

VFR Visual Approach

Workload reduction in the vicinity of the airport will free up time to see and avoid traffic both in controlled and uncontrolled airports. The pilot's ability to plan ahead and conduct an approach briefing prior to arriving to the airport is important regardless of the flying conditions. A visual approach briefing mentally prepares the pilot on what kind of entry to expect from ATC if landing at a controlled airport or how to manage the descent and entry into the pattern at an uncontrolled field.

Within 20 nm of the airport:

1. Listen to ATIS, ASOS, AWOS.
2. Complete Descent Check and Before Landing Check up to flaps and gear.
3. Identify possible runway or runways in use and crosswind component.
4. When landing at uncontrolled airports, listen to CTAF to check for possible information on runway being used.
5. Identify airport elevation and determine pattern altitude if not published.
6. Determine pattern type, left or right, and plan descent to arrive at a 45° entry at pattern altitude or at a midfield crossing as appropriate. (See AC90-66B)
7. If landing at a towered controlled airport, determine how you are approaching the landing runway, this perspective will offer you an idea of what kind of entry to expect from ATC.
8. Assess runway conditions and runway crossing points, either taxiways or other runways; and winds.
9. Know your airport destination prior to landing, this will expedite you taxi process when talking to the tower or ground controller, or keep you from clear and abreast of other traffic when landing at an uncontrolled field.
10. Have an airport diagram available and ready to be use upon clearing the runway.
11. Be aware of **Hot Spots** around the airport.
12. If landing at a controlled airport, and you are not familiar with it, request "progressive taxi" after taxi instructions.

VFR Approach briefing: (Landing at Springfield (KSGH) from the south.

"I am landing at Springfield Airport, winds are 350 at 12. I will be using runway 33. Landing on this runway gives me a crosswind component of 4 knots. I will fly west over the city of Yellow Springs for a 45° entry into the left hand pattern. I will descent to pattern altitude of 2100 feet prior to arriving at the entry. Runway is dry. Possible Hot Spots are the intersection of Rwy 24 and 33; and the intersection of Taxiway A and runway 33." I plan to exit on Taxiway A after crossing Rwy 6/24"