

Roundtable Notes: Palo Alto Procedure NA

- Once you commit to an instrument approach, don't change plans inside the FAF even if you break out early. (John)
- Changing plans at the last minute in busy airspace is asking for trouble. (Bruce)
- An approach to one airport with a plan to cancel and proceed to another airport under reasonable ceilings is a fine plan—in an area you know well. (Catherine and Mark)
- Requesting an attempt at Palo Alto at the MVA is a fine plan with San Carlos as a fall back. This lets you line up with the runway and see the lights to guide you in. (Doug)
- There are many ways to stay safe despite the chart prohibition. Get into a position where you can make a VFR descent into Palo Alto and call it good. (Dave)
- Resisting the temptation to cobble together some weird approach technique is an opportunity to show good decision making. (John)

"I want to get on the ground as much as my client—maybe more so—but I also want to live for the next client." — Doug

- A contact approach is a great tool, but if you ask for one under and around Class B airspace you'll just hear laughter on the other side of the radio. (Bruce)
- It's an option to land at San Carlos and fly VFR over to Palo Alto. If that's true, why add the complexity of landing at San Carlos? (Ryan)
- VFR and IFR are different mindsets. You must be extra careful when mixing and matching because there are different assumptions you make as a pilot. (Mark)
- It's not the controller's responsibly to know if an approach is legal or not. Don't count on getting the clearance as a blessing on flying the approach. (John)
- I wouldn't let the student try this if I were the instructor in this busy airspace, but I would in quiet airspace. (Bruce, Catherine, and Doug)

CHOICES BY EXPERT

John	5
Catherine	5
Bruce	5
Doug	2*
Dave	1, 2, 3, or 4
Mark	5*
(*choice with a caveat)	

CHOICE 1	CHOICE 2	CHOICE 3	CHOICE 4	CHOICE 5
Fly the RNAV (GPS) Runway 31 Approach to Palo Alto (KPAO). It'll be within 1 hour of sunset, the controller has no issue with it, and you'll break out into VFR weather with a PAPI in sight. Cancel IFR and land.	Request vectors over Palo Alto (KPAO) at the MVA. Then request a visual or contact approach to Palo Alto (KPAO).	Fly the RNAV (GPS) Z Runway 30 Approach to San Carlos (KSQL), but once in VMC, request a visual or contact approach to Palo Alto (KPAO).	Fly the RNAV (GPS) Z Runway 30 Approach to San Carlos (KSQL), but cancel IFR when able. Fly VFR to Palo Alto (KPAO).	Change your destination to San Carlos (KSQL). Get transportation to Palo Alto (PAO) for the evening, and back to San Carlos (KSQL) in the morning.
				