

TOD Checklist

You won't find a TOD checklist in any general aviation aircraft pilot's operating manual or approved flight manual that I've seen. I suggest, however, that you create your own checklist, and incorporate it in your training regimen and day-to-day flying. The purpose of the TOD checklist is to prevent common accident factors later, when you're closer to the ground, and to spread out the workload so once you're in the high-workload terminal environment most of the tasks you need to perform for a safe, efficient arrival and approach will already be complete.

Here are some items you might include in your TOD checklist:



PRIOR TO TOD

1. ATIS/AWOS/ASOS—OBTAINED
2. Altimeter—SET (unless above FL180, in which case this must be delayed)
3. Heading Indicator—SET or (if slaved) VERIFIED. Note magnetic compass errors relating to metals, remote GPS antennas, etc. on the glareshield, and operation of some installed equipment)
4. Approach in use/expected—SELECTED
5. Correct approach chart—SELECTED and VERIFIED CORRECT
6. Approach—BRIEFED
7. Avionics—SET

AT TOD

1. Fuel selector(s)—CONFIRM ON LANDING TANK
2. Power—SET to result in descent at the desired indicated airspeed and rate of descent. (Remain below V_A if turbulence may be encountered during descent. This may require recomputing TOD and/or the vertical descent rate necessary to reach the desired altitude at the desired point).