

4.9 Landing

Objective

To safely land the aircraft from a stabilized approach and conduct a controlled rollout while maintaining compliance with ATC and ensuring passenger comfort.

Landing Clearance Policy (VA Standard)

Without Landing Clearance:

If **no landing clearance** is received:

☐ At **MINIMUM call**:

- **MANDATORY GO-AROUND**
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With “Expect Late Landing Clearance”:

If ATC issues:

☐ **“Expect Late Landing Clearance”**

Procedure:

- Continue approach below minimums
- Continue until **over the runway threshold**

If still **NO landing clearance**:

- **Initiate GO-AROUND at/over threshold**
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Final Approach (Short Final)

- Maintain stabilized approach
 - Monitor speed (VAPP)
 - Small corrections only
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Flare

PF:

- At **~20 ft** → **initiate flare**
 - Smoothly reduce descent rate
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Touchdown

- Target:
 - Main gear touchdown first
 - Within touchdown zone
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After Touchdown

PF:

- Maintain runway centerline

PM:

- Monitor deceleration
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Automatic Systems

- Spoilers → Deploy automatically
 - Autobrake → Active
 - Reverse Thrust → As required
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Deceleration Phase

Autobrake Policy:

- **High-speed exit (rapid vacate):**
 - Autobrake remains active until **80 knots**
- **Normal rollout:**
 - Autobrake remains active until **60 knots**

☐ Autobrake must **NOT be disconnected before these speeds**

Manual Braking

- Take over braking after autobrake phase as required
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Runway Exit Speeds

High-Speed Turnoff:

- Target: **40 knots**
 - Maximum: **50 knots**
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Standard / Tight Turns:

- Follow Airbus standard:
 - **Maximum 15 knots**
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Reverse Thrust

- Use as required for runway conditions
 - Reduce to idle at ~70 knots (typical)
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Callouts (Typical)

- “RETARD” (automatic)
 - “SPOILERS”
 - “REVERSERS GREEN”
 - “80 knots”
 - “60 knots”
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After Landing

- Vacate runway when safe
 - Inform ATC
 - Begin after landing flow
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Key Principles

- Respect landing clearance at all times
 - Never continue below minimums without authorization
 - Maintain full control during rollout
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Core Rule

“No clearance - no landing.”

“Any deviation results in a GO-AROUND - landing is considered a bonus, not a requirement.”

Outcome

A correct landing results in:

- Safe touchdown
 - Controlled deceleration
 - Efficient runway exit
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