

# 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.

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## 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**

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## 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.”**

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# Outcome

A correct landing results in:

- Safe touchdown
- Controlled deceleration
- Efficient runway exit

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