

- The most important thing in this situation is intercepting the glidepath from below. If the pilot has the skills and proficiency, this can be done. Otherwise, request new vectors for the approach. (**Doug** and **John**)
- It seems like losing 10 knots for flaps and then 5 more for gear could be lost by reducing to idle power, maybe prop full forward, and a short level out. (**Tom**)
- Aviate, navigate, communicate. Get the plane where it needs to be before worrying about anything else. (**Tom**)
- The jet behind you is also slowing down because this is only a 3500-foot runway. (**Tom** and **John**)
- If ATC asks you to keep your speed up (or slow down), be sure to get a specific number of knots that you can comply with—or not and say “unable.” (**John** and **Kevin**)
- An approach clearance cancels any prior speed restriction. A speed restriction issued with an approach clearance only applies until the FAF. However, ATC can “hint” they’d like you to go as fast or slow as practical inside the FAF. Agreeing on a speed lets you and ATC make a specific plan. (**Kevin**, **John**, and **Ryan**)

“A stabilized approach is hard to define, but you know it when you see it. To me, it means certainty that this approach will end at [the approach end of] the runway on altitude and on speed.” — Catherine

- There’s a place to dive and drive, but not with a 400-foot ceiling to a 3500-foot runway—especially for a low-time instrument pilot. (**Mark**)
- While an autopilot might make this easier, you shouldn’t fly something with an AP that you couldn’t hand fly if needed. (**Mark**)
- Landing at busy airports IFR requires the skill of flying a constant angle of descent to the runway while simultaneously reducing your approach speed. (**Catherine**)
- If you fly faster aircraft, have an intermediate speed that’s just inside your flap or gear speed as appropriate. (**Mark**)
- Setting up VNAV correctly with an offset or a shallower descent angle can set you up for an opportunity to lose speed later. (**Kevin**)
- Flying approaches faster can make them easier to fly. (**Catherine** and **Doug**)
- Don’t do something in an airplane for the first time when success really matters. Practice it first. (**Kevin**)

EXPERT CHOICES

- 1 Tom, Catherine
- 2 Doug, John
- 2* Kevin
- 5 Mark

* Choice with a caveat

