

Off-Airport Precautionary

1. Pick a field (or you will be asked to use a specific field)
2. Determine/Estimate wind direction
3. Determine the upwind and downwind side of the imaginary circuit around the field
4. Estimate circuit altitude
5. Setup flight path to enter the circuit on the upwind side for high level inspection
 - a. Check for Obstacles and primarily determine if low pass is feasible
6. At the end of the upwind leg, fly a normal circuit and approach to land
7. Level off at 500' AGL (on base or final) for low level pass, TRIM, and fly level beside the runway for inspection in landing configuration.
 - a. Perform COWLS check
 - i. C-CIVILIZATION – Near civilization?
 - ii. O-OBSTACLES – Obstacles on approach or runway or departure?
 - iii. W-WIND DIRECTION – Landing into the wind?
 - iv. L-LENGTH OF LANDING AREA – Length sufficient? Count to 20 @ 60 knots during low level pass
 - v. S-SURFACE – Is surface suitable?
8. Overshoot at the end of the runway and fly a normal circuit
9. During downwind, make PAN-PAN Call
 - PAN PAN, PAN PAN, PAN PAN
 - THIS IS SPORTSTAR INDIA MIKE JULIET KILO
 - PERFORMING PRECAUTIONARY LANDING DUE TO < REASON, IE, low fuel>
 - LANDING NEAR <some location>
10. During downwind, make a passenger briefing
 - <Passenger Name>, due to our low fuel situation, we will be making a landing in the field. This is just a precautionary to ensure we can make a safe landing
11. Continue a normal approach
12. On short final, add full flaps
13. Overshoot when appropriate

Unfamiliar Airport Precautionary

Use this procedure when approaching an unfamiliar airport to determine field condition, determine winds, or any other information

1. Approach the airport at 500 feet above circuit altitude if wind direction is unknown and cross mid-field and try to look for windsock or any other indication of winds
2. Determine appropriate runway to use
3. Set up to join the mid-downwind (this may require crossing back at mid field at 500' above circuit altitude, descend to circuit altitude on the inactive side of the runway and cross back to join mid downwind)
4. Continue circuit and stay at circuit altitude on base and final and fly beside the runway for upwind side high level inspection
 - a. Check for Obstacles and primarily determine if low pass is feasible
6. At the end of the upwind leg, fly a normal circuit and approach to land
7. Level off at 500' AGL (on base or final) for low level pass, TRIM, and fly level beside the runway for inspection in landing configuration.
 - a. Perform COWLS check
 - i. C-CIVILIZATION – Near civilization?
 - ii. O-OBSTACLES – Obstacles on approach or runway or departure?
 - iii. W-WIND DIRECTION – Landing into the wind?
 - iv. L-LENGTH OF LANDING AREA – Length sufficient? Count to 20 @ 60 knots during low level pass
 - v. S-SURFACE – Is surface suitable?
8. Overshoot at the end of the runway and fly a normal circuit
9. During downwind, make PAN-PAN Call (if applicable)

PAN PAN, PAN PAN, PAN PAN
THIS IS SPORTSTAR INDIA MIKE JULIET KILO
PERFORMING PRECAUTIONARY LANDING DUE TO < REASON, IE, low fuel>
LANDING NEAR <some location>

10. During downwind, make a passenger briefing (if applicable)

<Passenger Name>, due to our low fuel situation, we will be making a landing in the field. This is just a precautionary to ensure we can make a safe landing

11. Continue a normal approach
12. On short final, add full flaps
13. Land as normal