Approach Briefing Gouge

The purpose of an approach briefing is to prepare the pilot to execute an instrument approach procedure. Pilots should brief the instrument approach procedure when time and workload permits. Preferably, the approach should be briefed 20-25 minutes prior to the start of the descent, the IAF, or the start of radar vectors.

The approach briefing should include the following items:

Pilot Briefing and Notes:
• Name of Procedure, Runway, and Airport Name (e.g. ILS 23R Wright-Patterson AFB)
• Airport Elevation.
• Applicable COM and NAV frequencies (primary and standby).
• Final Approach Course Set

Plan View
• Transition to final (vectors or IAF).
• Minimum Safe Altitude or Terminal Arrival Area altitude (within xx miles of which navigation point).

Profile View
• Approach altitudes.
• Airspeeds and configuration changes,

Landing Minimums:
• Decision Altitude or Minimum Descent Altitude (Straight-In and/or Circling).
• Runway condition, landing roll, and runway length
• Winds on final/landing

Missed Approach
• MAP and missed approach procedure.
• Holding Point and planned type of holding entry.

Sample Approach Briefing

This will be a _____ (ILS, GPS, VOR) approach to RWY_____ at the _____ airport via the _____ transition (VTF or IAF). The airport elevation (or touchdown zone elevation) is _____. The proper communications frequencies are set in the #1 and #2 radio (primary and standby). The minimum safe altitude for this approach is _____ within _____ miles of _____. The proper navigation source (GPS, VLOC) for the approach is selected on the Garmin 430. The proper navigation frequency is set in the #1 radio (primary and standby) and ID'd. The proper course of _____ is set in the #1 OBS/HSI. The proper navigation source (GPS, VLOC) for the approach is selected in the #2 radio (primary and standby) and ID'd. The proper course of _____ is set in the #2 OBS/HSI. We will plan to intercept the final approach course via _____ (VTF, Procedure Turn, etc.). We will plan to intercept the glidepath at _____ MSL at _____ (fix name). Final approach speed will be _____ KIAS with approach flaps (25%) set and gear down (as required) prior to the FAF. Upon seeing the field we will configure with _____ (flaps full) and decelerate to a V_{ref} of _____ KIAS until crossing the fence. The runway is _____ (dry, wet, icy) and the winds will be _____ (crosswind, headwind) on final and on landing. Our landing roll will be _____ feet with a runway length of _____ feet. We will call out 1000 feet, 500 feet and 100 feet above minimums. The Decision Altitude (or Minimum Descent Altitude) for the approach is _____ feet MSL. The missed approach procedure is climb to _____ altitude and turn left/right to the _____ fix and hold. We will plan on a _____ entry to the holding pattern.

Thanks to Cirrus Aircraft and their SR- series iFOM for a starting point on this briefing.