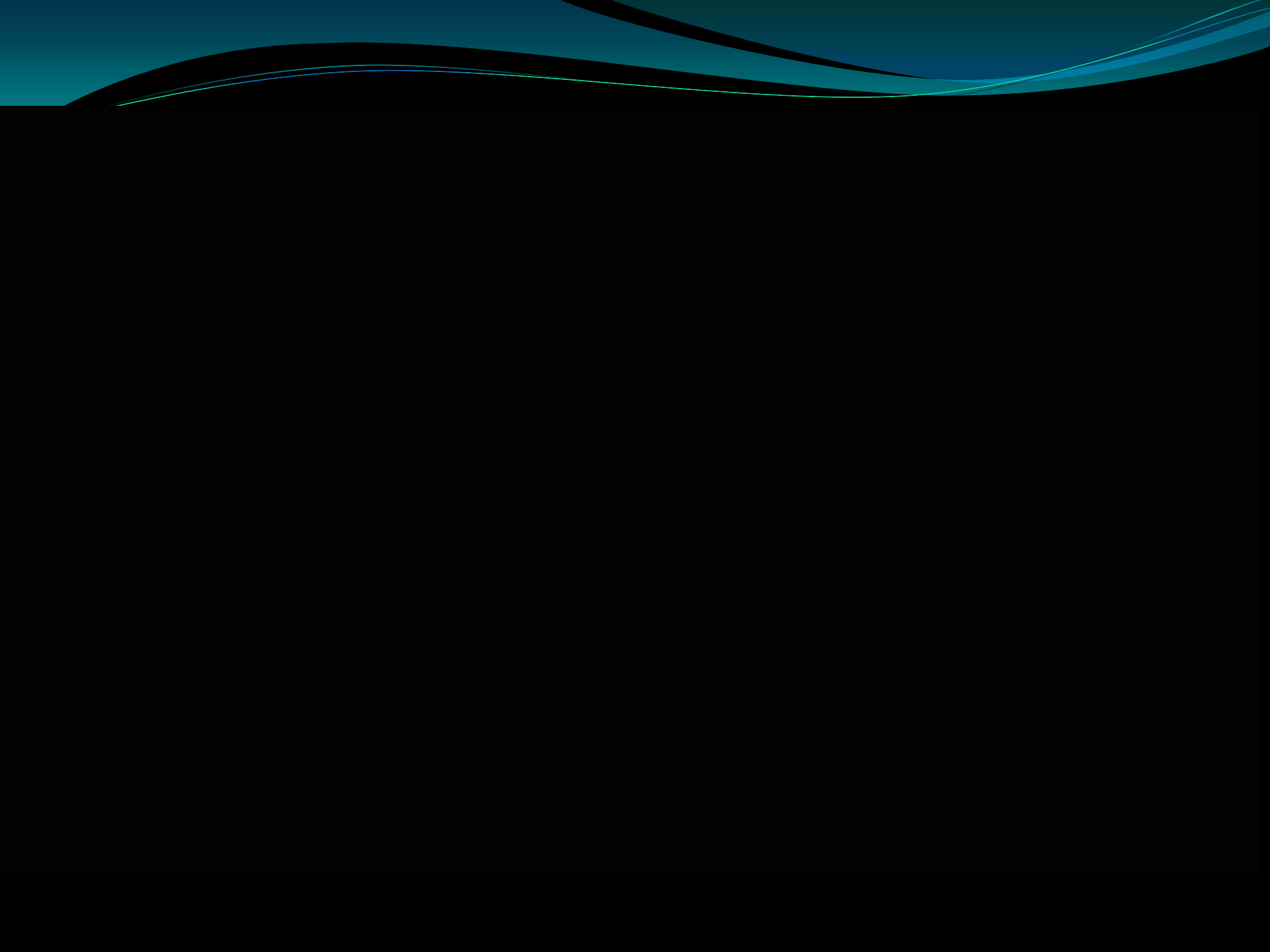
- Ready:
- San Macos Regional ILS Runway 13
- Chart current until 25 April 2019
- Loc Frequency 108.7
- Inbound course 126 degrees
- Rwy Length 5601, TDZE 593
- Notes not applicable to us – ADF Required
- MALS R Apc h Lighting
- MAP: Climb to 2000 then climbing left turn to 3,200 feet Direct Garys NDB, Frequency 272, and hold
- Arriving via SAN ANTONIO 047 degree radial, procedure turn to Outbound Heading 306 degrees
- MSA 3100 feet
- 3200 to established inbound
- Inbound Course – 126 Degrees
- Glide Slope intercept 2700 feet
- GARYS LOM Freq 272 - set
- Localizer Freq 108.7 - set
- Straight in Rwy 13 Minimums 793 with ½ mile visibility
- MAP straight ahead till 2000, then left turn direct GARY LOM, HOLD Left Turns
- Any Questions?










SC-3, 28 MAR 2019 to 25 APR 2019

Brandon and Josh Fly the ILS 13 Approach at San Marcos





WINGS SEMINARS

Date	Title and Description 	Location
5/15/2019 18:30 EDT SW1992115	Using an Engine Fire to Keep the Ice Off and other Amazing Stories Learning to be a better pilot from emergencies THIS IS A LIVE CLASS ON LOCATION: The top funniest real life stories of Gary Reeves and the safety lessons we	Ocala, FL  16 seats remaining.
5/18/2019 11:00 EDT SO3591308	Non-Towered Airport Flight Operations Safe Pilots Create Safe Operations at Non-Towered... According to AOPA, approximately 6,000 airports in the United States do not have an Operating Control Tower...	Plant City, FL  0 seats remaining.
5/20/2019 19:00 EDT SO1592316	IMC Club Meeting - Preflighting Beyond The Checklist Preflight beyond the checklist. Mechanic's... Get a mechanic's perspective on how to conduct a thorough, yet practical preflight on your airplane. We'll...	Sanford, FL  14 seats remaining.
6/15/2019 11:00 EST SO3592148	CFIT - Controlled Flight Into Terrain VFR into IMC and Loss of Situational Awareness... CFIT, Controlled Flight Into Terrain, is one of the deadliest and most frequent General Aviation accident...	Plant City, FL  27 seats remaining.
6/1/2019 09:00 EDT EA2792238	Rusty Pilots presented by AOPA Ambassador Jamie Beckett and hosted by Propellerhead Aviation Inc A Rusty Pilots Seminar Once a pilot, always a pilot...But, if you're feeling a little Rusty... You might be like more than 500,000...	Sanford, FL  See Seminar 

May 30th, Thursday, 7pm Leesburg Airport:
 Leesburg Tower Manager, and Forum

WWW.FAASAFETY.GOV

Thanks for
watching

Fly safe