1-6.2 Approach Briefing

A. The approach briefing is the method of familiarizing oneself with the approach expected to be flown. Conducting the approach briefing as a crew, both pilots are made aware of the significant aspects of the approach and sets clear expectations for both crewmembers.

B. Approach briefings must be accomplished for any approach (visual or instrument) to be flown by the crew.

1-6.2.1 Instrument Approach Briefing

Prior to any instrument approach, both pilots shall review the appropriate approach chart(s). Control of the aircraft is to be transferred to the PM while the briefing is accomplished. However, when the briefing is accomplished during low workload and low threat environments with the autopilot engaged, transfer of control of the aircraft to the PM is optional. All pertinent data including field elevation, DA(H), DDA, or MDA(H), headings, frequencies, missed approach procedures, etc. should be noted.

The pilot flying will brief the approach procedure with primary emphasis on:

1. Minimum Safe Altitude (MSA).
2. Cold Temperature Restricted Airport operation requirements (WOP 7.2)
3. Type of approach/frequency of the approach navaid/NOTAMS (as applicable).
4. Initial approach altitude.
5. Procedure turn altitude.
6. Glide slope intercept altitude or crossing altitude at the final approach fix.
7. Planned rate of descent (CANPA).
8. Minimum altitude (DA(H) (precision), DDA (CANPA), or MDA (NON-CANPA)).
9. Field elevation or touchdown zone elevation.
10. Initial missed approach procedures.
11. Visibility required for approach.

    The CRJ is a CAT C aircraft for straight-in approaches.

Note 1: Items 4 and 5 not required on radar-vectored approaches.

Note 2: During execution of the approach, the crew coordination is accomplished by using the applicable SOP profile.

Note 3: Circling only approaches are not meant to be flown straight-in to a runway. Adherence to stabilized approach criteria may not be possible when flying straight-in to a runway from a circling approach.

1-6.2.3 Visual Approach Briefing

When a visual approach is expected to be flown, flight crews shall use a charted instrument approach procedure as a reference, if one is available. A precision approach is the best selection, any other approach is less desirable and should only be selected when a precision approach is not available.

Prior to any visual approach, including charted visual approaches, flight crews will brief the relevant aspects of the approach. The briefing should include, at a minimum, the following items:

1. Frequency of the approach navaid
2. Final approach course
3. Glide slope intercept altitude or crossing altitude at the final approach fix
4. Descent angle and descent point
5. Terrain considerations

The navigation radios should be tuned to the appropriate approach navaid and used during the visual approach.