Approach Briefing

Briefing (VFR)

- **Approach briefing for landing in Münster. Runway in use 25. Information G**
- **Approaching via November 1**
- **Maximum altitude is 2.000 ft; planned altitude is 1.800 ft, set on the Altimeter.**
- **Airport elevation 159 ft**
- **Landing distance available 2.170 m**
- **I will vacate the runway to the left via taxiways C, A und D**
- **Approach speed 100 kt; normal landing with flaps 25°**
- **Landing mass approximately 1.057 kg, V_{REF} 65 kt, V_{TGT} 70 kt**

Briefing (VFR)

- **Approach briefing for landing in Nordhorn-Lingen. Runway in use 05. QFU 052 set as inbound on HSI.**
- **I am approaching from the south (example), so the approach strategy depends on traffic situation.**
    - **Option 1: In case of a busy traffic situation in the traffic pattern (glider!!!) we will enter the right downwind at 45° angle.**
    - **Option 2: In case traffic situation permits we will enter the final via a righthand base.**
- **I will decide which option I will use as soon as I have a clear overview about traffic situation.**

- **Traffic pattern altitude 800 ft**
- **Airport elevation 85 ft**
- **Landing distance available 680 m**
- **I will vacate the runway to the left via taxiway**
- **Approach speed 100 kt; normal landing with flaps 25°**
- **Landing mass approximately 1.057 kg, V_{REF} 65 kt, V_{TGT} 70 kt**

Approach Briefing

Briefing (IFR)

- **Dortmund Standard ILS or LOC Approach Runway 06**
- **Minimum Sector Altitude is 2.800 ft in the north, 3.700 ft in the south; within 25 NM of DOR VOR**
- **Approach is loaded via DOR VOR in the GNS 430, tracks and distances are crosschecked with GPS flightplan.**
  ***VOR-Approaches*: Flying the approach as GPS overlay and perform crosschecks with the bearing pointer.**
  For Standard Approach:
  - Departing DOR with minimum 3.000 ft on Radial 228° outbound, set NAV2.
  - At 8.6 DOR turn right to intercept the final approach course 059.
  - When established on final approach course, expect to capture the glideslope out of 2.500 ft at 7.5 DOR and start a 3° descent to the minimum of 618 ft, which is 418 ft AGL.
  - Cloudbase and visibility are above minimum according to ATIS.
- **In case of radar vectors we intercept the localizer 059°, when cleared by ATC. In this case activate „vectors to final“ on GNS430.**
- **Intermediate Approach Altitude is 2.500 ft**
- **Descent starts at KOLOT, 7.5 of DOR DME**
  Check-Distance is 5.2 NM and Check-Altitude is 1.780 ft
- **Follow 3° Glideslope; DA/Minimum is 618 ft for the ILS, and 850 ft for LOC (GS out). Actual cloud base is 700 ft AGL according ATIS.**
- **Missed Approach: Climb straight ahead to D3.0 DOR, then turn left to DOR VOR climbing to 3.000 ft. Entry procedure for the holding will be a Teardrop**
- **Tower 134.180 is set standby on COM1, Ground 121.830 is set active on COM2**
- **Approach speed 100 kt, configuration flaps 25° at 4 NM before RWY, V_{TGT} 70 kt**
- **Alternate is Düsseldorf, Minimum fuel for Düsseldorf including final reserve is 50 liter, approaching EDLW with 110 liter, so we have 60 liter for holdings or approaches.**