

INTO THE ABYSS




A FRONT ROW SEAT TO LOW IFR MINIMUMS




Let's talk about LIFR....



LIFR is....



***When the ceiling
and/or
visibility
is less than
500ft and 1 mile!***

An aerial photograph of a city, likely New York City, showing a dense urban landscape with a grid of streets and buildings. The image is heavily obscured by a thick, grey, low-lying layer of fog or smoke, which is the 'low ceiling' mentioned in the text. A small, brightly lit structure, possibly a lighthouse or a tower, is visible in the center of the image, standing out against the dark, foggy background. The overall atmosphere is hazy and somber.

**This is low ceilings –
500ft or less**

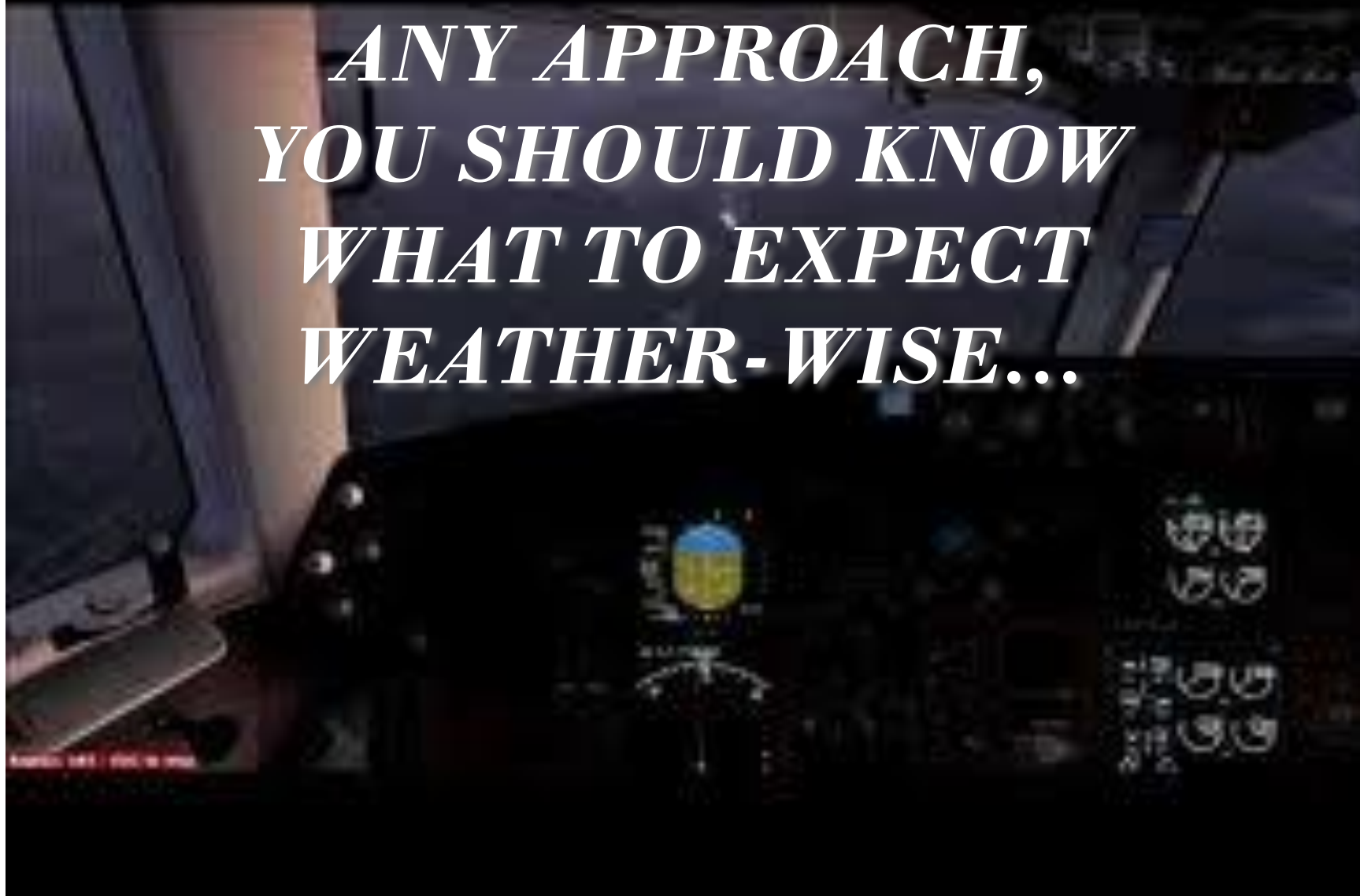
**With good (??) visibility
underneath!!**

ILS MINIMUMS

THIS IS WHAT AN
INDEFINITE CEILING OF 200ft
AND ONLY A ½ MILE
LOOKS LIKE



***BEFORE YOU START
ANY APPROACH,
YOU SHOULD KNOW
WHAT TO EXPECT
WEATHER-WISE...***



*ABOUT WHAT INDICATED
ALTITUDE SHOULD I
EXPECT TO BREAK OUT
AT.....*



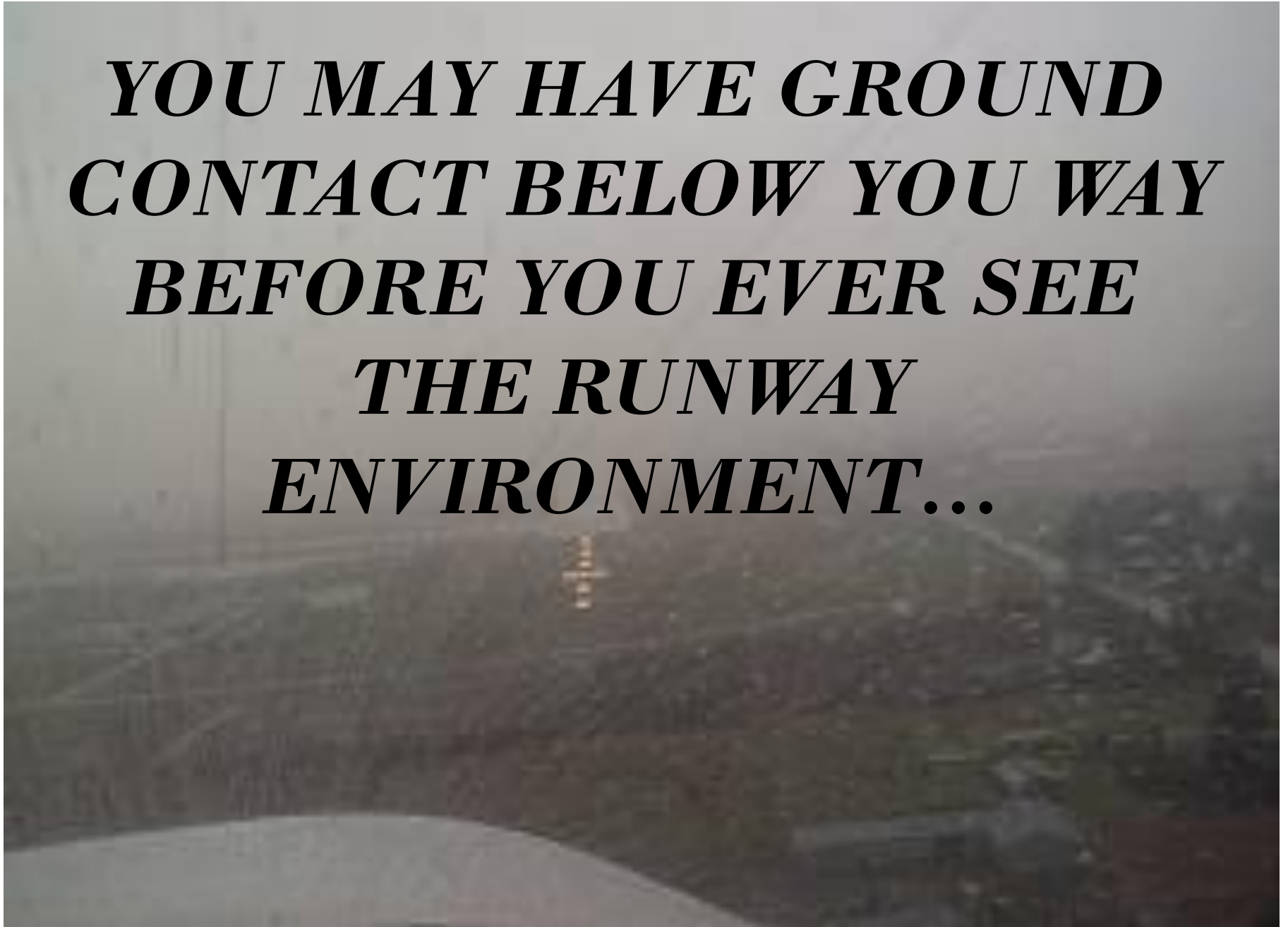
*AND ABOUT WHERE
SHOULD I EXPECT TO SEE
THE RUNWAY
ENVIRONMENT.....*



***REMEMBER, MINIMUMS
CONSIST OF BOTH
CEILING and VISIBILITY
VALUES***

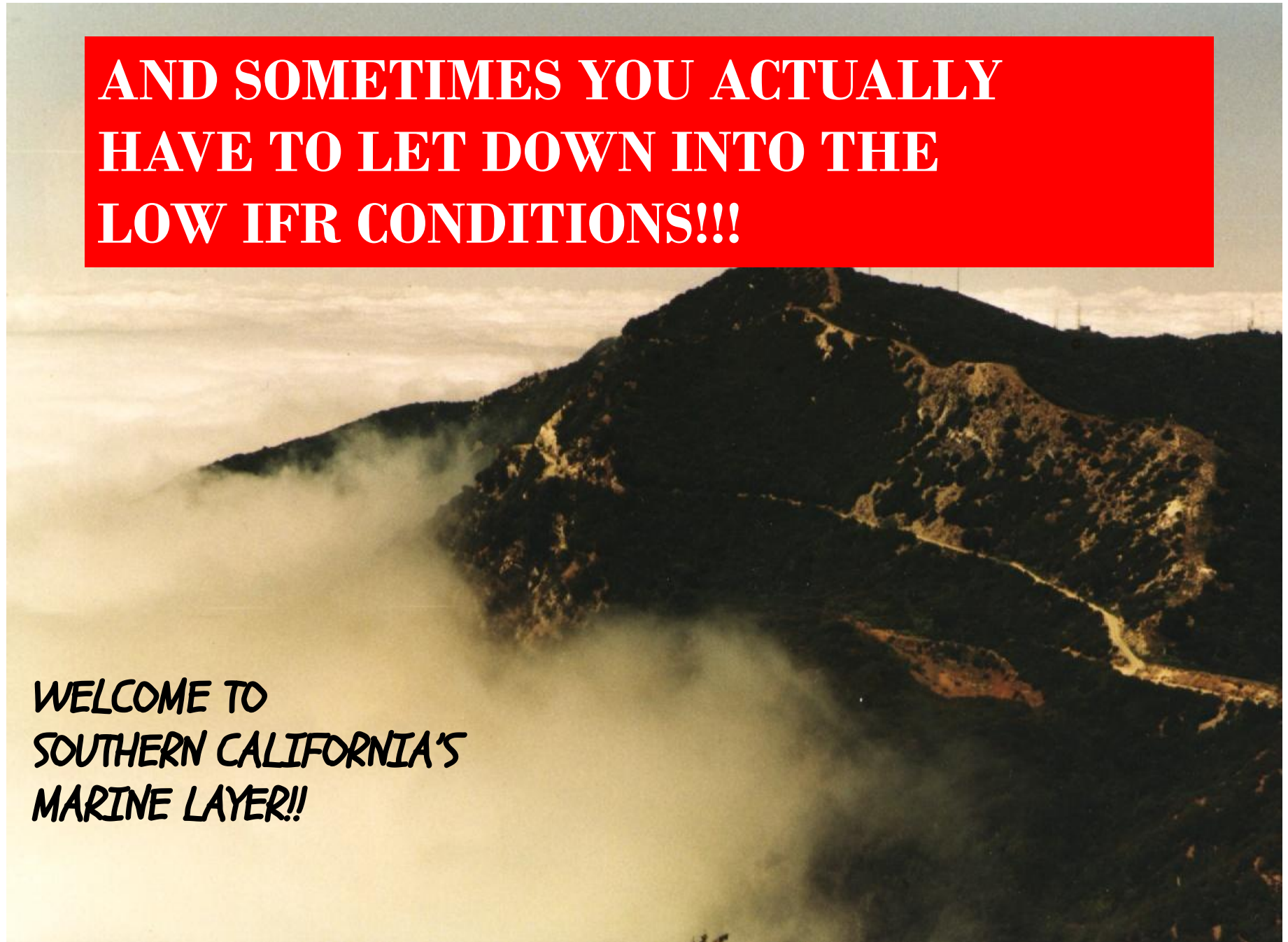


***YOU MAY HAVE GROUND
CONTACT BELOW YOU WAY
BEFORE YOU EVER SEE
THE RUNWAY
ENVIRONMENT...***



**AND SOMETIMES YOU ACTUALLY
HAVE TO LET DOWN INTO THE
LOW IFR CONDITIONS!!!**

**WELCOME TO
SOUTHERN CALIFORNIA'S
MARINE LAYER!!**



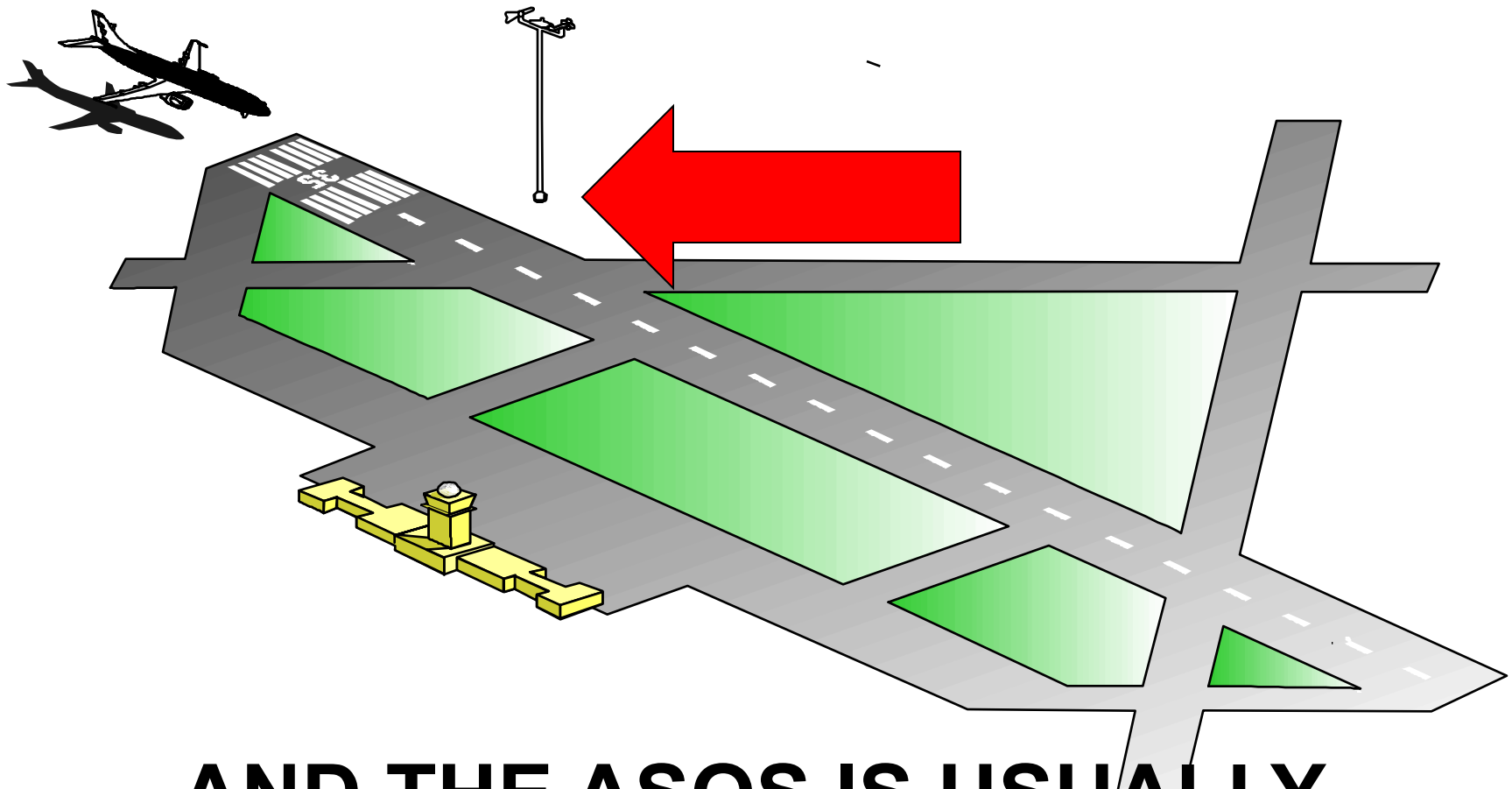
**HOW FAR OUT
FROM THE RUNWAY**



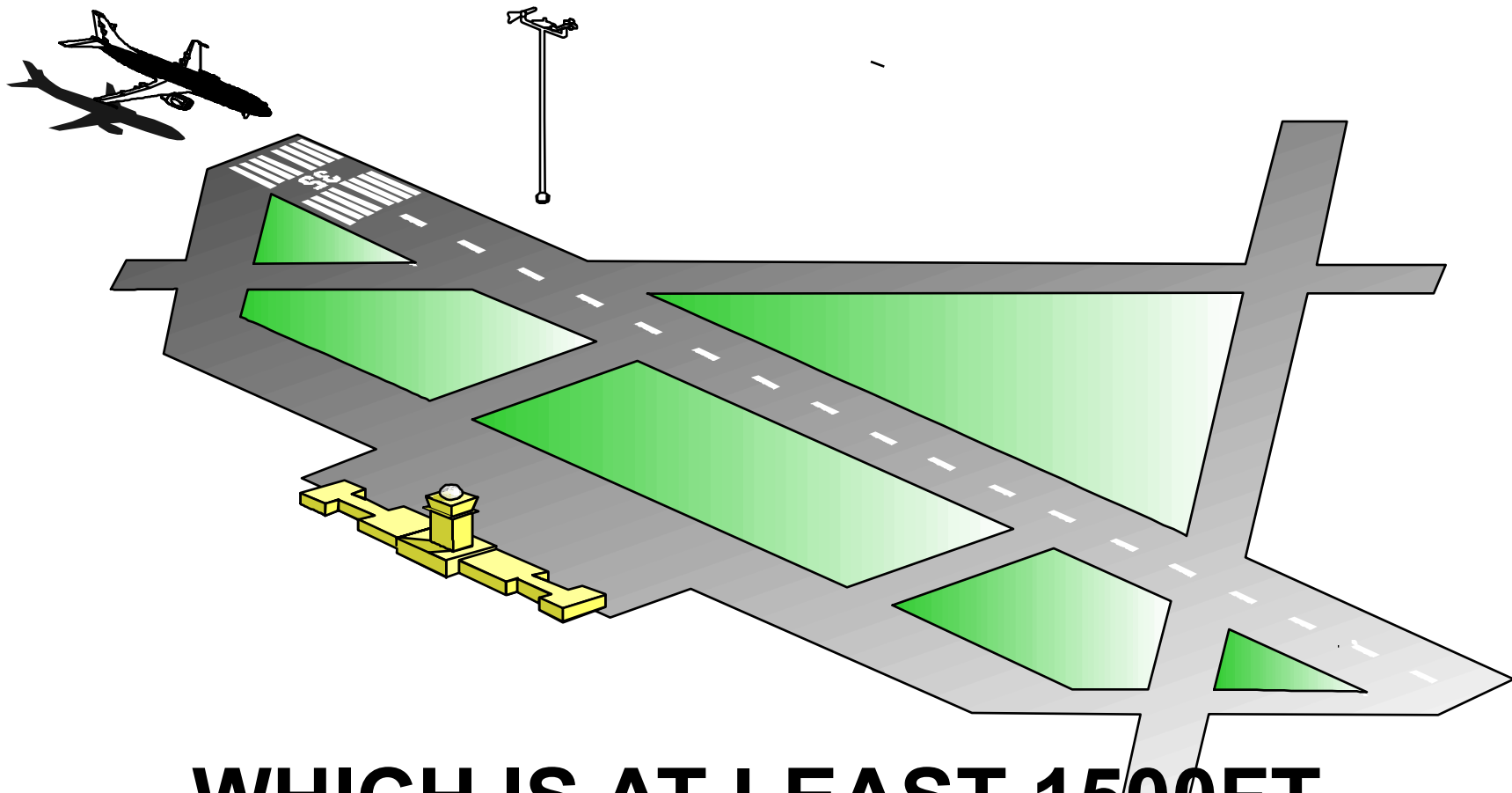
**SHOULD I EXPECT TO
ACTUALLY SEE IT.....**

REMEMBER,
THE VISIBILITY
IS DETERMINED
BY, AND AT, THE
ASOS

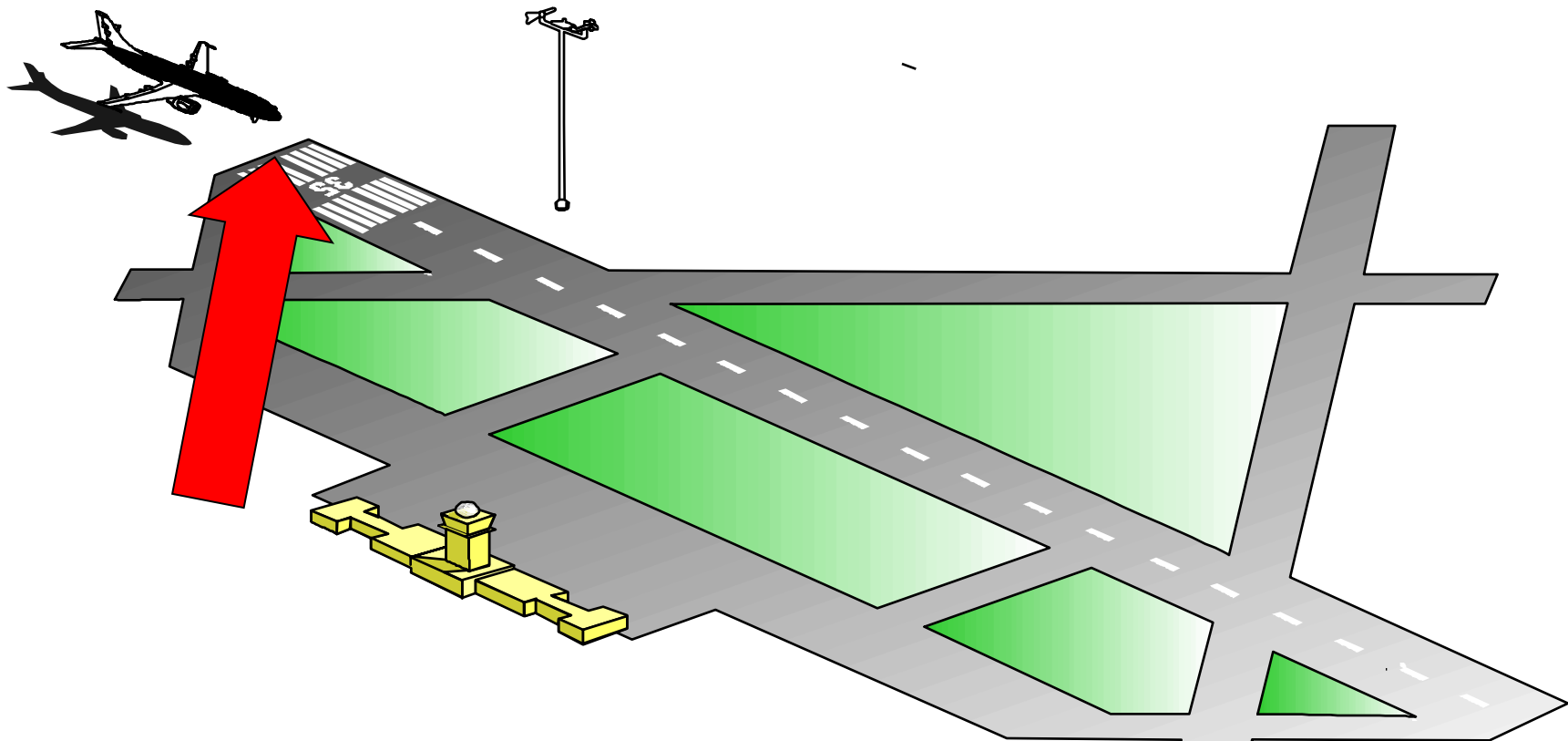




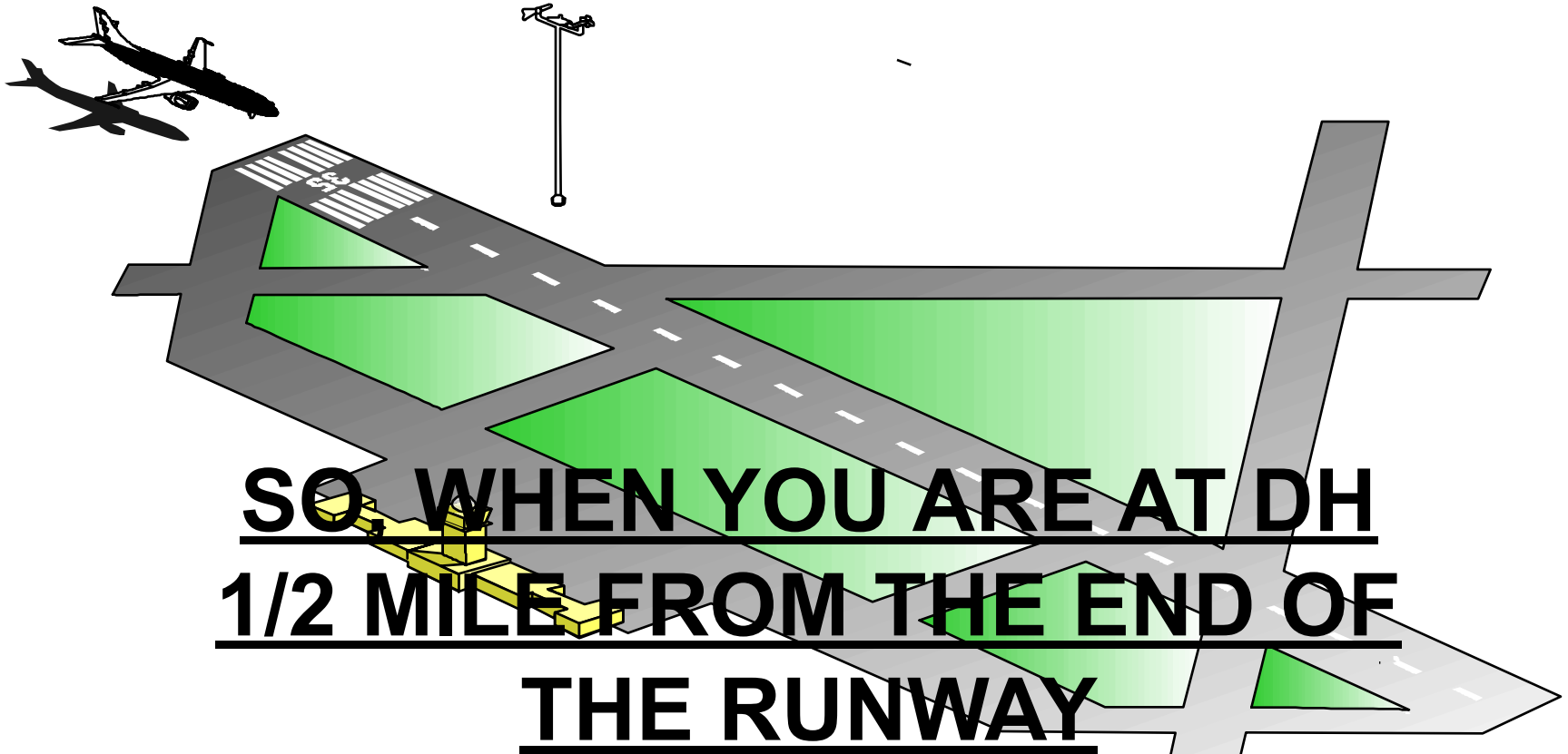
**AND THE ASOS IS USUALLY
LOCATED ALONG SIDE THE
ILS RUNWAY TOUCHDOWN
AREA!**



WHICH IS AT LEAST 1500FT
OR MORE DOWN THE
RUNWAY



OR SAID ANOTHER WAY,
ALMOST 2 TO 3/10th OF A
MILE FROM THE END OF
THE RUNWAY



SO, WHEN YOU ARE AT DH
1/2 MILE FROM THE END OF
THE RUNWAY

YOU ARE ALMOST
 $\frac{3}{4}$'s OF A MILE
FROM THE ASOS!!

WHICH IS WHY THE APPROACH LIGHTS EXTEND OUT ABOUT A HALF MILE!!



TO HELP YOU ACQUIRE THE RUNWAY ENVIRONMENT AT DH!



**THIS IS REALLY
GOOD MINIMUMS!!**



*THIS IS WHAT
200 AND A ½ MILE
ILS MINIMUMS LOOK LIKE*





FACT:
ASOS VISIBILITY
IS THE AVERAGE OF WHAT
THE VISIBILITY HAS BEEN
FOR THE LAST 10
MINUTES!!

**NOT
WHAT IT IS
RIGHT NOW
ON THE APPROACH!!!**



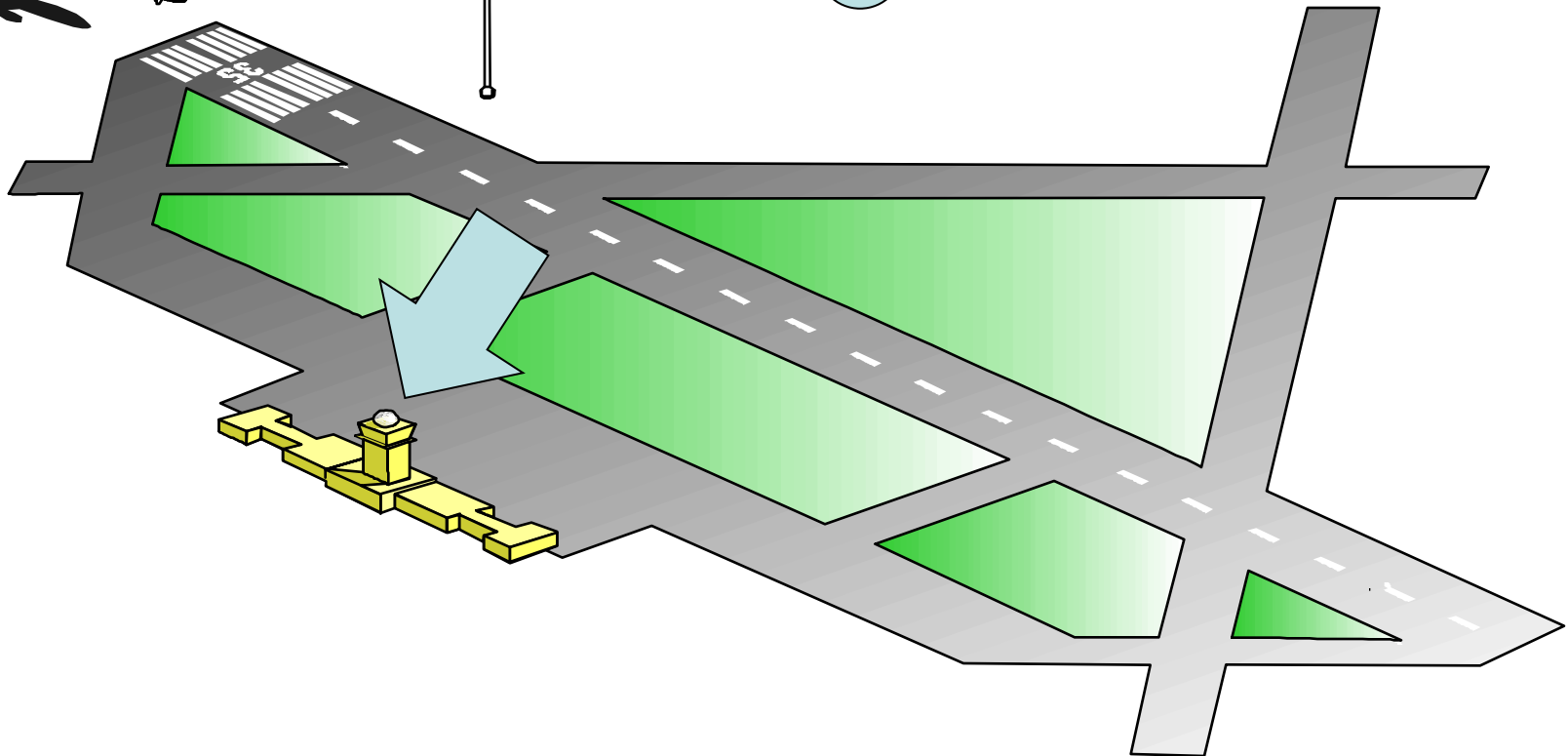
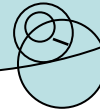
***REMEMBER,
THE VISIBILITY
IS DETERMINED
BY, AND AT, THE
ASOS***



**BY THIS SENSOR,
OVER A 24 INCH SPAN!**



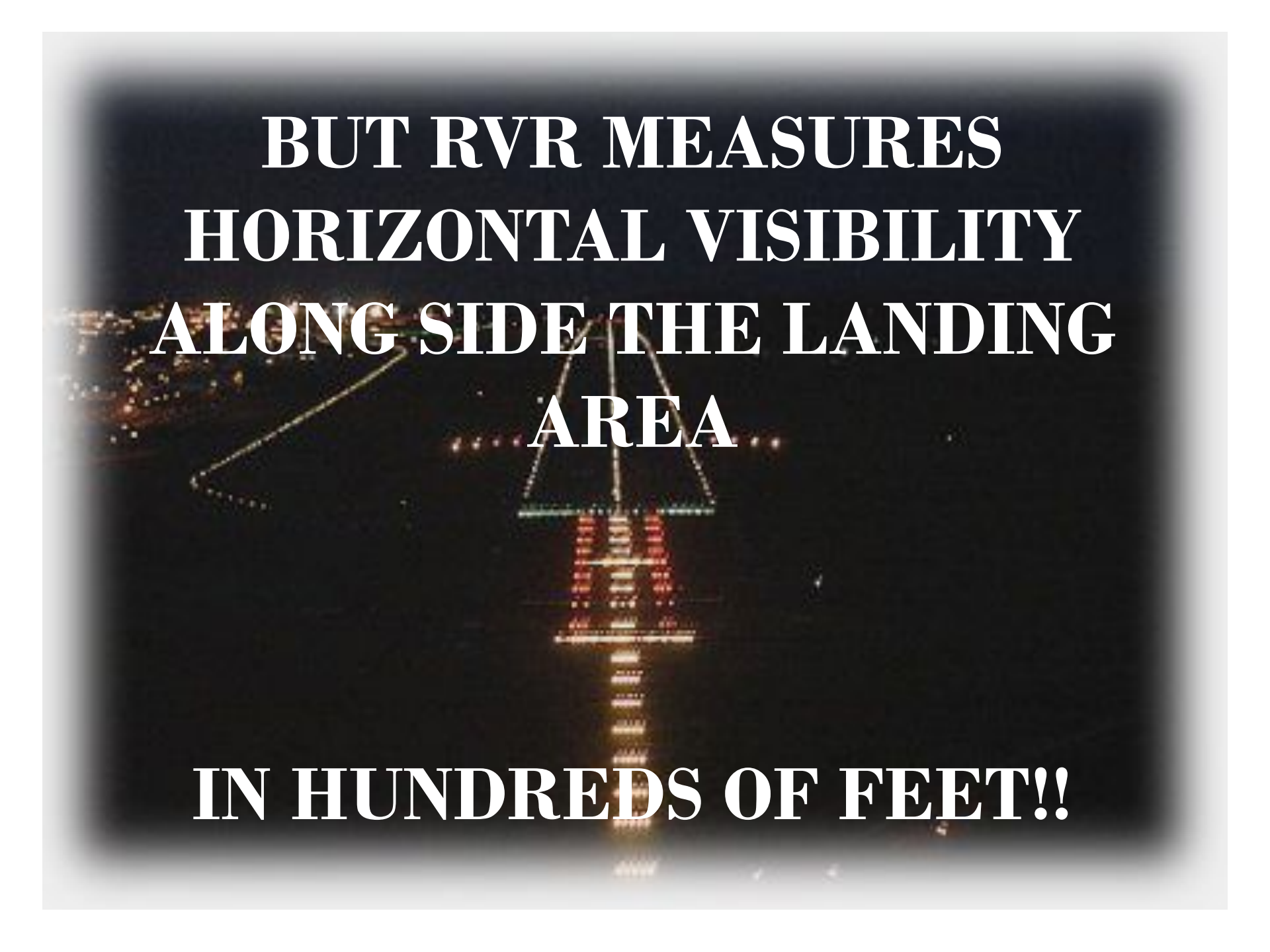
BUT IS USUALLY MORE
ACCURATE THAN THE OBSERVER
SITTING OVER A MILE AWAY IN THE
TERMINAL BUILDING!!!



IF RVR IS AVAILABLE –



IT IS MUCH MORE ACCURATE

An aerial night photograph of an airport runway. The runway is illuminated with a series of lights that recede into the distance, creating a strong sense of perspective. To the left of the runway, there are various airport buildings and structures, some of which are lit up. In the far background, a city skyline is visible, with numerous lights from buildings and streets. The overall scene is dark, with the primary light sources being the runway lights and the city lights.

**BUT RVR MEASURES
HORIZONTAL VISIBILITY
ALONG SIDE THE LANDING
AREA**

IN HUNDREDS OF FEET!!

An aerial night photograph of a highway interchange. A large truck is positioned on a ramp, its headlights illuminating the road ahead. The surrounding area is dark, with some distant city lights visible in the background.

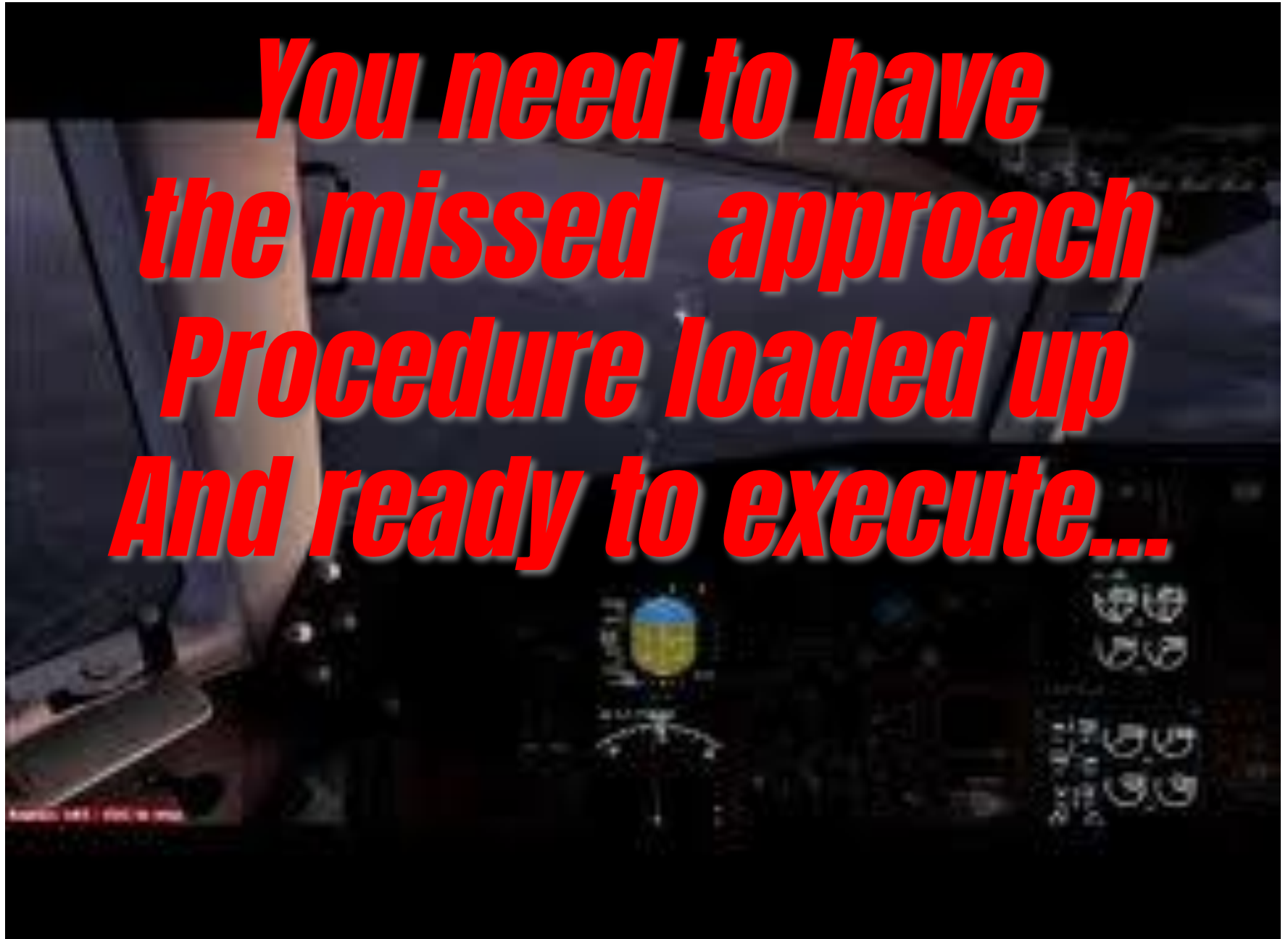
**IT MAY NOT BE INDICATIVE OF
THE VISIBILITY DOWN THE
APPROACH**

**OR AT THE MISSED
APPROACH POINT!**

***If your intentions
are to shoot a
LIFR
Approach...***



***You need to have
the missed approach
Procedure loaded up
And ready to execute...***



A dark, blurry photograph of an airplane cockpit. The image is dimly lit, with some light reflecting off the instrument panels and the side of the cockpit. The text is overlaid in a large, bold, red font with a white outline and a slight shadow effect. The text is arranged in five lines, centered horizontally. The background shows the structure of the cockpit, including the instrument panel on the right and the side of the fuselage on the left.

***You better have
already
planned
For alternate
airport(s)...***

***And have that
plan ready to
Execute...***

Executive Order 13526, 68 FR 6175, 12/18/03

You do remember
alternate minimums,
right???

You do remember
alternate fuel
requirements, right???



IN CONCLUSION





***LOW IFR
APPROACHES
DEMAND YOUR
UNDIVIDED
ATTENTION***

***YOU NEED TO BE
TOTALLY AWARE OF THE
WEATHER***





*AND WHERE YOU CAN
EXPECT TO BREAK OUT
AT...*

Or not break out!!!



***ON A STABILIZED
APPROACH,
HAVING ALREADY
BRIEFED
GO-AROUND
PROCEDURES***

***YOU SHOULD BE
SPRING LOADED
TO EXECUTE THE
MISSED APPROACH-***

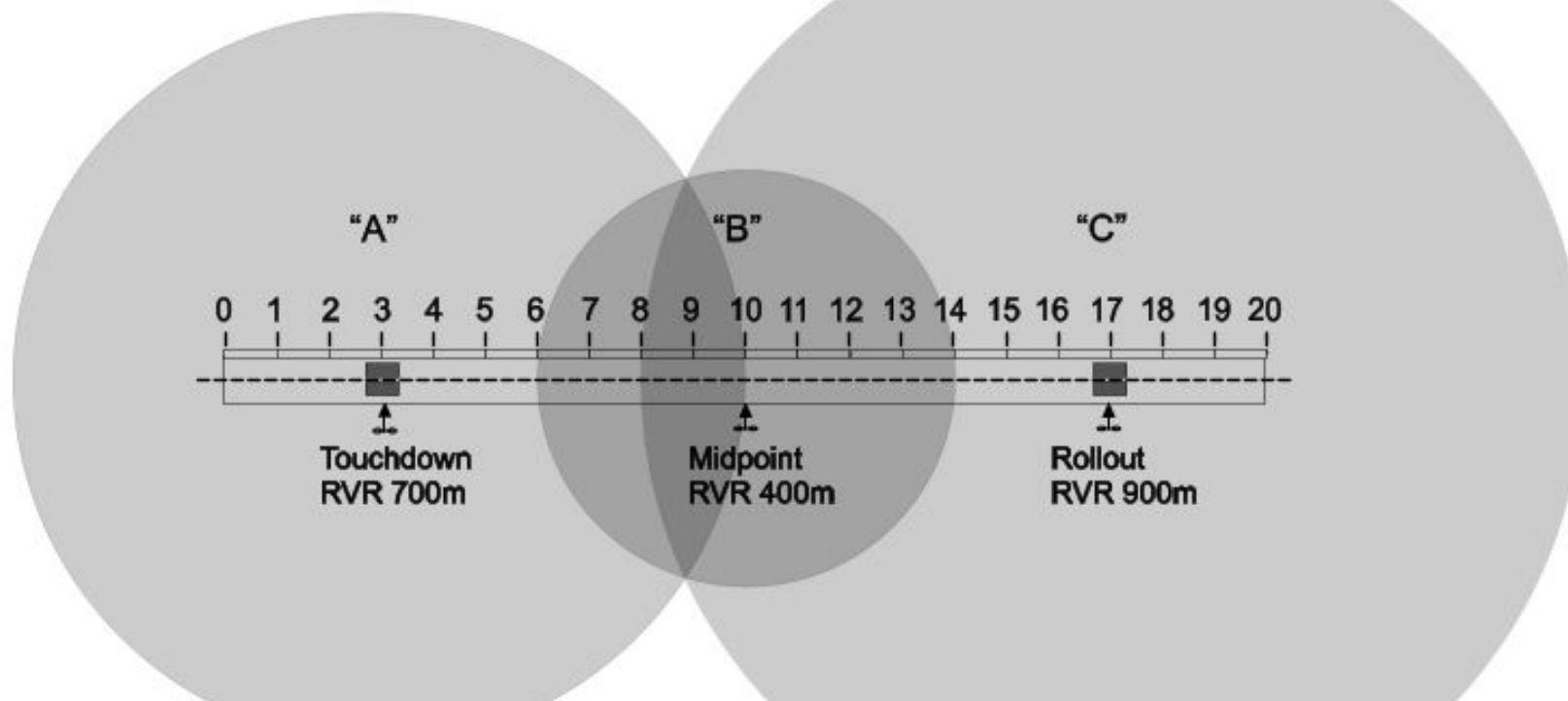


***AND BE HAPPY WHEN
YOU PICK UP THE
APPROACH LIGHTS
AT DH!!***



The RVR fallacy: transmissometer values are not how far the pilot can expect to see.

Circles show RVR transmissometer values converted into actual distances.



At "A" "RVR" = 700m therefore light at "B" must just be visible.

But at "B", "RVR" = 400m, therefore light at "A" is not visible through the same block of fog

Taxying past "B", light at "C" is 700m away so should be visible, as "RVR" at "C" is 900m.

But "RVR" at "B" is only 400m. Is light at "C" visible or not?

*AND DROPPING
ANOTHER 50 OR SO
FEET BELOW
MINIMUMS IS NOT
LEGAL, SAFE OR
SMART!*

*AND DO YOU KNOW
JUST HOW MUCH
ERROR IS IN YOUR
ALTIMETER AT THE
AIRPORT ELEVATION
YOU ARE FLYING
INTO??*

*AND CIRCLING
APPROACHES AT
NIGHT AT MINIMUMS
ARE ABOUT AS
DANGEROUS AS IT
GETS!!!*

**IF THIS IS YOUR VIEW OF THE RUNWAY
ON A CIRCLING APPROACH -**



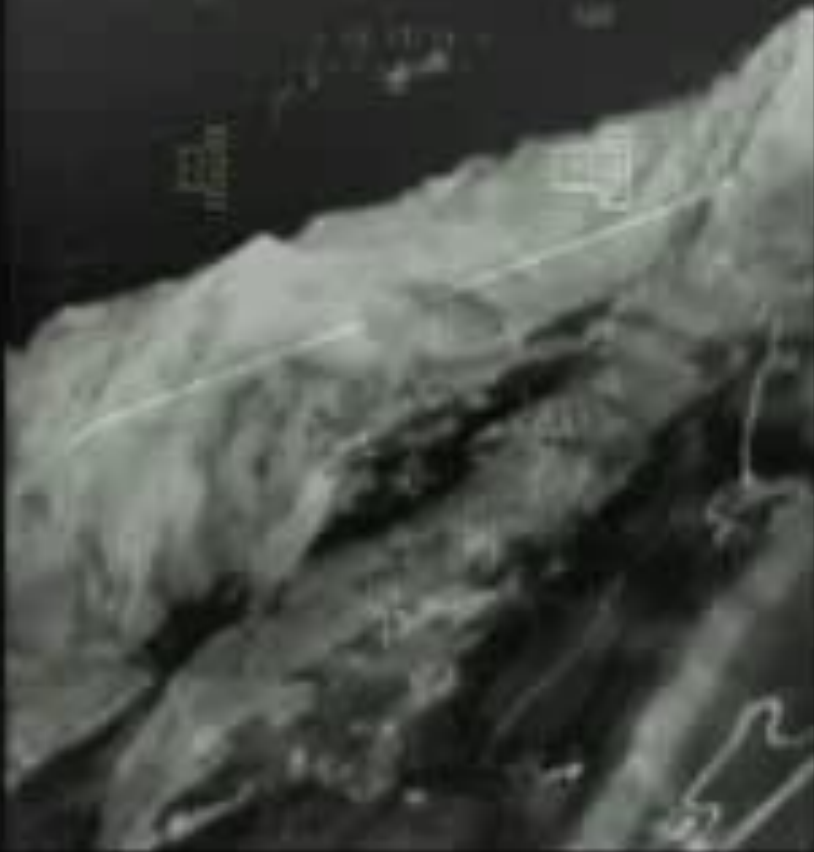
YOU ARE IN BIG TROUBLE !!



How the pro's do it -

**Night vision
system**

Visual!!



FLY SAFE
~~ALWAYS~~ GET A
WEATHER
~~BRIEFING~~
SIDE UP!



BEFORE I LEAVE....



***BRACE YOURSELF
BEFORE LOOKING AT
THE FOLLOWING
IMAGE..***

- A pilot at low level has lost control of his aircraft.**
- It narrowly misses a crowd gathered for the air show and slams into four buildings.**
- One can only imagine the horror of the occupants trapped inside those buildings.**



Freddie Gibbs, President



NAFI MASTER CFII
ATP CFII-SMEL *GOLD SEAL*
CIRRUS TAILDRAGGERS

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