

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
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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
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Initial Approach Phase

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

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

Progressive configuration:

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

Configuration Targets:

By **latest 5 NM Final:**

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

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

On final:

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

At:

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

Aircraft must be:

- On correct flight path
 - At correct speed
 - Fully configured
 - Stable
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If NOT stabilized:

Monitoring (PM)

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

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

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

Deviation from SOP allowed only if:

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