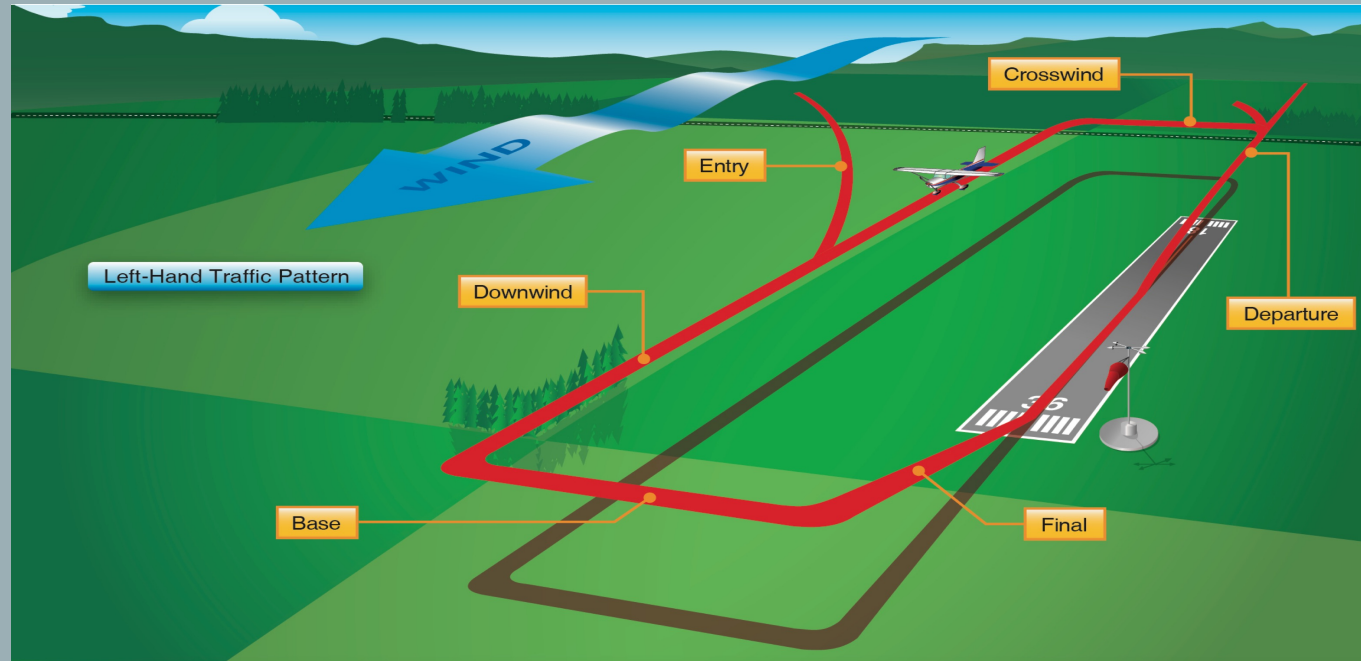




Presentation to the IMC club of Bremerton



TOM ROGERS, CFI-II-MEI SINCE 1976



From My Logbook:

24,000 hours

12,297 landings

336 I Approaches

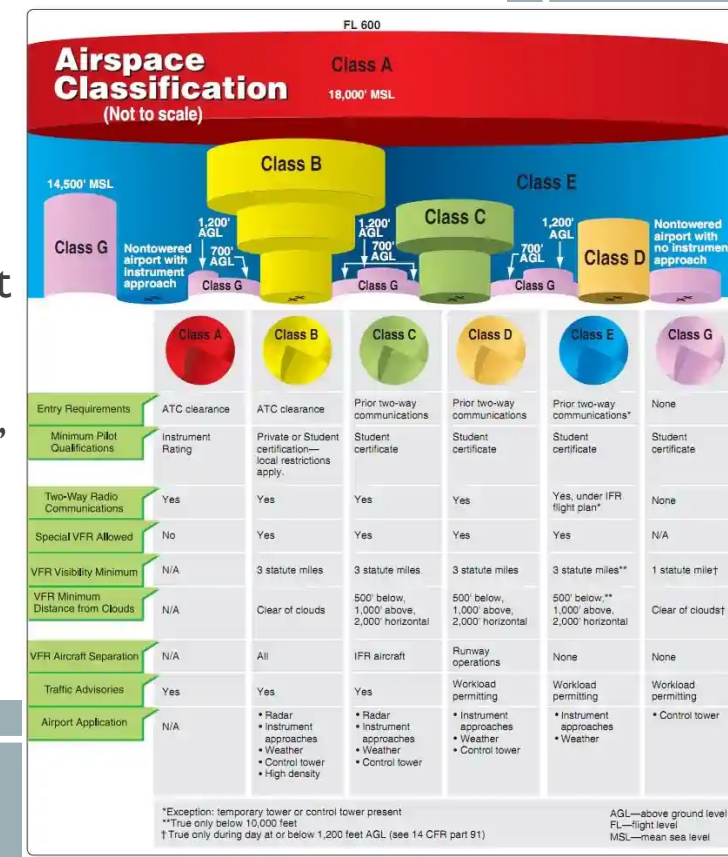
4020.9 Instrument time

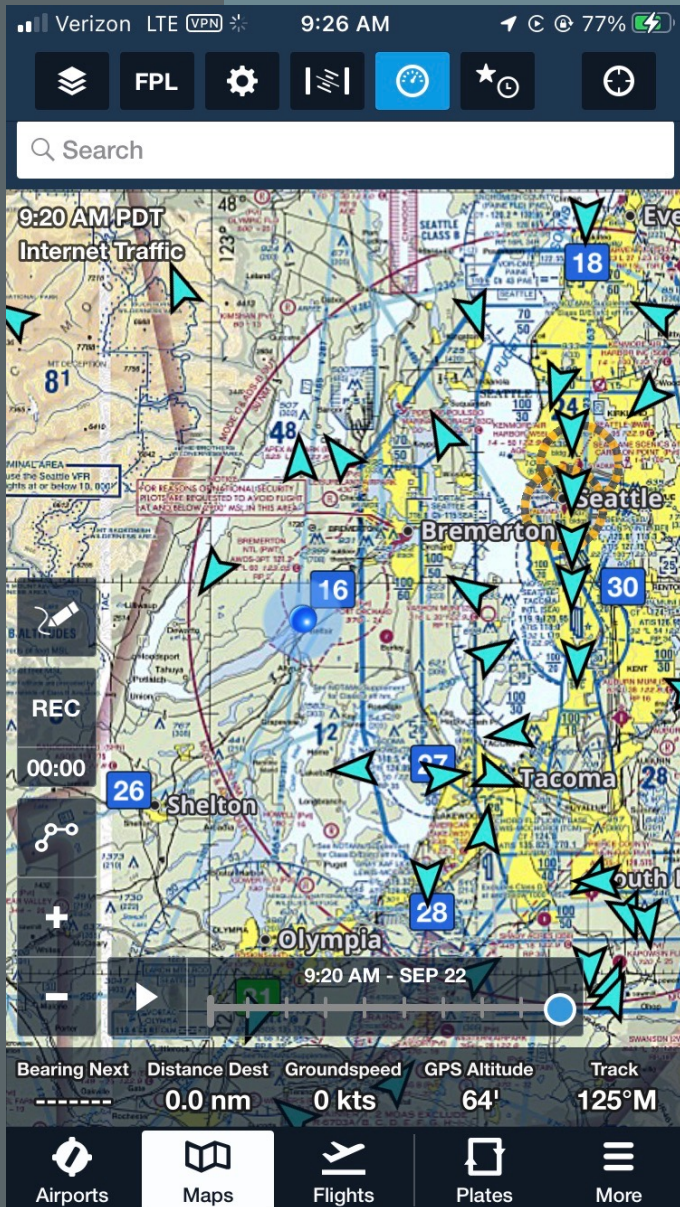
57 Instrument Check rides



VFR, MVFR, SVFR, IFR, LIFR

- A Lot of Pilots are confused!
- There Are Pilot VFR rules (14 CFR 91.155) AND Airport VFR Rules
 - Airport “goes” VFR at 1000/3, but pilots use 14 CFR 91.155.
- Weather reporting further confuses Pilots they have categories that don’t appear in “rules”.
 - MVFR or (marginal VFR) and LIFR (low IFR) are a weather reporting categories, rules don’t change.
- Pilots are flying under VFRules or IFRules. (period)





AT BREMERTON CLASS E TO THE SURFACE

Airport Reports VFR at 1000 and 3 miles

Weather Category of Marginal (Blue) is 1000 and 3 because the airport reports DVFR at this point, TO 3000 and 5. (3000-5 is night requirement)

VFR (Green) is 3000 and 5 or better.

IFR is less than 1000 and 3 (Red)

LIFR (Fusa) is below 500 foot ceiling

SVFR has no color because its VFR (most likely blue) SVFR at KPWT not authorized as we are below minimum vector altitude.

NON-TOWERED TRAFFIC PATTERN

Standard Entry is the 45 degree to midfield

Two Departures; Straight out and 45 degree from upwind.

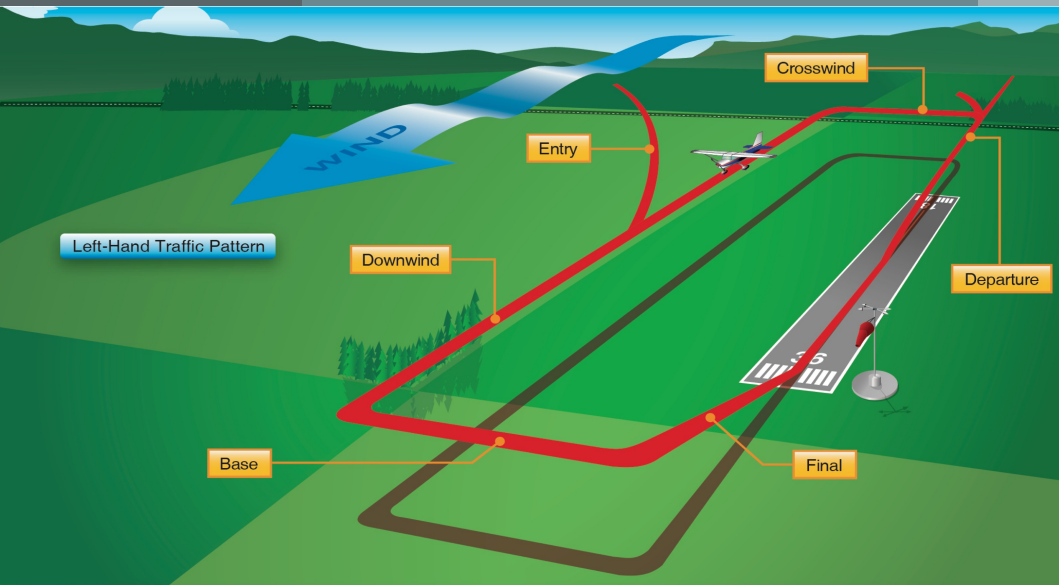
Straight-In and Instrument approaches are NOT in the traffic pattern.

In VFR conditions, (Both Blue and Green) Traffic pattern is primary way to arrive at airport. (14 CFR 91.113) (AC90-66B 9-5)

Aircraft on final has ROW (FAAvFekete)

In IFR weather Traffic Pattern is not Authorized.

When weather is 1000 to 1400 ceiling the Traffic pattern not authorized as you need to fly at 1000 TPA and maintain 500 below cloud deck.



Did You Know? Non-Towered rules, guidance, and definitions changed in 2017

QUESTION IS THERE AN “ACTIVE” RUNWAY?

AIM-4-3-4. Visual Indicators at Airports Without an Operating Control Tower

3. The landing direction indicator. A tetrahedron is installed when conditions at the airport warrant its use. It may be used to indicate the direction of landings and takeoffs.

Advisory Circular 90-66B Non-Towered Airport Operations, Chapter 11 RECOMMENDED STANDARD TRAFFIC PATTERN. The following information is intended to supplement the AIM, paragraph 4-3-3, Traffic Patterns, and the PHAK, Chapter 14.

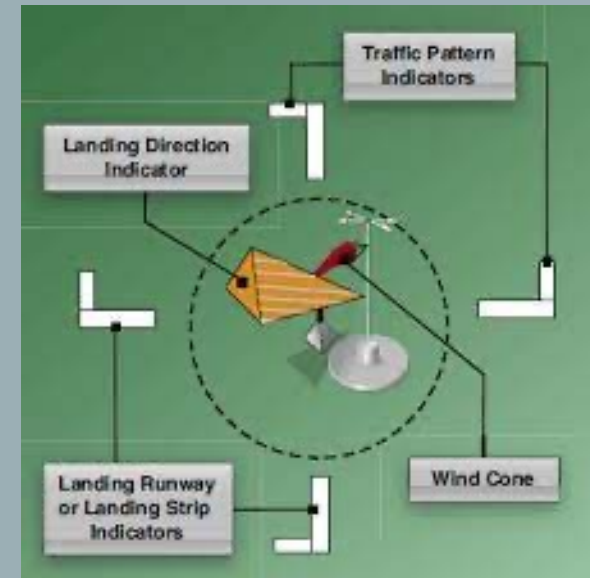
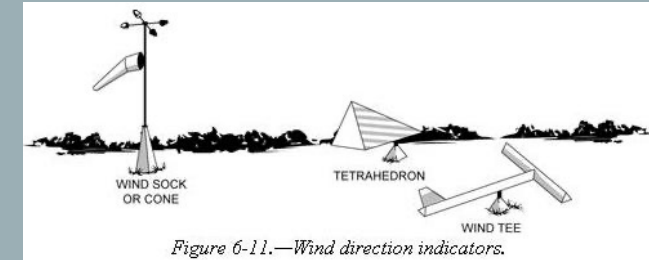
11.6 Runway Preference. Landing and takeoff should be accomplished on the operating runway most nearly aligned into the wind. However, if a secondary runway is used (e.g., for length limitations), pilots using the secondary runway should avoid the flow of traffic to the runway most nearly aligned into the wind.

AFHB Chapter 7

When entering the traffic pattern at an airport without an operating control tower, inbound pilots are expected to observe other aircraft already in the pattern and to conform to the traffic pattern in use.

Back to 90-66B

10.7 Disagreements. Do not correct other pilots on frequency (unless it is safety critical), particularly if you are aware you are correcting a student pilot. If you disagree with what another pilot is doing, operate your aircraft safely, communicate as necessary, clarify their intentions and, if you feel you must discuss operations with another pilot, wait until you are on the ground to have that discussion. Keep in mind that while you are communicating, you may block transmissions from other aircraft that may be departing or landing in the opposite direction to your aircraft due to IFR operations, noise abatement, obstacle avoidance, or runway length requirements. An aircraft might be using a runway different from the one favoring the prevailing winds. In this case, one option is to simply point out the current winds to the other pilots and indicate which runway you plan on using because of the current meteorological conditions.



INSTRUMENT CONSIDERATIONS

Practical Test requires:

Precision Approach

2 Non-Precision
Approaches

One to a Circle

Instrument Proficiency Flight

Conducted by a CFII, is a full review of knowledge and procedures needed to safely fly an aircraft on an instrument flight plan flown under actual or simulated (“under the hood”) instrument meteorological flight conditions.

The IPC is conducted in two parts:

1. Preflight discussion that involves answering questions, solving problems, and demonstrating knowledge of procedures, requirements, and knowledge of instrument flight requirements.
2. A flight that involves planning a route, collecting weather information relevant to that flight, preparing a flight plan, flying the flight, and properly reacting to instructions and deviations provided the IPC check pilot.

Currency requires: (within 6 calendar months)

6 approaches.

Holding

Intercepting and tracking course

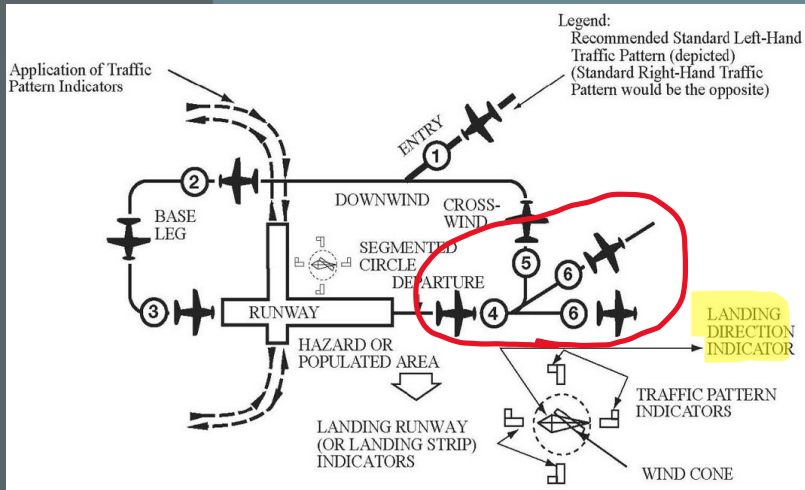


PLAYING NICE & REALITIES

- Over 9 different flight schools use Bremerton
- Towered Airports often deny repeat approaches AND multiple VFR patterns.
- Towered airports almost never authorize opposite direction approaches for a circle.
 - High Accident potential.
- So, everybody comes to the Non-Towered Airports for BOTH IFR and VFR practice...After all they are “Uncontrolled Right?”

PLAYING NICE & REALITIES

- Straight-Ins and Instrument approaches are on final at some undetermined point they gain the ROW (per NTSB FAA v Fekete) On Active Runway
- Opposite Direction Instrument approaches are not on final until circle to "active" runway. Entering the traffic pattern.
 - Can not Take ROW because you are below TPA (14 CFR 91-113)
 - Causes HIGH accident potential for upwind/departing aircraft as they have NO options to avoid.
- VFR Traffic can only extend downwind to let Straight-in continue.
 - High Accident potential for VFR pilots.
 - In most cases they can turn base (1/2 to 1 mile) if the Straight-in is OUTSIDE of 3 miles.
- Straight-in and Instrument Approaches MUST use understandable radio calls.
 - Radio calls understandable to a solo student.



SUMMARY

- QUESTIONS:
- What is marginal VFR (MVFR)?
- What flight rules (FARs) apply to MVFR?
- What flight rules apply to practice instrument approaches?
- What is “The Pattern”?
- 14 CFR 91.113 Directs pilots to “Play Nice”
- Straight-in and Instrument approaches must realize they don’t have ROW until short final.
- Opposite direction approaches pose a very high accident potential with VFR traffic pattern.
- Entering the VFR traffic pattern via a circle is not part of the FAA guidance on Non-Towered Airports & Confusing to VFR Pilots.
- The VFR pattern is not active/authorized until 1500 and 3.