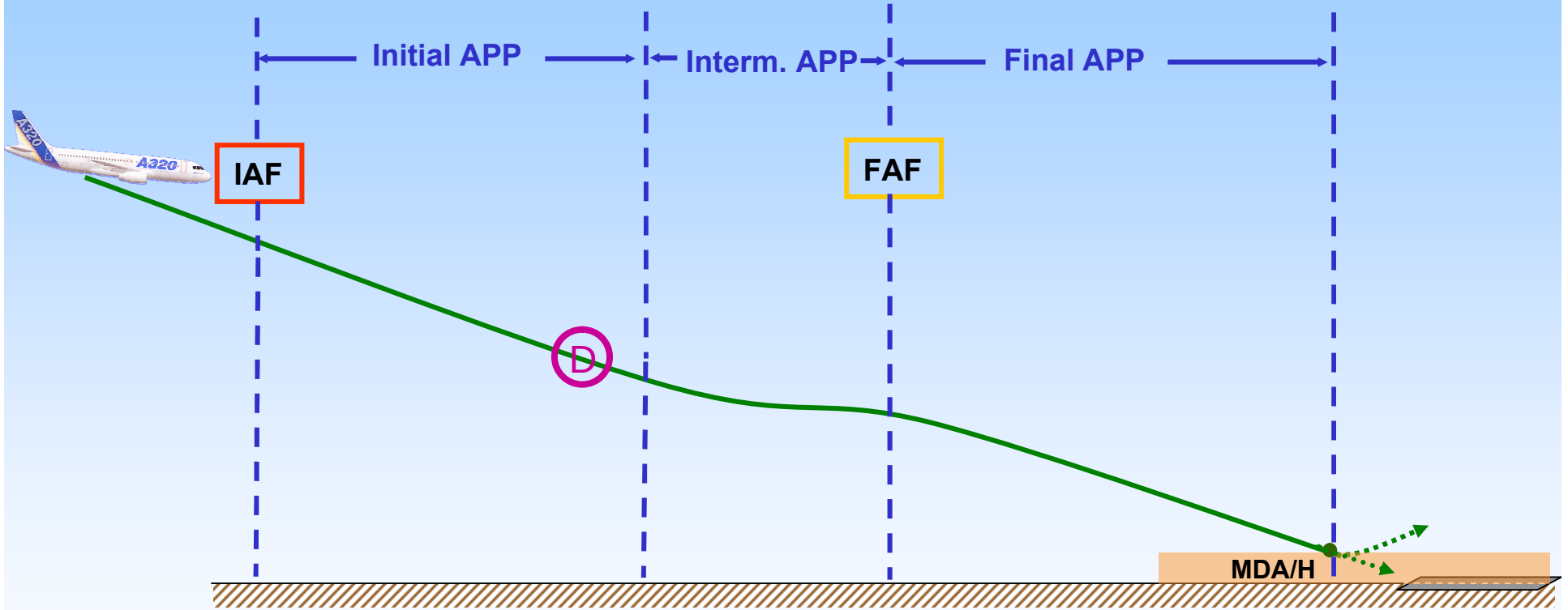
NON PRECISION APPROACH (SELECTED)



FLYING REF : TRACK/FPA (FPD)

PF	PNF

1.a. INITIAL APPROACH

SEAT BELTS.....ON/AUTO	ENG MODE sel .....AS RQRD
	NAV ACCURACY .....MONITOR
When cleared to 3700 ft :	
DESCENT .....INITIATE	
FMA	
BARO REF : QNH	
APPROACH C/L	
	VAPP SPEED CSTR AT FAF.....INSERT

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

PF

PNF

1.b. INITIAL APPROACH

When ATC gives radar vector

HDG ……SELECT

FMA

Approx 15 NM from touchdown :

APPR PHASE……...ACTIVATE

POSITIONING……...MONITOR

MANAGED SPEED……CHECK

SPEEDBRAKES……..AS RQRD

ND MODE RANGE……..AS RQRD

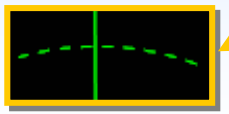
ND MODE RANGE…… AS RQRD

➢ **Manual** Approach phase activation on the PERF page

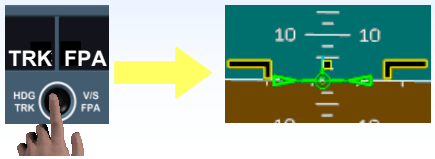
NO AUTOACTIVATION :

➢ **For Lateral positioning** properly monitor F-PLN sequencing

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



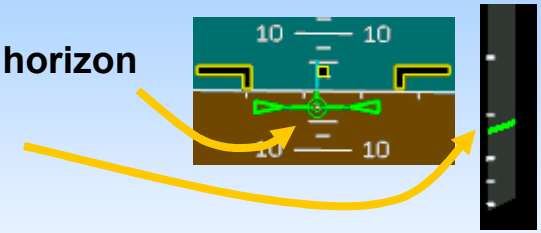
PF	PNF
2. INTERMEDIATE APPROACH	
RADAR TILT.....……..……...ADJUST	
When cleared for approach : TRK/FPA……SET	
FMA	
At green dot speed below VFE next : ***FLAPS 1***	
DECEL TOWARDS S SPEED..……..…CHECK	TCAS……TA or TA/RA
At S speed, below VFE next : ***FLAPS 2***	
DECEL TOWARDS F SPEED……CHECK	
When FLAPS 2 : ***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 VAPP ……CHECK	



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 :

- **Bird below the horizon**
- **Consistent V/S**



- **Slope gradient (θ) calculation :**

$$\theta(°) = \theta(\%) \times 0.6$$

PNF Xchecks Altitudes and Distances with Landing charts

PF

PNF

3.b. FINAL APPROACH

WING A. ICE (if not required)……..OFF

EXTERIOR LIGHTS……SET

SLIDING TABLE……STOW

SLIDING TABLE……..STOW

LDG MEMO ……..……..……CHECK NO BLUE

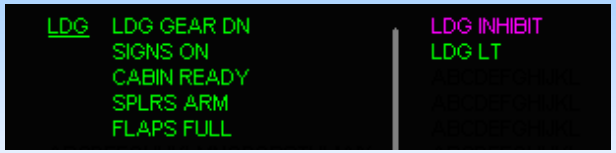
CABIN REPORT……..OBTAIN (CM1)

CABIN CREW……ADVISE

LANDING C/L

FLT PARAMETERS……..CHECK

OBSERVE ECAM MEMO



PF

PNF

3.c. FINAL APPROACH

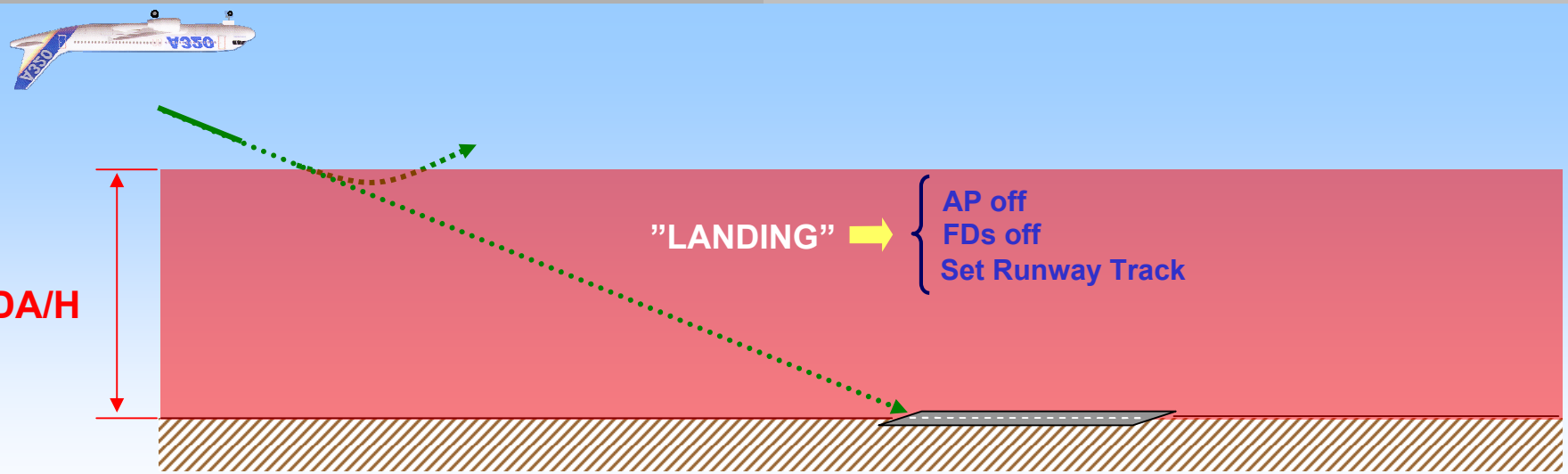
At MDA/H +100 ft :

MONITOR OR ANNOUNCE……."ONE HUNDRED ABOVE"

MONITOR OR ANNOUNCE……."MINIMUM"

At MDA/H :

ANNOUNCE ....……"LANDING"
or ……"GO AROUND/FLAPS"



NAV ACCURACY

When GPS PRIMARY avail → **No NAV ACCURACY required**

When GPS PRIMARY lost → **Use raw data to check NAV ACCURACY**

+

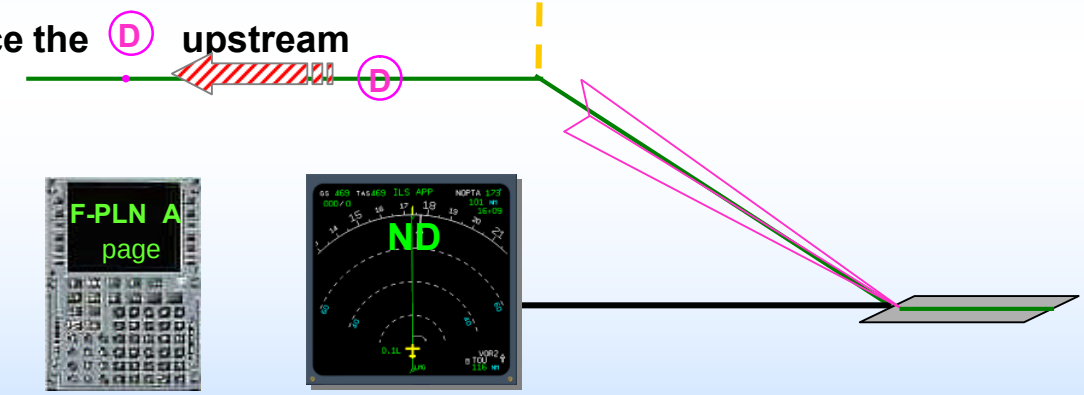
If check is negative use Selected guidance for ILS interception

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

When ATC g

HDG .....

Approx 15 N

APPR PHAS

POSITIONIN

MANAGED S

SPEEDBRA

ND MODE R

S RQRD

➢ Manual Ap

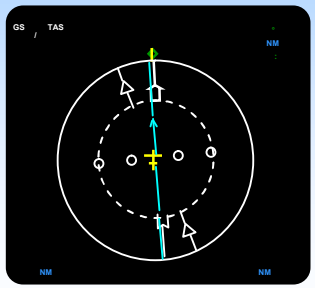
➢ For Latera

➢ For Vertic

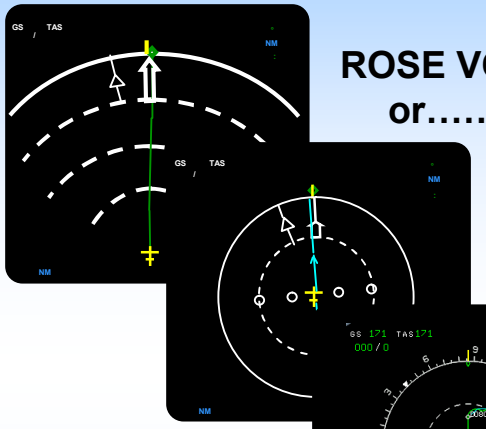
PF

PNF

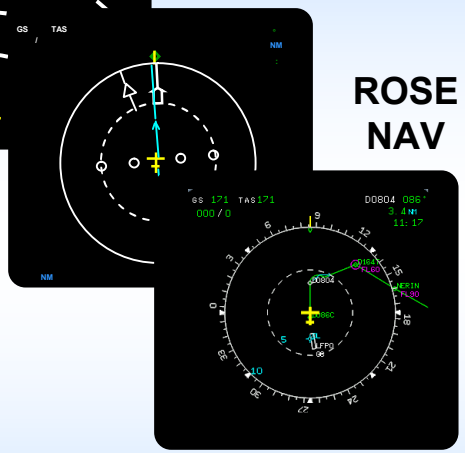
ROSE VOR



ARC, or…..



ROSE VOR, or……

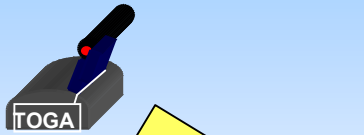


ROSE NAV

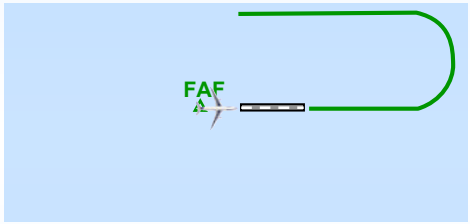
with navaid raw data

F-PLN SEQUENCING

➢ *GO AROUND mode :*

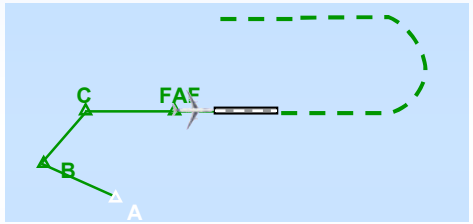


SEQUENCING



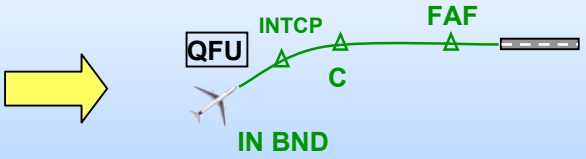
NAV mode

NO SEQUENCING

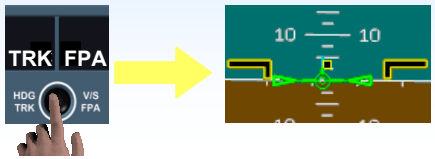


No NAV mode

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



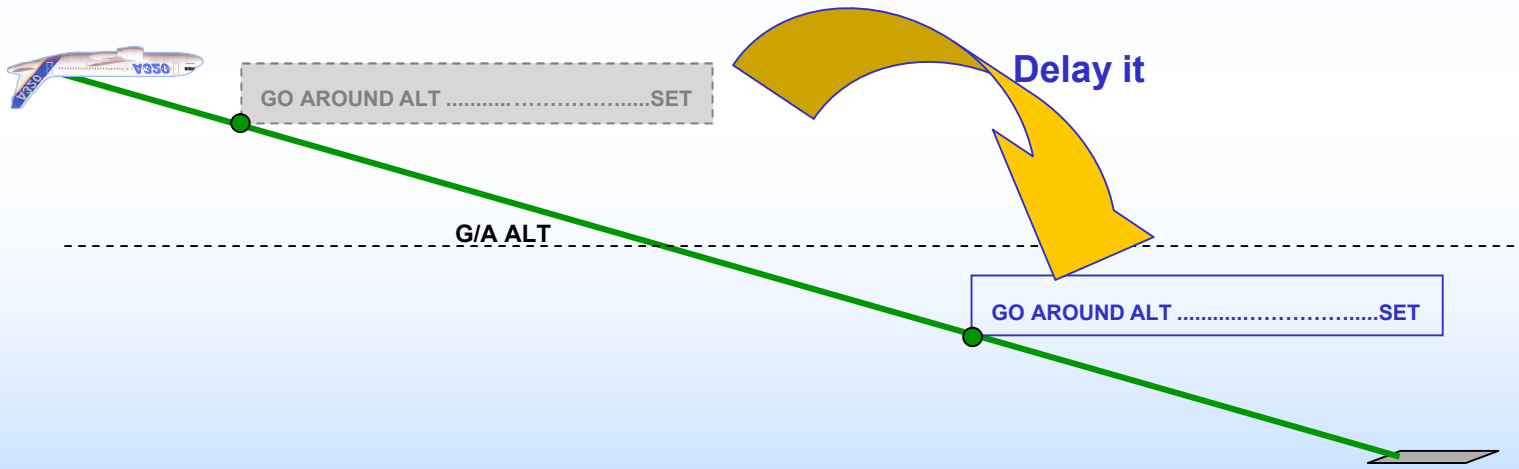
PF	PNF
2. INTERMEDIATE APPROACH	
RADAR TILT.....……..……...ADJUST	
When cleared for approach : TRK/FPA……SET	
FMA	
At green dot speed below VFE next : *FLAPS 1*	
DECEL TOWARDS S SPEED..……..…CHECK	TCAS……TA or TA/RA
At S speed, below VFE next : *FLAPS 2*	
DECEL TOWARDS F SPEED……CHECK	
When FLAPS 2 : *GEAR DOWN*	
	ECAM WHEEL PAGE……...CHECK GROUND SPOILERS……ARM AUTO BRAKE……CONFIRM
When L/G down, below VFE next *FLAP* *When FLAPS 3, below VFE next :* *FLAPS*	➢ It is recommended to select FLAPS FULL at VFE next - 15 knots to minimize flaps wear.
DECEL TOWARDS VAPP ……CHECK	



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**

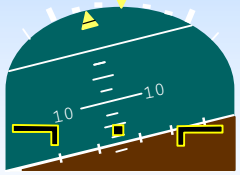


If the GO AROUND setting is not done correctly ALT * will engage

FLT PARAMETERS

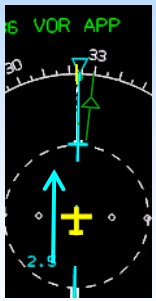
Announce any deviation in excess of FLT PARAMETERS :

BANK 7°



COURSE

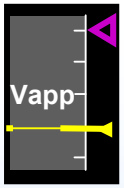
1/2 dot (VOR)



5° ADF

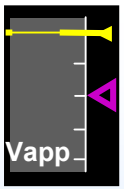
SPD

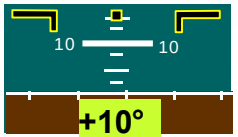
VAPP - 5kt



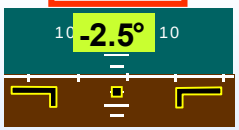
&

Speed Target +10 kt





PITCH



SINK RATE

1000 ft/min

_ FT HIGH or LOW

At altitude check points