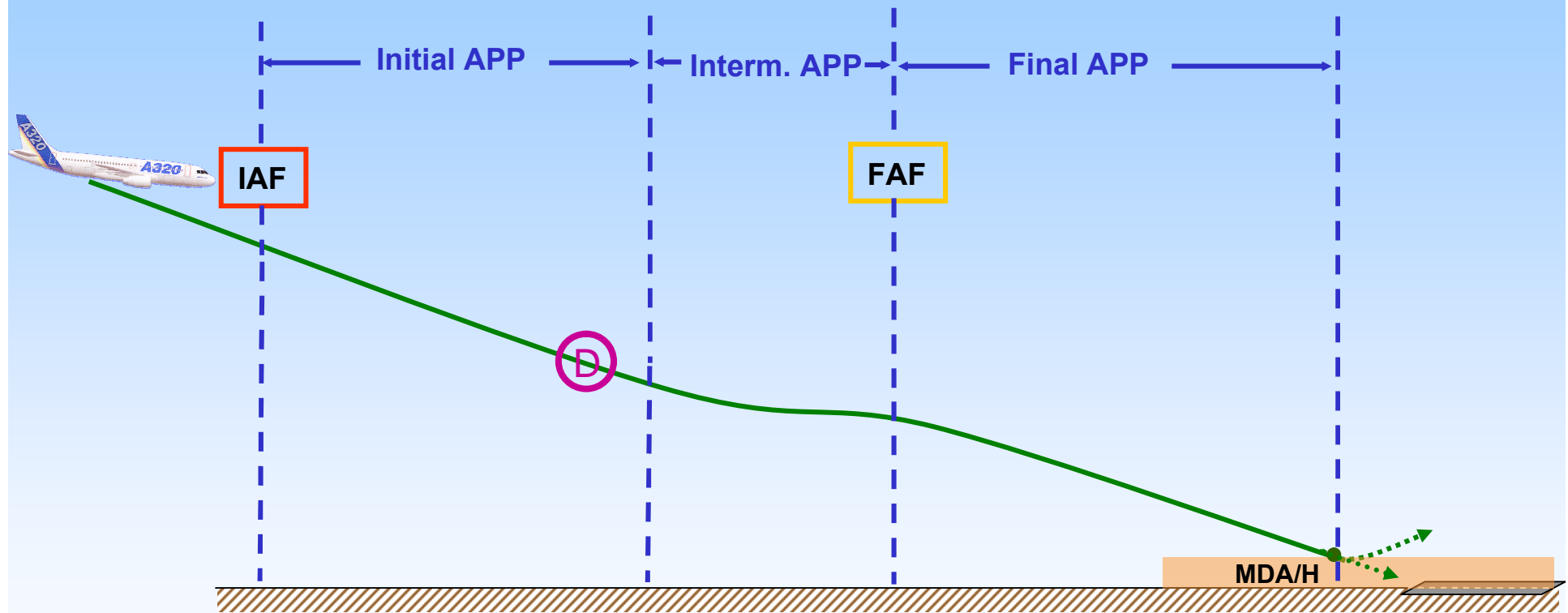


NON PRECISION APPROACH (SELECTED)



FLYING REF : TRACK/FPA (FPD)

PF

PNF

1.a. INITIAL APPROACH

SEAT BELTS.....ON/AUTO

ENG MODE selAS RQRD

NAV ACCURACYMONITOR 

When cleared to 3700 ft :

DESCENTINITIATE

FMA

BARO REF : QNH

APPROACH C/L

VAPP SPEED CSTR AT FAFINSERT 

➤ **LS P/B** is OFF except for **LOC** only approaches.

PF

PNF

1.b. INITIAL APPROACH

When ATC gives radar vector

HDGSELECT

FMA

Approx 15 NM from touchdown :

APPR PHASE.....ACTIVATE

POSITIONING.....MONITOR

MANAGED SPEED.....CHECK

SPEEDBRAKES.....AS RQRD

ND MODE RANGE.....AS RQRD

ND MODE RANGE..... AS RQRD



- Manual Approach phase activation on the PERF page



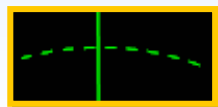
NO AUTOACTIVATION :



- For Lateral positioning properly monitor F-PLN sequencing



- For Vertical positioning : Use the **Energy Circle**



PF

PNF

2. INTERMEDIATE APPROACH

RADAR TILT.....ADJUST

When cleared for approach :

TRK/FPA.....SET

FMA

At green dot speed below VFE next :

FLAPS 1

DECEL TOWARDS S SPEED.....CHECK

TCAS.....TA or TA/RA

At S speed, below VFE next :

FLAPS 2

DECEL TOWARDS F SPEED.....CHECK

When FLAPS 2 :

GEAR DOWN

ECAM WHEEL PAGE.....CHECK

GROUND SPOILERS.....ARM

AUTO BRAKE.....CONFIRM

When L/G down, below VFE next

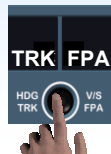
FLAPS 3

When FLAPS 3, below VFE next :



FLAPS FULL

DECEL TOWARDS VAPPCHECK



PF

PNF

3.a. FINAL APPROACH

0.3 NM before the FAF :

FPA TO FINAL APPROACH PATH.....SET AND PULL

FMA

After the FAF :

ANNOUNCE....."SET GA ALT xx FT"



GO AROUND ALTITUDE.....SET

ANNOUNCE....."GA ALT xx FT SET"

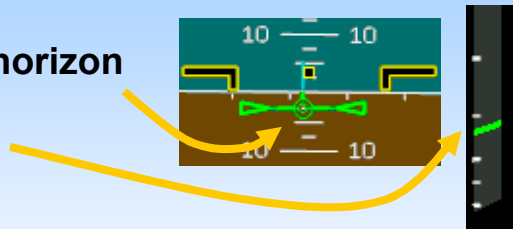
A/THR.....CHECK SPEED MODE

Check that the A/C is actually on the descent path :

➤ Slope gradient (θ) calculation :

➤ Bird below the horizon

➤ Consistent V/S



$$\theta(^{\circ}) = \theta(\%) \times 0.6$$

PNF Xchecks Altitudes and Distances with Landing charts

PF

PNF

3.b. FINAL APPROACH

SLIDING TABLE.....STOW

CABIN REPORT.....OBTAIN (CM1)

CABIN CREW.....ADVISE

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

EXTERIOR LIGHTS.....SET

SLIDING TABLE.....STOW

LDG MEMOCHECK NO BLUE

LANDING C/L

FLT PARAMETERS.....CHECK



OBSERVE ECAM MEMO

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

LDG INHIBIT
LDG LT

PF

PNF

3.c. FINAL APPROACH

At MDA/H :

ANNOUNCE "LANDING"
or "GO AROUND/FLAPS"

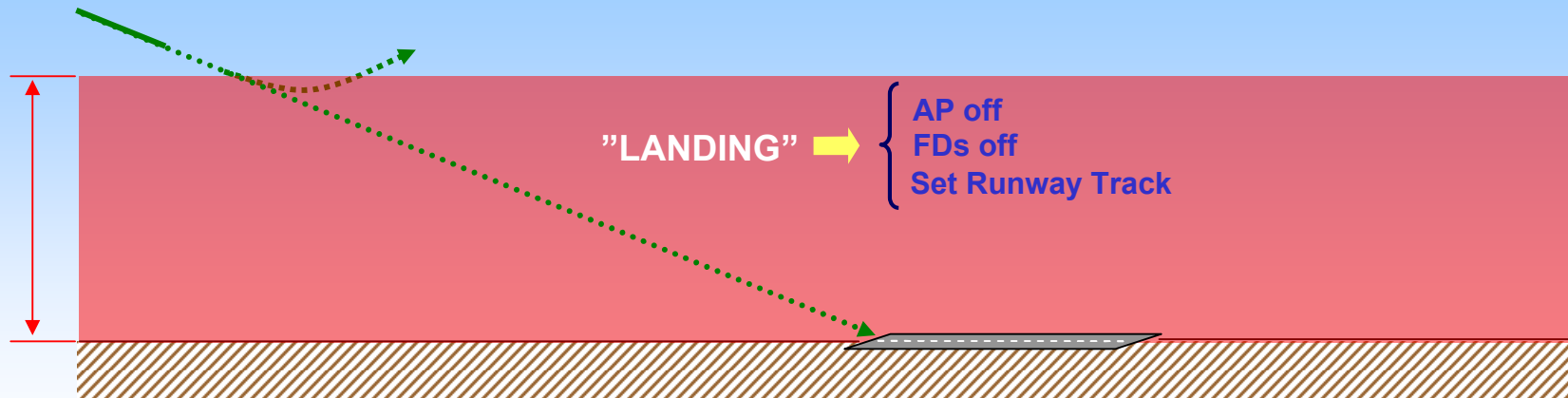
At MDA/H +100 ft :

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

MONITOR OR ANNOUNCE....."MINIMUM"



MDA/H



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

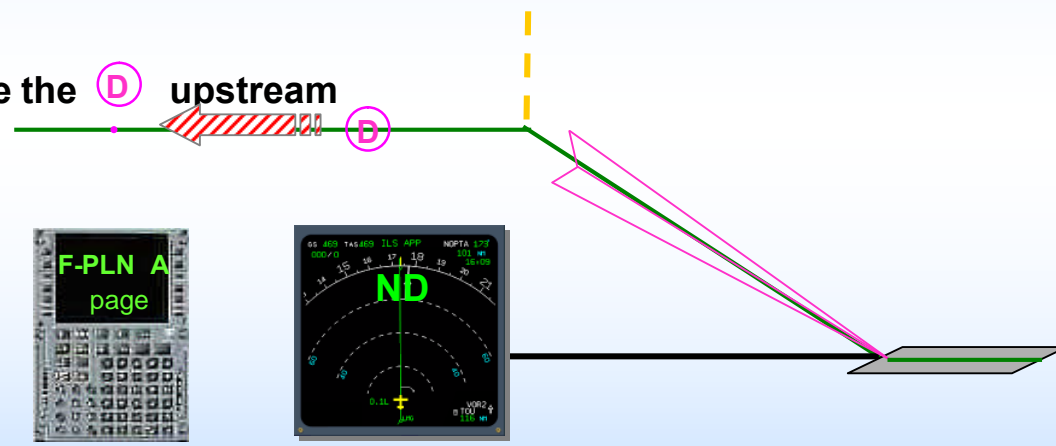
If the FMGS detects low NAV ACCURACY, then the
enhanced modes of the EGPWS are automatically
deactivated

STABILIZED APPROACH



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

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



PF

PNF

PF

PNF

When ATC g
HDG

Approx 15 M
APPR PHAS
POSITIONIN
MANAGED S
SPEEDBRA
ND MODE R

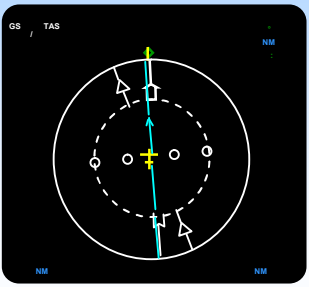
➤ Manual A



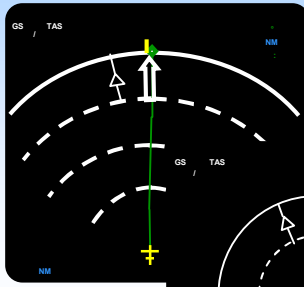
➤ For Latera

➤ For Vertic

ROSE VOR



ARC, or.....



ROSE VOR, or.....



ROSE NAV



with navaid raw data

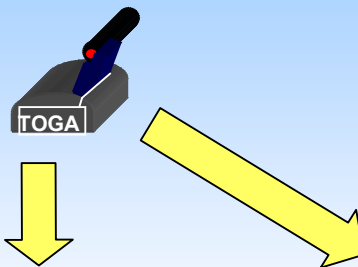


S RQRD 

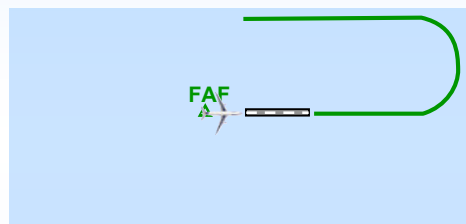
F-PLN SEQUENCING



➤ *GO AROUND mode :*



SEQUENCING



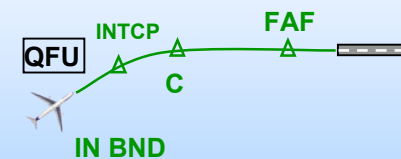
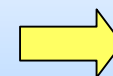
NAV mode

NO SEQUENCING



No NAV mode

➤ *F-PLAN is automatically sequenced in case of radial inbound*



PF

PNF

2. INTERMEDIATE APPROACH

RADAR TILT.....ADJUST

When cleared for approach :

TRK/FPA.....SET

FMA

At green dot speed below VFE next :

FLAPS 1

DECEL TOWARDS S SPEED.....CHECK

TCAS.....TA or TA/RA

At S speed, below VFE next :

FLAPS 2

DECEL TOWARDS F SPEED.....CHECK

When FLAPS 2 :

GEAR DOWN

ECAM WHEEL PAGE.....CHECK

GROUND SPOILERS.....ARM

AUTO BRAKE.....CONFIRM

When L/G down, below VFE next

FLAPS 3

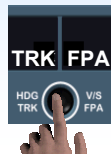
When FLAPS 3, below VFE next :



FLAPS FULL

➤ It is recommended to select FLAPS FULL at VFE next - 15 knots to minimize flaps wear.

DECEL TOWARDS VAPPCHECK

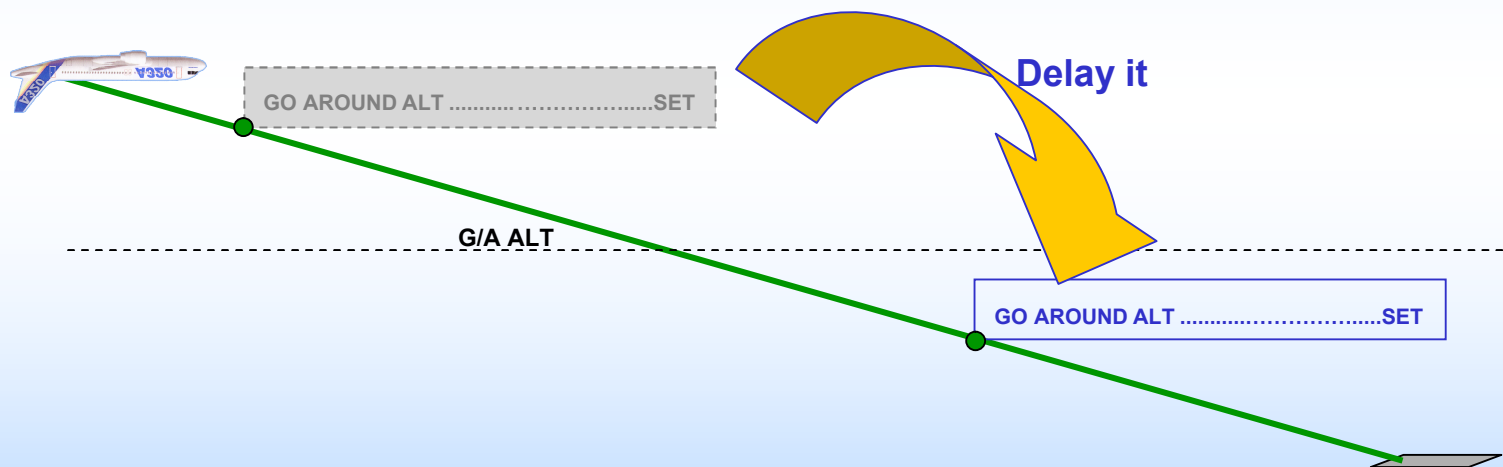


GO AROUND ALTITUDE



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

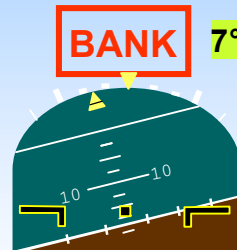


If the GO AROUND setting is not done correctly **ALT *** will engage

FLT PARAMETERS



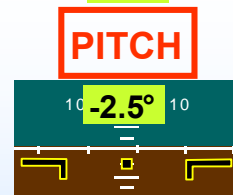
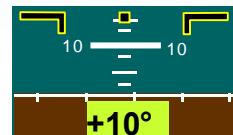
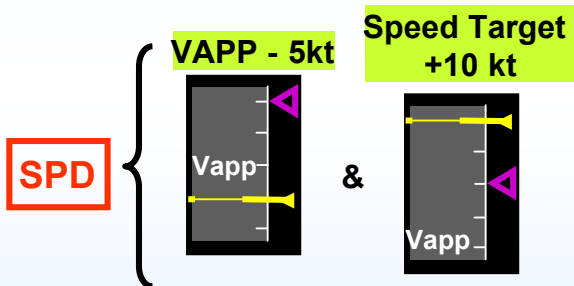
Announce any deviation in excess of FLT PARAMETERS :



COURSE
1/2 dot
(VOR)



5° ADF



SINK RATE
1000 ft/min

_ FT HIGH or LOW
At altitude check points

