

When 20-30 mi. out and in range of ATIS/AWOS

ATIS/AWOS, AltimeterCHECKED/SET
DG to Compass.SET

When type of approach is confirmed/advised

Comms, Navs, Headings, Markers, Mode, Review

Comms. TUNED
Navs.TUNED/ID'd
Headings CDI's SET
Marker Beacons TESTED/SET
ModeVLOC/GPS AS REQ'D

Approach Review/Flow:

- Airport ID & Rwy # (ex. MDW 4R)
- Rwy landing length (ex. 5928 ft.)
- Final approach course (ex. 044 deg)
- Top of the hill (ex. 5000, BANER=4000, CADON=2500)
- Bottom of the hill (ex. S-ILS 4R = 869')
- Time to See (applies to non-precision straight-in only)
- MAP (time or fix for non-precision, bottom of hill for precision)
- Missed approach procedure

3nm Before FAF

Slow to approach speed

1nm Before FAF

Flaps approach (no flaps if circling)

FAF

Gear down, Start time, CGUMPS check

Carb heat.ON
Gas fuel selector set to both/fullest (boost pumps on if applicable)
Undercarriage.....DOWN & GREEN
MixtureSET
PropsFORWARD
Seatbelts/shoulder harnessesON

Runway in Sight (Short Final)

Flaps landing
Confirm landing gear down
Confirm landing clearance (call to tower not necessary)

Missed Approach

Full/Takeoff power
Reduce flaps
At positive rate of climb -> Flaps/Gear up
Execute the missed approach procedure
GPS: **SUSP, OBS, or Direct To** as appropriate to take GPS out of suspension