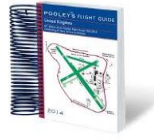


Calculate your weight and balance using
W&B Calculator
by Alicia Sikes



- If the airfield has a grass strip, be sure to obtain information about the surface condition.
- Check for arrival, departure and noise abatement procedures and take account of any activities that might impact on your circuit.

Find helpful information about the procedures at your airfield use
Pooleys Flight Guide



- Check on ATC arrival procedures and visual reference/ reporting points. Google Earth can aid your understanding and help with your prep.
- Call for PPR to obtain runway, weather, join and other relevant information before you depart.
- Try to visualise the airfield layout.

Plan and visualise your circuit join by using
ApproBASE
by AviationLOGIC



- Prepare and submit a Flight Plan if travelling over a sparsely populated area or more than 10NM from the coast.
- If flying non-radio (NORDO), call your destination airfield to obtain information about procedures.
- Ensure you are familiar with non-radio procedures in case of radio failure.

Plan your route

- Prepare a thorough route plan, using the latest VFR charts and NOTAMS. Be aware of the Minimum Safe Altitudes on your route.

For inflight GPS and route planning use
SkyDemon
by Divelements Limited



- Check any airspace restrictions and danger areas.
- Consider the communication details and the use of navigation aids for every phase of your flight, not forgetting your alternate(s).
- Research the weather conditions at the airfields (including alternates) before you depart.
- If in doubt, always ask for advice.

Approach considerations

- Be ready for your approach at approximately 10 to 15 minutes from your destination.
- If an Automatic Terminal Information Service (ATIS) is provided obtain the current report.
- Always ensure your transponder is set to "7000 with Alt", unless instructed otherwise.

Establish communication

- Make your first radio call 5-10 miles from the airfield stating your position, altitude, intentions on arrival or requesting joining instructions.
- Establish radio contact before you enter the aerodrome traffic zone (ATZ).
- Always ensure your communications are correct, accurate and to-the-point.

Use clear, standard UK phraseology per CAP 413
Radiotelephony Manual
by the CAA



- Where no air/ ground communications are in place make blind calls.

Situation awareness

- Monitor radio transmissions from ground stations and other aircraft to help identify traffic in your vicinity. **Always maintain a good lookout**

Minimise the risk of collision by reading the
Safety Sense Leaflet 13
by CAA



Joining the circuit

- Use the correct join procedure produced by the CAA. You can use ApproNAVIGATOR to help you visualise your join in advance of reaching an ATZ.
- Follow local join instructions and ensure you arrive not less than 500ft above circuit altitude.

Study the Standard Overhead Join
GA Safety Poster
published by CAA



- Make sure you select the appropriate QNH or QFE for the airfield before you arrive.
- Remember aircraft already established in the circuit always have right of way.

- Prepare your aircraft for landing before entering the ATZ and joining the circuit.
- If not joining overhead, it's good practice to establish the aircraft on an extension of the circuit leg to be joined, prior to reaching the ATZ.
- Report your position in the circuit as directed or make blind calls if there is no air/ ground radio.
- Maintain awareness of other traffic by keeping a good lookout and monitoring the radio.
- Maintain your position relevant to the runway at all times. **Maintain a good lookout.**

Thoroughly plan and visualise your circuit join with **ApproNAV** by AviationLOGIC



Final checks

- Make a visual check of the runway and windsock.
- Once an aircraft is established on final, keep the cockpit sterile to avoid distractions.
- Always be prepared to go-around.

Minimise distractions in the cockpit and keep chat to a minimum
CAA Safety Poster



Landing

- Make allowances for crosswinds, sloping runways and unusual surface conditions.
- Be aware and adhere to displaced thresholds.
- Always go-around if you are unsure of any part of your approach.

Remember

a good landing is the result of a good approach!

Ten Simple Steps to a successful flight

1. Thorough **Pre-flight** planning
2. **Research** your destination
3. **Plan** your route meticulously
4. Visualise your **Approach**
5. Establish **Communications** early
6. Build up **Situational Awareness**
7. **Integrate** with traffic efficiently
8. Remember **Landing Checks**
9. Maintain a **Sterile Cockpit** w landing
10. Always maintain a good **Lookout**

Additional pilot resources...

Stay up-to-date with Safety Initiatives published by the **Airspace & Safety Initiative**



Attend General Aviation Safety Evenings with **GASCo**



Consider joining AOPA for aircraft owners and pilots
AOPA



Consult NATS UK AIP for **Aerodrome Information** by NATS



Visit the AviationLOGIC website regularly for helpful information
AviationLOGIC.com



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●●●● Innovation in flight

GENERAL AVIATION FLIGHT GUIDE

Pre-flight considerations

- Always plan to fly within your limitations, those of your aircraft and of course, your license.
- Check aircraft documents and logs thoroughly.
- Consider the distance to your destination, the time and fuel required to complete your flight.
- Check and read the NOTAMS for your journey.
- Consider the significant weather and spot wind charts for a general overview of the weather.
- Check the TAFs and METARs for en route, arrival and your alternate(s).

Check Weather (METARs & TAFs) using **Aeroweather** by Lakehorn AG



Research your destination

- Study the plates for all airfields you will be visiting, including your alternate(s).
- Consider the length of the runway(s) available against the performance of your aircraft.
- Calculate weight and balance for all your flights.
- Research airfield operating hours and the facilities available, e.g. Fuel, pilot services. etc.
- Understand the physical characteristics of the airfield – terrain, obstructions, local winds, etc.