

4.8 Approach

Objective

To establish a stable, controlled and smooth transition from descent into final approach, ensuring a safe and predictable landing.

Approach Philosophy (VA Standard)

The approach continues the descent philosophy:

- **Vertical path → primarily pilot controlled (Selected modes)**
- **Speed → managed by aircraft (Managed mode)**

Focus:

- Passenger comfort
 - Stabilized approach
 - Controlled energy management
-

Approach Preparation

PF:

- Conducts full approach briefing:
 - Runway
 - Approach type (ILS / RNAV)
 - Minimums
 - Missed approach procedure

PM:

- Verifies MCDU setup
- Tunes and identifies navigation aids
- Sets minimums

Initial Approach Phase

- Descent continues using:
 - **Selected V/S (preferred)**
 - Managed Descent only if required
- **Speed → MANAGED**

Localizer Capture

- Arm approach mode (APPR) as required
- Monitor LOC capture

Glide Slope Intercept

Configuration Requirement:

☐ **Flaps 2 must be set BEFORE Glide Slope capture**

This ensures:

- Stable aerodynamic configuration
- Smooth GS interception
- Reduced workload during capture

Configuration During Approach

Progressive configuration:

- Flaps 1 → as speed decreases
 - **Flaps 2 → BEFORE GS capture (mandatory SOP)**
-

Final Approach (Stabilization Phase)

Configuration Targets:

By **latest 5 NM Final**:

- Gear → DOWN
 - Flaps → FULL (in progress or completed)
-

Stabilization Requirement:

By **2 NM Final (latest at MINIMUM call)**:

The aircraft **MUST** be:

- Fully configured (**Flaps FULL, Gear DOWN**)
 - At **Final Approach Speed (VAPP)**
 - On correct vertical and lateral path
 - Stable descent rate
-

Speed Management

- **Managed Speed maintained throughout STAR and approach**

On final:

- Aircraft transitions to **VAPP automatically**
 - Manual intervention only if required
-

Stabilized Approach Criteria

At:

- **1000 ft (IMC)**
- **500 ft (VMC)**

Aircraft must be:

- On correct flight path
 - At correct speed
 - Fully configured
 - Stable
-

If NOT stabilized:

☐ **Immediate GO-AROUND**

Monitoring (PM)

- Localizer / Glide slope deviation
 - Speed trend (VAPP control)
 - Configuration status
 - Callouts
-

Standard Callouts

- “LOC STAR”
 - “GLIDE SLOPE STAR”
 - “FLAPS 2”
 - “GEAR DOWN”
 - “FLAPS FULL”
 - “STABLE”
-

Mode Philosophy

- **Vertical path:**
 - Controlled via GS or pilot input
 - **Speed:**
 - Managed by aircraft
-

Exceptions

Deviation from SOP allowed only if:

- **ATC instructions**
 - **Abnormal situations**
 - **Safety requires immediate action**
-

Core Rule

“Stabilize early - never chase the aircraft.”

Outcome

A correct approach results in:

- Fully stabilized final
 - Predictable aircraft behavior
 - Safe and smooth landing phase
-

Revision #2

Created 2026-03-23 16:04:18 UTC by Jonas

Updated 2026-03-23 16:05:15 UTC by Jonas