Roundtable Notes: No Second Chances

- While the choice to fly the approach again may—technically—violate the letter of the personal minimum, it doesn't violate the spirit of the minimum, which is to avoid the temptation to duck under. (Tom and Ryan)

- If the pilot was less experienced—and less confident the missed approach was just due to the lighting—diverting to the assured Fort Smith (KFSM) is the best choice. (J.P.)

- The personal minimum on fuel allows for unknowns like an ATC delay or an issue getting into your alternate. (Bruce)

- ATC doesn't know what your filed alternate is, nor do they care. You tell them where you want to go after you miss an approach no matter what you filed. (Doug and Mark)

- "Safety drift" is a phenomena where pilots become complacent with less safe behavior over time. This situation sounds like safety drift. (Doug)

- The lights make a huge difference on the success of an instrument approach in low visibility. (Dave, Tom, and Doug)

- Many LPV approaches are to runways with no approach lights. They feel like an ILS but

> *"If the pilot is inflexible and cuts out his best options with blind adherence to personal minimums, that's not helping the safety cause." — Dave*

with less guidance to the runway. Check the lights when briefing the approach. (Bruce)

- Strataform rain with reduced visibility will be slower to change than other more dynamic weather situations (J.P.)

- Circle the PCL note or frequency on your approach chart as a reminder to turn on the lights at the FAF. (Mark, Bruce, and J.P.)

- There's little worse than boxing yourself in such that you're fuel critical and you have no option to miss the approach. (J.P.)

- Synthetic vision could give more confidence I could locate the real runway at minimums. (Bruce)

- You should brief where to look for the runway in crosswinds. An HSI makes this easier. (Doug)

- This pilot should have been saving fuel all along, with mixture and best altitude, because there was a limited fuel load from the beginning of the flight. (Dave)

CHOICES BY EXPERT

Tom......................1

J.P. 1*

Bruce 4

Doug....................1*

Dave 1

Mark 1

(*choice with a caveat)

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CHOICE 1
Get vectors or direct AHAMU to fly the RNAV (GPS) Runway 02 again, because with lights you'll surely see it.

CHOICE 2
Fly the opposite RNAV (GPS) Runway 20 Approach from DULSE. Minimums are 100' higher, but the required visibility is lower and the MAHP you're flying to right now is the IAF for that approach.

CHOICE 3
Divert to Stigler (KGZL) with LPV approaches to 250' AGL. Land, refuel, and come back to McAlester (KMLC) with full fuel.

CHOICE 4
Stick with your decision for only one attempt and head for Fort Smith (KFSM) now. Refuel there. Decide then to return or spend the night.