

When 20-30 mi. out and in range of ATIS/AWOS

ATIS/AWOS, AltimeterCHECKED/SET
DG to Compass.SET
Marker BeaconTESTED/ON
Fuel (Quantity, Selector, Pumps)CHECKED/SET/ON
Lights (Aircraft, Airport)ON

When type of approach is confirmed/advised

TUNE, ID, TWIST (OBS), MODE (CDI), DME

Note TDZE & Runway Length

Always know the next course and altitude before arriving at next fix!!!

Minimums/Missed Approach: Time, fix, or altitude? What heading/course?

IAF / Holding pattern (5 T's)

Turn to heading

Time

Twist (NAVs, COMs, OBS)

Throttle

Talk (radio call)

Before FAF (start of glideslope intercept or <1 mile out)

Slow to approach speed

Landing light.....ON

Carb heat.ON

Gas: fuel selector set to both/fullest (Low wing: boost pump(s) on)SET

Undercarriage.....DOWN & GREEN

MixtureSET

Props / Power.....FORWARD/SET

Flaps (No flaps if circling)SET

Seatbelts/shoulder harnessesON

FAF

Begin descent

Time (non-precision)

Talk

Call out Altitude (300, 200, 100, minimum/missed)

Do not change aircraft configuration after FAF unless runway is in sight

Missed Approach

Full power

Reduce flaps

Check for positive rate of climb -> Flaps/Gear up

Execute the missed approach procedure

GPS: **SUSP**, **OBS**, or **Direct To** as appropriate to take GPS out of suspension