

# Roundtable Notes: Rocky Approach to Plymouth

- It's best to load a whole approach, but don't activate anything. If ATC sends you to a fix or leg before the FAF, activate a leg. If it's an intercept to the leg that ends at the FAF, activate vectors-to-final (Doug)
- Look for the 30° intercept to some leg of the approach. That's the leg you'll join from a vector. (Doug)
- Ask for a delay vector or direct to a known IAF if you're confused. At a minimum, always ask ATC for clarification if you're not certain what their instruction means. (Bruce and Wally)
- Don't worry about minor variations (2°-5°) in the published course between the GPS and approach chart. (Jeff and Tom)
- See if ATC can give you direct to some fix in a pinch. Everyone knows where the direct-to button is. (Wally)
- ATC can only clear you to any fixes along the final approach course so long as they meet certain criteria. (That's even for fixes not marked as an IAF or IF per a rule change in 2013). (Ryan)

*"If you have the procedure loaded a certain way, you can ask ATC to join the approach that way." — Kevin*

- When in doubt and talking to ATC, use the fix names because that's what they have on the radar scope. (Kevin)
- If you're in IMC and have already missed an approach due to weather, make your next approach something simple that keeps your heart rate down. (Scott)
- Shooting an approach to "look and see" when you're certain the approach is below minimums is an invitation for an accident. (Scott)
- RVR reports can change rapidly with coastal airports, so multiple tries might be worth it. (Kevin)
- If you see VV (vertical visibility) in a METAR or ATIS the cloud deck won't have a clean base and horizontal visibility will likely be poor. (Scott)
- Find a spouse who's a pilot if you want to buy a high-performance airplane after only two years of marriage. (Tom and Kevin)

## CHOICES BY EXPERT

Kevin..... 2  
Scott ..... 2  
Doug..... 2\*  
Tom..... 2  
Bruce ..... 4\*  
Wally..... 4  
(\*choice with a caveat)

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### CHOICE 1

Choose direct to DORPY and enter a 326 course you can intercept that matches the final approach course.



### CHOICE 2

Intercept the vectors-to-final course that the GTN is displaying, which is close enough.



### CHOICE 3

Activate the leg from CALED to HAREK and intercept that.



### CHOICE 4

Tell Approach you're having GPS problems, and request flying the approach from the IAF at CALED.

