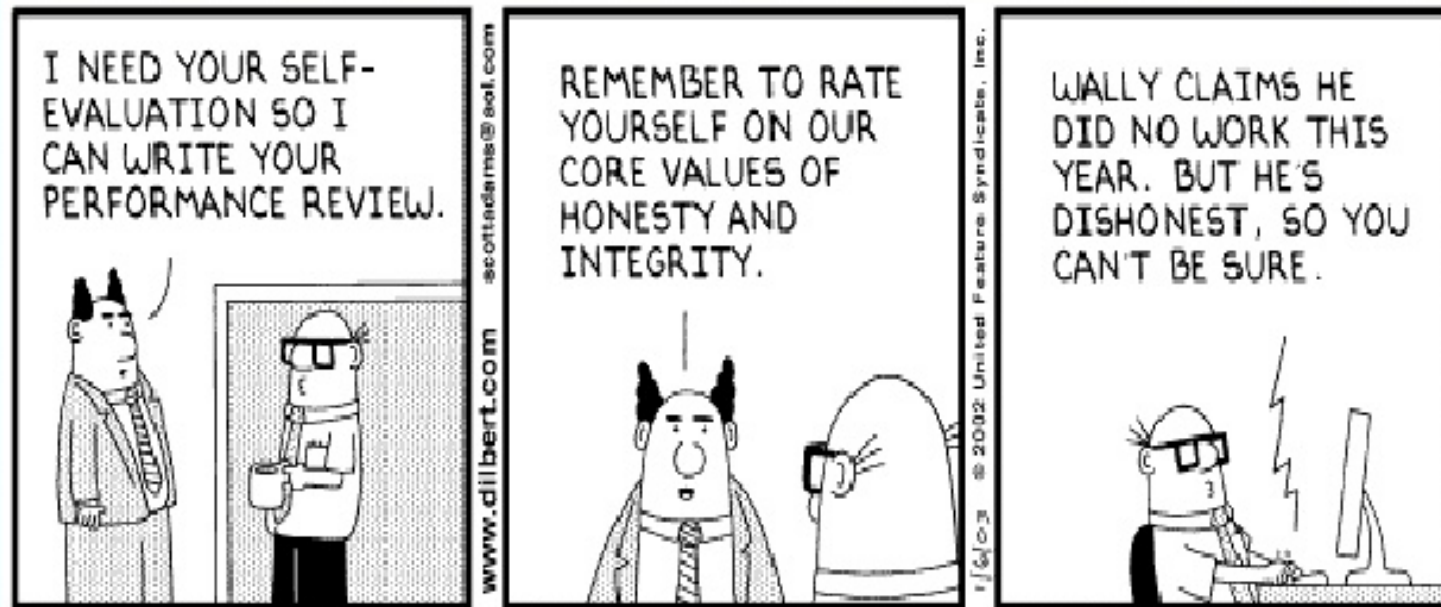


# The Alternate Paradox



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# Alternate

- Legal ?
- Practical ?
- Safe ?
- The Paradox – Are You Locked Into Your Alternate?

# Legal Requirements for Alternate

- Always, When Destination Doesn't Have Instrument Approach, otherwise
- When 1 – 2 – 3 Rule Applies, and
- At Least One IAP at Alternate is not NA, and
- WX Forecast at ETA meets Either 600 – 2 or 800 – 2 Requirement Predicated on IAP, and
- Aircraft Has Applicable Navigation Equipment to Fly the IAP


# Practical (Example)

- You File for 50R (Destination) with KAUS as Alternate
  - You Live in Maxwell – About Midway Between 50R and KHYI
- Enroute Your GPS Fails, but VOR/LOC/GS still OK and You Have NDB
  - WX at KHYI and KAUS is 600 – 2 with wind 150/9
- Must You Fly Into Filed Alternate, KAUS?
- Can You Request ILS-13 Approach at KHYI?

# Answers ?

AUSTIN, TEXAS

AL-502 (FAA)

|                           |  |   |  |
|---------------------------|--|---|--|
| LOC I-RUM<br><b>108.7</b> | APP CRS<br><b>126°</b>   | Rwy Idg <b>5601</b><br>TDZE <b>593</b><br>Apt Elev <b>595</b> |  |
| <b>▼</b><br><b>▲NA</b>    | Circling Cat E not authorized southwest of Rwy 13-31.<br>For inoperative MALSR, increase S-ILS 13 Cat E<br>visibility ¼ mile, and S-LOC 13 Cat E ½ mile. ADF Required. |   | MALSR<br> |
| AWOS-3<br><b>120.825</b>  | AUSTIN APP CON<br><b>119.0 370.85</b>  | <b>SAN MARCOS TOWER ★</b><br><b>126.825 (CTAF) L</b>          | C<br>1   |

**ADF REQUIRED**



# The Pair-of-Ducks



- You May Legally Fly a Non-Declared Alternate, Provided
  - Aircraft Capable
  - Sufficient Fuel To Still Fly to Alternate and Cruise for 45 Minutes Thereafter

# How Can This Be?

- ATC Has No Indication of Your Filed Alternate On Their Flight Strip
- Once In Air – You Are Not Locked into Filed Alternate
  - WX Conditions and Situations Change
- And – Approach can even be NA as Alternate

# Safety

- NA Means Field Either Doesn't Have WX Reporting, or Equipment Necessary For that Approach is Unmonitored
- In This Example, KHYI (normally) has WX, but
  - ILS and Compass Locator and OM are Unmonitored
  - You Can Verify Operation of ILS and Compass Locator via Morse ID
  - OM Not Required
- But, the Onus of Safety May Ratchet Up a Notch or Two



# Other Safety Factors

- Fuel
- WX Situation
- Fatigue and Stress
- Airport Facilities
- Pilot Capabilities
- Approach Complexity
- Get-there-itis