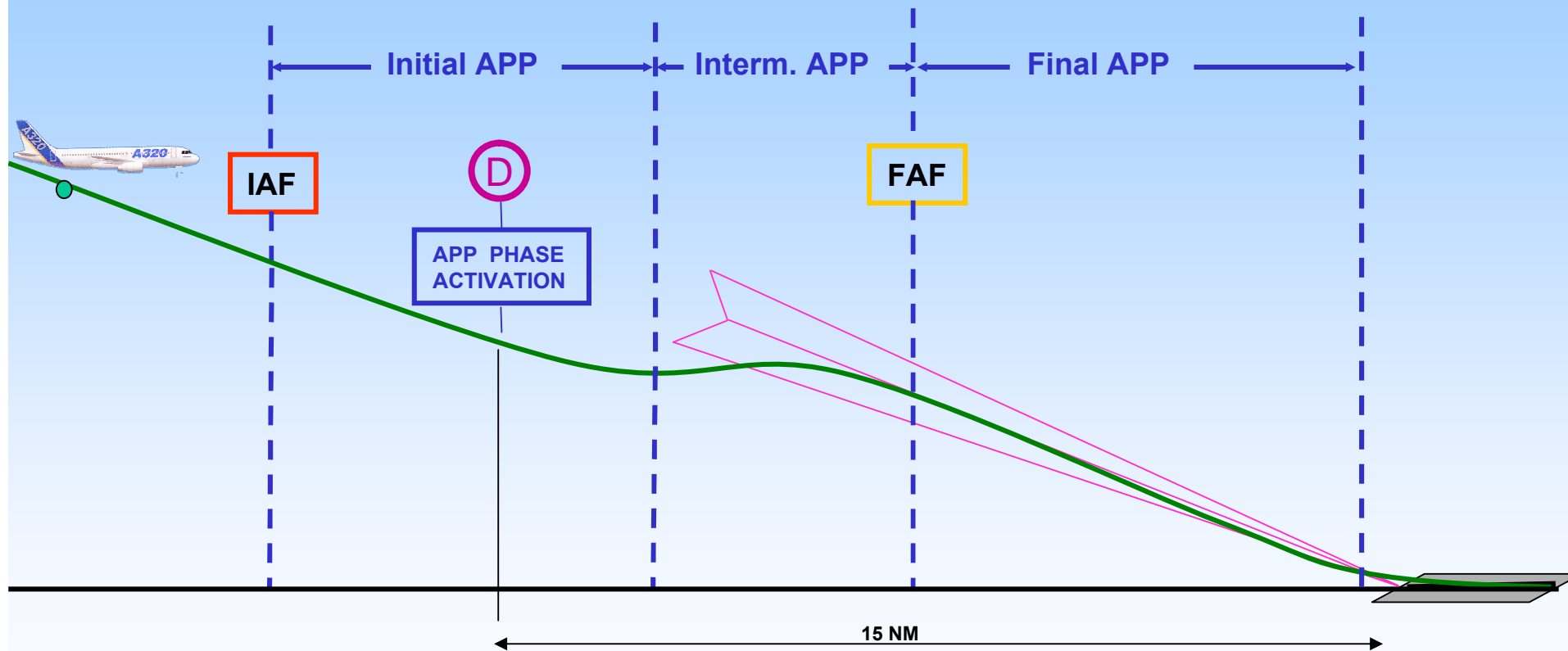


# ILS APPROACH



PF

PNF

1.a. INITIAL APPROACH

SEAT BELTS.....ON/AUTO

ENG MODE sel .....AS RQRD

NAV ACCURACY .....MONITOR



You are clear to 3700 ft :

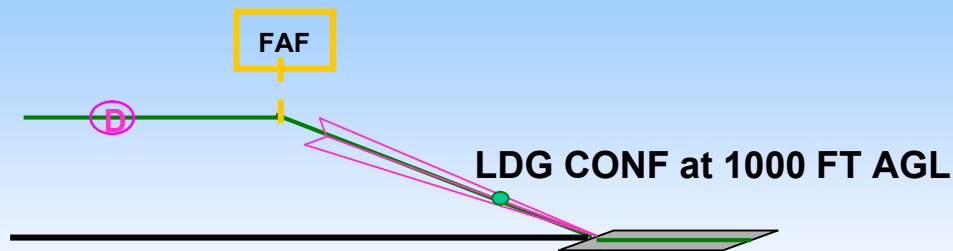
DESCENT .....INITIATE

FMA

BARO REF: QNH

APPROACH C/L

➤ For a decelerated APP



Vapp is predicted at 1000 ft



➤ For a stabilized approach :



PF

PNF

1.b. INITIAL APPROACH

*When cleared for ILS approach :*

APPR mode.....ARM

SECOND AP.....ENGAGE

LS pb.....CHECK

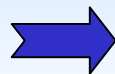
LS pb.....CHECK

*FMA*



THIS ARMS **LOC** & **G/S** MODES

*APPR MODE does not affect the SPEED, it only arms LOC & GLIDE capture*



CAT III DUAL

PF

PNF

### 1.c. INITIAL APPROACH (NAV mode)

Approx 15 NM from touchdown :

APPR PHASE ACTIVATION .....CHECK 

POSITIONING .....MONITOR

MANAGED SPEED.....CHECK

SPEEDBRAKES.....AS RQRD

RADAR TILT.....ADJUST

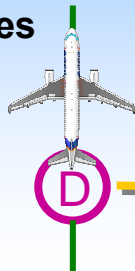
At green dot , below VFE next : 

### FLAPS 1

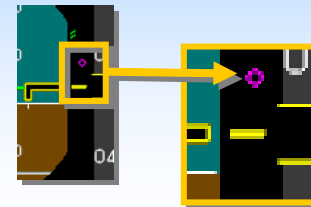
DECEL TOWARDS S .....CHECK

TCAS.....TA or TA/RA

When overflying the DECEL point ,  
APPR phase activates



Use V-DEV to monitor vertical profile



PF

PNF

## 2. INTERMEDIATE / FINAL APPROACH

LOC & GLIDE CAPTURE .....MONITOR

*FMA*

At G/S\* :

ANNOUNCE....."SET GA ALT xxFT"



GO AROUND ALT .....SET

ANNOUNCE....."GA ALT xxFT SET"

### At or above 2000 ft AGL :

➤ Reach or be established on the G/S

➤ FLAPS 1

➤ S SPEED



### Once on the G/S :

➤ L/G extension can slow down the A/C

➤ The use of SPEED BRAKE is not recommended...

... It would increase VLS



PF

PNF

3. FINAL APPROACH

At 2000 feet AGL, below VFE next :

FLAPS 2

DECEL TOWARDS F .....CHECK

When FLAPS 2 :

ORDER....."GEAR DOWN"

L/G.....DOWN

ANNOUNCE....."GEAR DOWN"

AUTO BRAKE.....CONFIRM

GROUND SPOILERS.....ARM

ECAM WHEEL PAGE.....CHECK



When L/G down, below VFE next

FLAPS 3

When FLAPS 3, below VFE NEXT :



FLAPS FULL

DECEL TOWARDS VAPP ..... CHECK

A/THR .....CHECK SPEED mode

PF

PNF

4.a. FINAL APPROACH

SLIDING TABLE.....STOWED

WING A.ICE (if not required).....OFF

EXTERIOR LIGHTS .....SET

SLIDING TABLE.....STOWED

LDG MEMO .....CHECK NO BLUE

CABIN REPORT.....OBTAIN (CM1)

CABIN CREW.....ADVISE

LANDING C/L

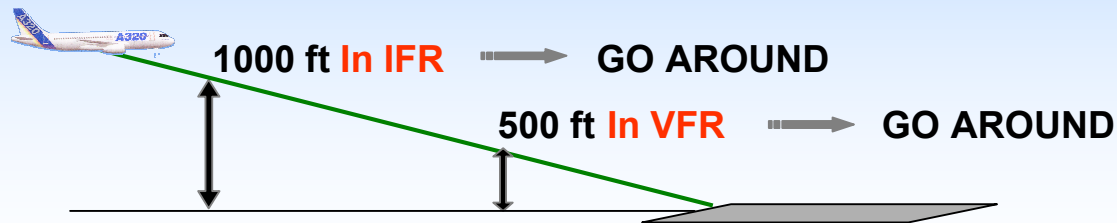
LDG LDG GEAR DN  
SIGNS ON  
CABIN READY  
SPLRS ARM  
FLAPS FULL

LDG INHIBIT  
LDG LT

➤ Appears below 2000 ft RA

➤ Appears at 800 ft RA

if not Stabilized at :



PF

PNF

4.b. FINAL APPROACH

FLT PARAMETERS.....CHECK 

*At 400 feet RA*

**FMA**

*At MDA/MDH +100 ft :*

MONITOR OR ANNOUNCE....."ONE HUNDRED ABOVE"

MONITOR OR ANNOUNCE....."MINIMUM"

*At DH (or MDA/MDH) :*

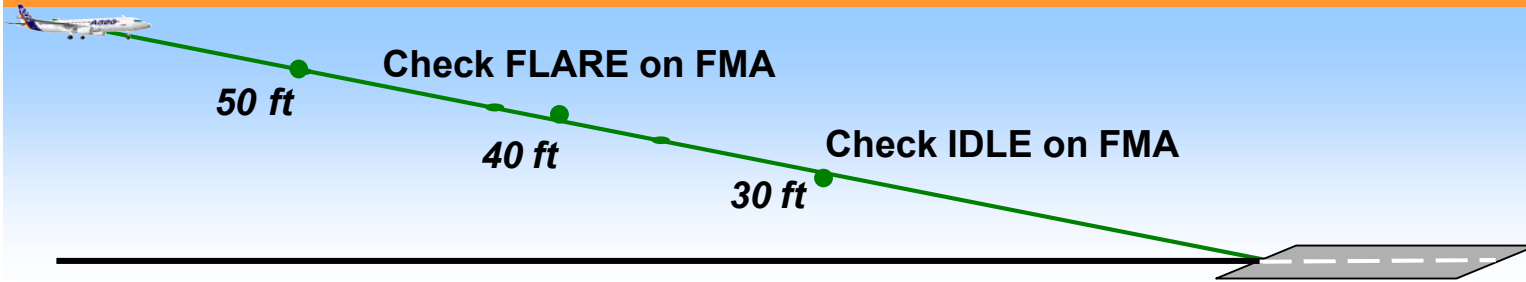
ANNOUNCE....."LANDING"

or..... "GO AROUND/FLAPS"

PF

PNF

5. AUTO-LAND



At 10ft RA

AUTO CALL OUT « RETARD »

THR LVRS.....RETARD TO IDLE

ENGINE PARAMETERS.....MONITOR

At touch down

REVERSE .....MAX

FMA

ANNOUNCE .....“GROUND SPOILERS”

ANNOUNCE .....“REVERSE GREEN”

ANNOUNCE .....“DECEL”

ANNOUNCE .....“70kt”

At 70kt

REVERSE .....IDLE

At taxi speed

THR LEVERS .....FWD IDLE

Before 20kt

AUTO BRAKE .....DISENGAGE

## NAV ACCURACY



When GPS PRIMARY avail



No NAV ACCURACY required

When GPS PRIMARY lost



Use raw data to check  
NAV ACCURACY



If check is negative use Selected guidance  
for ILS interception

If the FMGS detects low NAV ACCURACY, then the  
enhanced modes of the EGPWS are automatically  
deactivated

# STABILIZED APPROACH

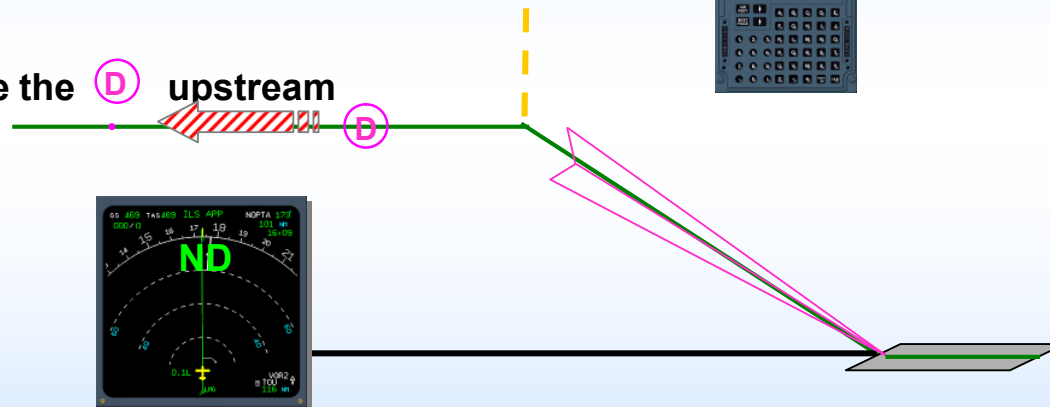


F-PLN.....XCHECK

VAPP SPEED CONSTRAINT AT FAF.....ENTER

Entering VAPP as **SPEED CONSTRAINT** at FAF...

...will displace the **D** upstream



# APPROACH MODE & APPROACH PHASE

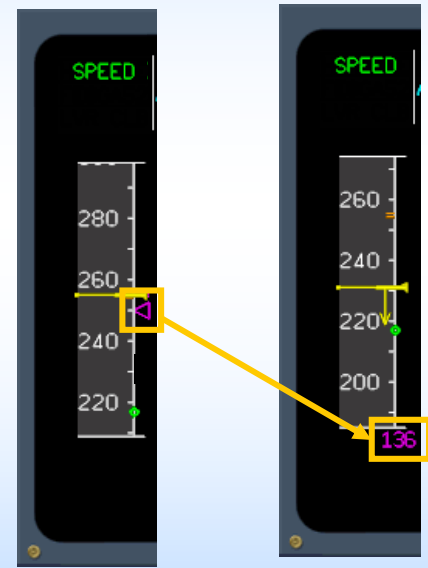
**DO NOT CONFUSE APPROACH mode ARMING & APPROACH phase ACTIVATION**

Once APPROACH phase is activated, DECELERATION starts

**THE NEW SPEED TARGET IS VAPP**

ATHR in SPEED MODE  $\Rightarrow$  SPEED is associated to CURRENT CONF

CONF	SPEED
CONF 0	Green Dot
CONF 1	S SPEED
CONF 2	F SPEED
CONF 3	F SPEED or VAPP
CONF FULL	VAPP



These values are just an example

PF

PNF

1.c. INITIAL APPROACH (NAV mode)

Approx 15 NM from touchdown :

APPR PHASE ACTIVATION .....CHECK 

POSITIONING .....MONITOR

MANAGED SPEED.....CHECK

SPEEDBRAKES.....AS RQRD

RADAR TILT.....ADJUST

At green dot , below VFE next : 

**FLAPS 1**

DECEL TOWARDS S .....CHECK

TCAS.....TA or TA/RA

The DECEL pseudo waypoint materializes where approach phase should be activated. 

It is displayed along the F-PLN :

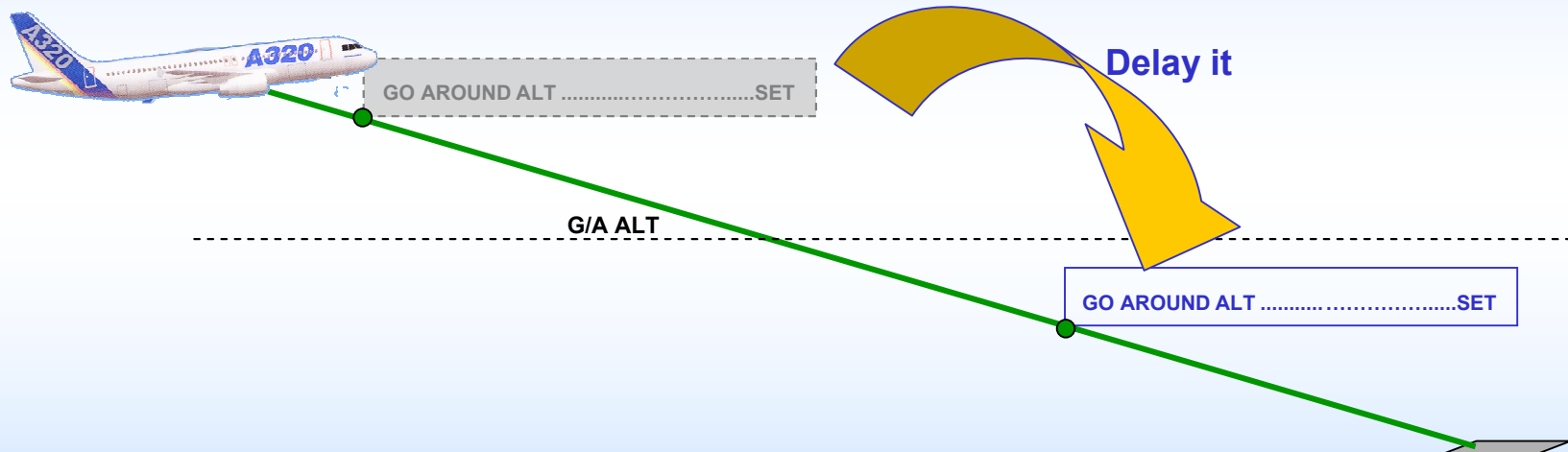
➤ As a magenta  when autoactivation is possible (NAV mode)

➤ As a white  when autoactivation is not possible (not in NAV mode)

## GO AROUND ALTITUDE

In some cases the G/A ALT is under the current altitude of the A/C

- The pilot should delay the G/A ALT selection below G/A ALT



Additionally the Glide Slope must be captured before the G/A ALT selection

PF

PNF

3. FINAL APPROACH

At 2000 feet AGL, below VFE next :

FLAPS 2

DECEL TOWARDS F .....CHECK

When FLAPS 2 :

ORDER....."GEAR DOWN"

L/G.....DOWN

ANNOUNCE....."GEAR DOWN"

- Select FLAPS FULL below VFE Next
- VFE Next – 15 kt is recommended to minimize flaps wear

AUTO BRAKE.....CONFIRM

GROUND SPOILERS.....ARM

ECAM WHEEL PAGE.....CHECK



When L/G down, below VFE next

FLAPS 3

When FLAPS 3, below VFE NEXT :



FLAPS FULL

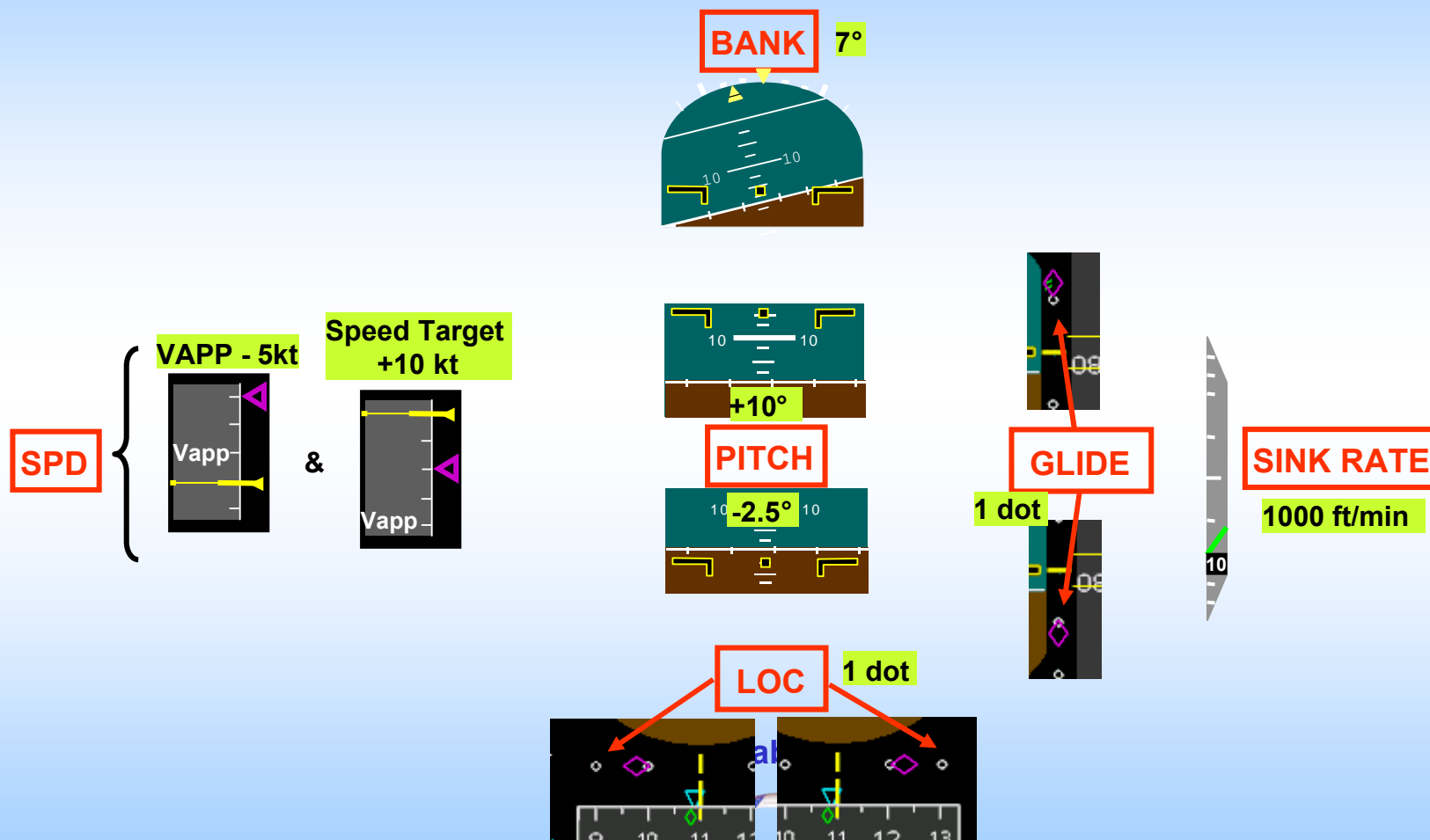
DECEL TOWARDS VAPP ..... CHECK

A/THR .....CHECK SPEED mode

# FLT PARAMETERS



Announce any deviation in excess of FLT PARAMETERS :



PF

PNF

1.c. INITIAL APPROACH (NAV mode)

Approx 15 NM from touchdown :

APPR PHASE ACTIVATION .....CHECK 

POSITIONING .....MONITOR

MANAGED SPEED.....CHECK

SPEEDBRAKES.....AS RQRD

RADAR TILT.....ADJUST

At green dot , below VFE next : 

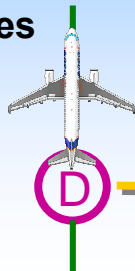
**FLAPS 1 should be selected before 3 NM from FAF**  
➤ otherwise the A/C will not decelerate

**FLAPS 1**

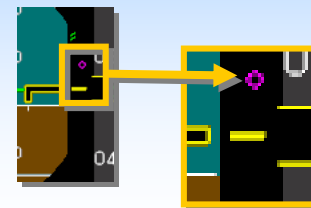
DECEL TOWARDS S .....CHECK

TCAS.....TA or TA/RA

When overflying the DECEL point ,  
APPR phase activates



Use V-DEV to monitor vertical profile



PF

PNF

### 3. FINAL APPROACH

At 2000 feet AGL, below VFE next :

**FLAPS 2**

**DECEL TOWARDS F .....CHECK**

When FLAPS 2 :

**ORDER....."GEAR DOWN"**

**L/G.....DOWN**

**ANNOUNCE....."GEAR DOWN"**

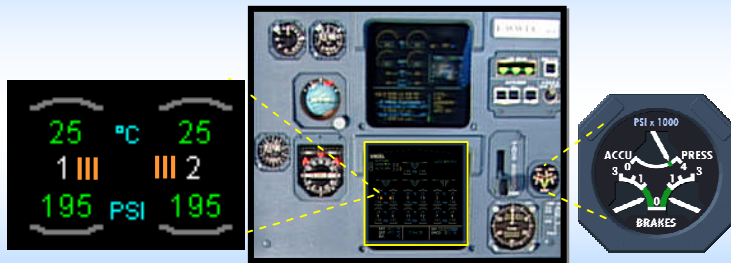
**AUTO BRAKE.....CONFIRM**

**GROUND SPOILERS.....ARM**

**ECAM WHEEL PAGE.....CHECK**



*In case of residual braking :*



**FCOM**  
3.02.32

**RESIDUAL BRAKING PROC.....APPLY**