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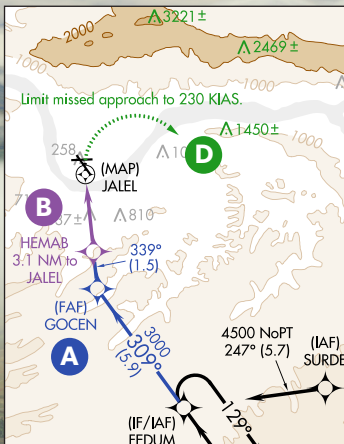
IFR Procedures

A Pilot-Friendly[®] Manual

Circling to Rwy 7, 31 NA at night. When local altimeter setting not received, procedure NA. Circling NA for Cat D north of R and northeast of Rwy 31. DME/DME RNP-0.3 NA. C

RNAV (GPS)-A
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)





Limit missed approach to 230 KIAS.



CATEGORY	A	B	C	D
C CIRCLING	1320-1½ 1073 (1100-1¼)	1340-1½ 1093 (1100-1½)	1720-3 1473 (1500-3)	2100-3 1853 (1900-3)

A handy guide to help you review, understand, and fly IFR procedures with confidence.

Fly Practice Approaches Under VFR



Some days you want the practice without all the perks—or limitations.

1. Remember that you're flying under VFR.
2. Bring a safety pilot or CFII.
3. Coordinate with ATC.
4. Communicate your plan.
5. Maintain VFR and fit in with VFR traffic.

Remember That You're Flying Under VFR

Practicing instrument procedures under VFR feels a lot like flying under IFR. That's especially true if you're working with ATC but without an IFR clearance. Remember that you must maintain VFR cloud-clearance and visibility requirements and do your normal communication with other VFR traffic.

Bring a Safety Pilot or CFII

When you're practicing approaches you'll have your head down, focused on the panel. Most likely you're also wearing a hood or foggles, which makes it impossible to see and avoid other VFR traffic. This person is a required crew member when you're under the hood, per 14 CFR 91.109. They can fly under Basic Med if they're also acting as PIC. Otherwise, they need a valid medical.

But even if you're not wearing a hood, you should bring a safety pilot or flight instructor along for the ride whose primary job is keeping an eye outside. You're responsible for see-and-avoid with other traffic whenever you're in visual conditions (even when you are operating under IFR with a clearance).

Make sure the responsibilities are clear. It's easy

for the safety pilot's attention to drift back to the instruments during practice approaches. Enable traffic on your cockpit displays for an extra layer of protection, but remember that not all traffic is displayed and positions may be incorrect.

Coordinate With ATC

It's possible to fly practice approaches without any ATC communication at non-towered airports, or by talking only to Tower at Class D airports. However, it's a great idea to coordinate with Center or Approach for approaches under VFR. If IFR traffic is inbound or outbound, they'll know about it. And you can get the normal traffic callouts for other VFR targets. They can also offer vectors to final if traffic and workload permit.

Once airborne, make a cold call to the overlying Approach or Center. They won't be expecting you, so start simple:

"Chicago Center, N123PW is 10 miles south of the Bloomington VOR, VFR request."

Center will respond by asking your request right away. Or the controller might issue a squawk code, radar identify you, and then tell you to go ahead with your request. Make sure that request includes the words "VFR practice approaches" so the controller knows you're not looking for an IFR clearance:

"Chicago Center, N123PW. Request several VFR practice approaches at Bloomington, beginning with vectors-to-final for the RNAV Runway 2."

Separation services may or may not be provided for practice approaches at towered airports. Oftentimes, you'll be told explicitly that separation services will not be provided. This doesn't change anything procedurally for you because your safety pilot is watching for traffic anyway. But it may explain a delay or vector ATC issues because of other traffic.

You'll get varying levels of service from ATC during VFR practice approaches. VFR traffic is not as high a priority as IFR, so while you may be able to receive vectors to final, sometimes they'll be a bit tighter or wider than you expect.

A common confusion is on altitudes. ATC usually doesn't assign altitudes for VFR traffic. Assume you can change altitudes at will unless you're told otherwise. If you're unsure, just ask. You'll probably be told "*altitude your discretion.*" Also be careful with Class B airspace. Even if you're talking to ATC, you would need an explicit clearance into the Class B if your approach or missed approach took you there. This is a rare case, but it has caught pilots unaware.

Communicate Your Plan

Oftentimes you'll be asked, "*How will this approach terminate?*" ATC wants to know if you intend to land, do a

low approach, or make a touch-and-go, as well as fly the published missed or something else. Keep ATC a step or two ahead of your plan. If you plan to do three approaches at Airport A, tell them.

VFR aircraft aren't automatically authorized to use the missed approach procedure. If you want the published missed, tell ATC. If you want alternate missed approach instructions (page 122) heading toward Airport B for subsequent approaches, let them know. When there's traffic, don't be surprised to get alternate missed approach instructions, like a heading and altitude to fly, even if you don't ask.

Maintain VFR and Fit in With VFR Traffic

Normal traffic right-of-way rules apply. You have no priority over "normal" VFR aircraft. Sometimes your approaches will get cut short, especially if you're flying opposite to VFR traffic at the same airport.

This is true even if you are operating on an IFR clearance. Being on an ILS approach doesn't offer any priority over the VFR traffic in the pattern. For practice approaches at non-towered airports, monitor CTAF on a second radio and communicate as necessary. Don't count on Center or Approach informing you of local VFR traffic in the pattern.

LOGGING APPROACHES

There's a good chance that if you're practicing approaches, you want to log them toward instrument currency. The FAA has published an "Information for Operators" document (InFO 15012) to clarify what sorts of approaches may be logged. It depends on the conditions the approach was conducted under.

For practice approaches in VMC with a view limiting device, you must fly the entire approach solely by reference to instruments all the way to minimums.

In an approved simulator, flight training device (FTD), or aviation training device (ATD), you must fly the approach all the way to minimums. Check the device's Letter of Authorization (LOA) for the specific items you're allowed to accomplish in the sim you're using.

For actual IMC approaches, you must transition from IMC to VMC no earlier than the final approach



segment. However, you can still log the approach if you break out on the final approach segment well above minimums.

In each case, you must fly the approach in a legitimate way. That is, you must begin at an IAF or receive vectors to final. You can't simply set up your simulator repeatedly at the FAF and crank out six approaches in record time.