



No Approach Here

Nashua IMC Club April 2020

Vans RV8 Trip

- IFR to 1A0 (Dallas Bay) near CHG (Lovell / Chattanooga)
- G900X and AP
- You're an ATP & work as airline pilot
- Plane and pilot IFR current





The Pressure

- Annual trip to meet up with friends for fishing
- Friends arrived early and are texting you with pictures showing blue skies and fish
- They're wondering where you are and if you're having problems
- You've looked up the landing and ramp fees at CHG, and they're steep
- You want to show off the RV8 you finished last year

The Weather

**KCHA 241253Z 25004KT 4SM BR SCT014 OVC020 27/24 A3000 RMK AO2 SLP150
T02720206 51005**

KCHA 241231Z 2412/2512 26007KT 5SM BR OVC012

FM241400 21012KT 5SM BR OVC015

FM241800 25015KT 5SM BR OVC017

FM242200 25017G22KT P6SM OVC025

- Solid undercast below you at 8000' at decision time; will need to stay IFR to get down at all
- No weather reporting and no approaches at 1A0



The Options

1. Fly ILS, LOC, or RNAV RWY 20, request contact when you break out
2. Fly ILS, LOC, or RNAV RWY 20, cancel IFR below
3. Fly any approach at CHG, land, and take a car
4. Fly RNAV RWY 15, cancel IFR when able
5. Fly RNAV RWY 33, low approach only, then ask for VFR to the north

Results and Expert

- John Krug
- His answer is #2 using LOC RWY 20
- Use HIXON as decision point and tell ATC
- LOC allows dive-n-drive; DAISY fix near 1A0
- He does this at Falmouth 5B6 via Otis

Given your options, how would you proceed?

- ☐ 1. Fly the ILS Rwy 20 until you break out, and then request a contact approach.
 12.1% (83)
- ☐ 2. Fly the ILS, LOC, or RNAV Rwy 20; cancel IFR once you break out.
 13.4% (92)
- ☐ 3. Fly the ILS, LOC, or RNAV Rwy 20; land at Chattanooga (KCHA) and take an Uber.
 46.3% (318)
- ☐ 4. Fly the RNAV Rwy 15 approach; break off and cancel once you break out.
 3.3% (23)
- ☒ 5. Fly the RNAV Rwy 33 approach, low approach only; get a VFR departure northbound.
 24.9% (171)

SUBMIT



Issues

- Can't do contact approach to an airport without an instrument approach, nor can you switch airports on such an approach
- Need to stay 1000' above congested areas but 500' below clouds for VFR (SVFR, if permitted, would get rid of the latter)
- MDAs for the non-precision approaches are below 1000', so that's a consideration when breaking off; don't go too far down

Issues (continued)

- Need to communicate intentions with ATC; dive-and-drive will likely set off low altitude alerts even if you don't break minimums
- They're likely landing RWY 20 as main runway; 15/33 may be hard to get
- When filing IFR to a no-approach airport, an alternate is always required, regardless of weather