ILS APPROACH

Initial APP | Interm. APP | Final APP

IAF

D

APP PHASE ACTIVATION

FAF

15 NM

PF	PNF

1.a. INITIAL APPROACH

PF	PNF
SEAT BELTS...……………...……...ON/AUTO	ENG START sel ....…………..………AS RQRD
	NAV ACCURACY ....……………......…MONITOR
When cleared to 3700 ft :	
DESCENT ....…………………………...…..INITIATE	

FMA

BARO REF: QNH

APPROACH C/L

➤ **For a decelerated APP :**

FAF

LDG CONF at 1000 FT AGL
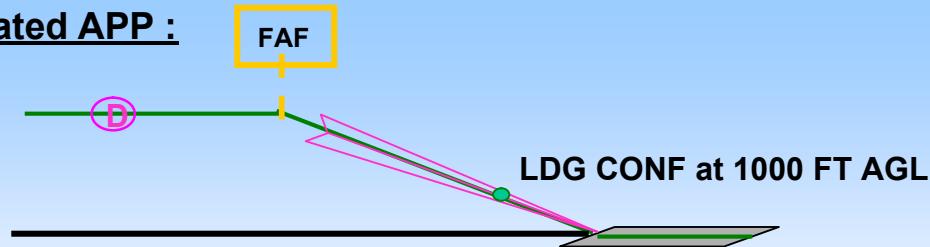
Vapp is predicted at 1000 ft

F-PLN A
page

➤ **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

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

ⓘ

PERF
APPR

Ⓓ
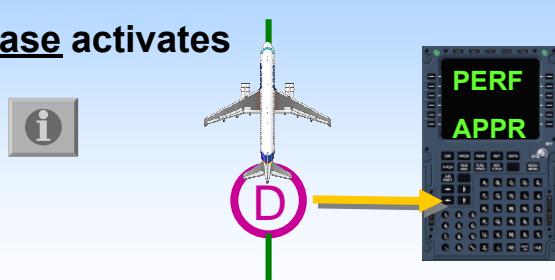
Use V-DEV to monitor vertical profile
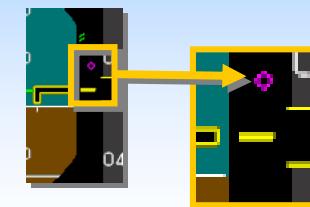
PF	PNF

2. INTERMEDIATE / FINAL APPROACH

LOC & GLIDE CAPTURE ....……………..**MONITOR**

FMA

At G/S :

ANNOUNCE...............…..**"SET GA ALT xxFT"** [i]

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**

LR
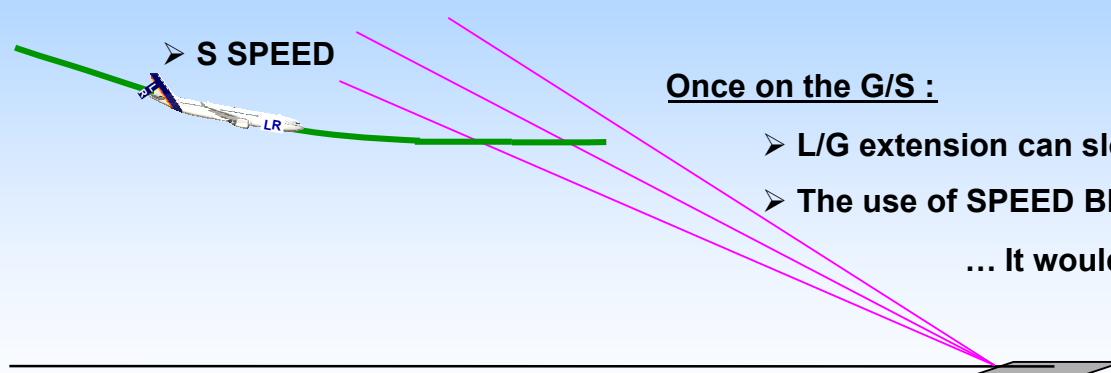
Once on the G/S :

➤ **L/G extension can slow down the A/C**

➤ **The use of SPEED BRAKE is not recommended…**

… **It would increase VLS**

PF	PNF

PF	PNF
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

	WING A.ICE (if not required)...……….....OFF
	EXTERIOR LIGHTS .....…………….......SET
SLIDING TABLE…………….............STOWED	SLIDING TABLE……………..............STOWED
	LDG MEMO …….…….........CHECK NO BLUE
CABIN REPORT………..OBTAIN (CM1)	
CABIN CREW…………………….ADVISE	

LANDING C/L

```
LDG SIGNS ON          LDG INHIBIT
CABIN READY
LDG GEAR DN
FLAPS LDG
SPLRS ARMED
```

➤ **Appears below 2000 ft RA**   ➤**Appears at 800 ft RA**
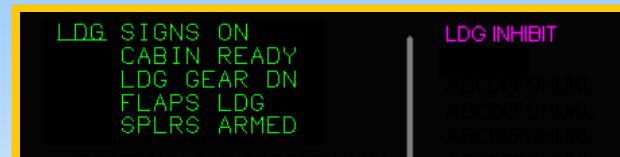
if not Stabilized at :   **1000 ft In IFR conditions** ➡ **GO AROUND**

500 ft In VFR conditions ➡ **GO AROUND**
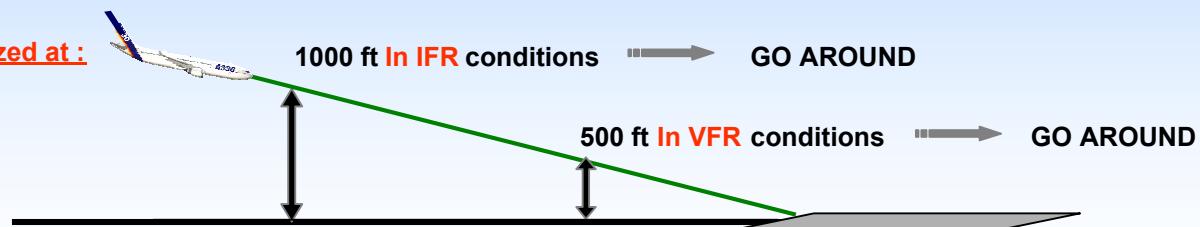
PF	PNF
4.b. FINAL APPROACH	
	FLT PARAMETERS………………..………..CHECK ⓘ
At 400 feet RA	
FMA	
	At MDA/MDH +100 ft :
	MONITOR OR ANNOUNCE……..……"ONE HUNDRED ABOVE"
At DH (or MDA/MDH) :	**MONITOR OR ANNOUNCE….…….….……"MINIMUM"**
ANNOUNCE………………..…."LANDING"	
or……………….. "GO AROUND/FLAPS"	

PF	PNF

5. AUTO-LAND

Check FLARE on FMA

50 ft

40 ft

Check IDLE on FMA

30 ft

PF	PNF
At 10ft RA	AUTO CALL OUT « RETARD »
THR LVRS…………....……..RETARD TO IDLE	ENGINE PARAMETERS……………….....MONITOR
At touch down	
REVERSE …………………………….……MAX	

FMA

PF	PNF
	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	

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

**F-PLN…………………………………....XCHECK**

VAPP SPEED CONSTRAINT AT FAF……..ENTER

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

F-PLN A
page

…will displace the Ⓓ upstream

Ⓓ

ND
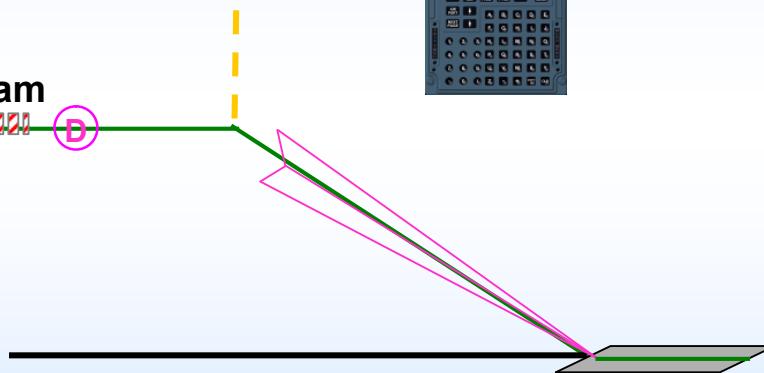
DO NOT CONFUSE APPROACH mode ARMING & APPROACH phase ACTIVATION

Once APPROACH phase is activated, DECELERATION starts

THE NEW SPEED TARGET IS VAPP

ATHR in SPEED MODE ⟹ 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
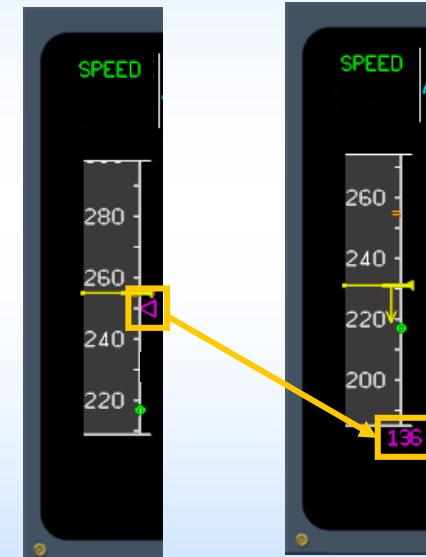
These values are

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 <u>approach phase should be activated</u>.

It is displayed along the F-PLN :

➢ **As a <u>magenta</u> Ⓓ when autoactivation <u>is possible</u>** *(NAV mode)*

➢ **As a <u>white</u> Ⓓ when autoactivation <u>is not possible</u>** *(not in NAV mode)*

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**

GO AROUND ALT ....SET

Delay it

G/A ALT

GO AROUND ALT ....SET
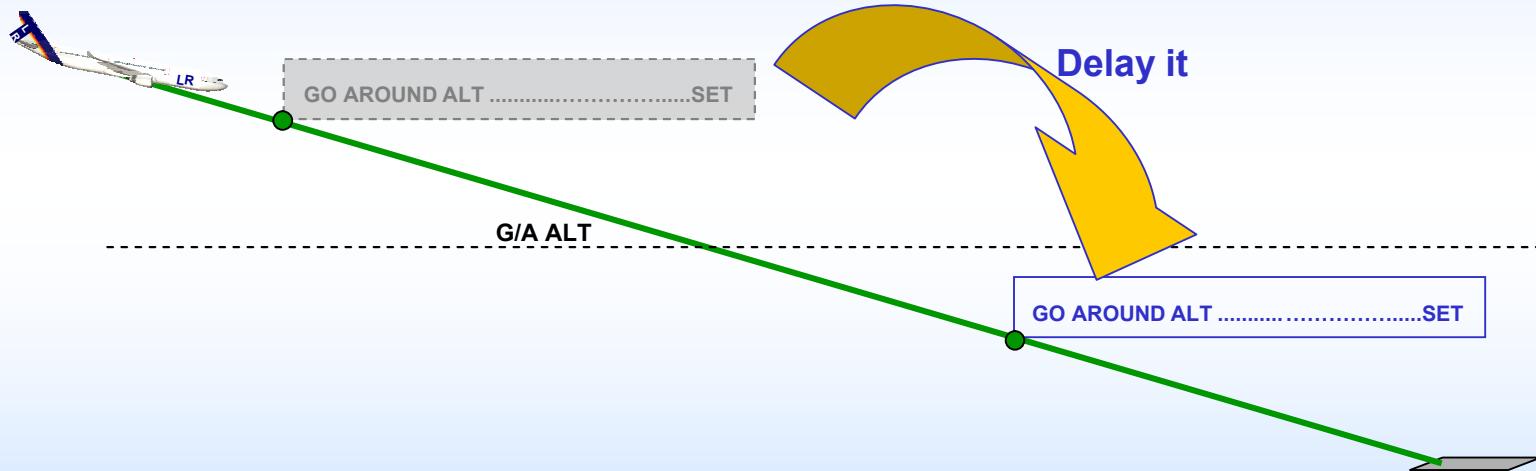
Additionnaly the Glide Slope must be captured before the G/A ALT selection

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
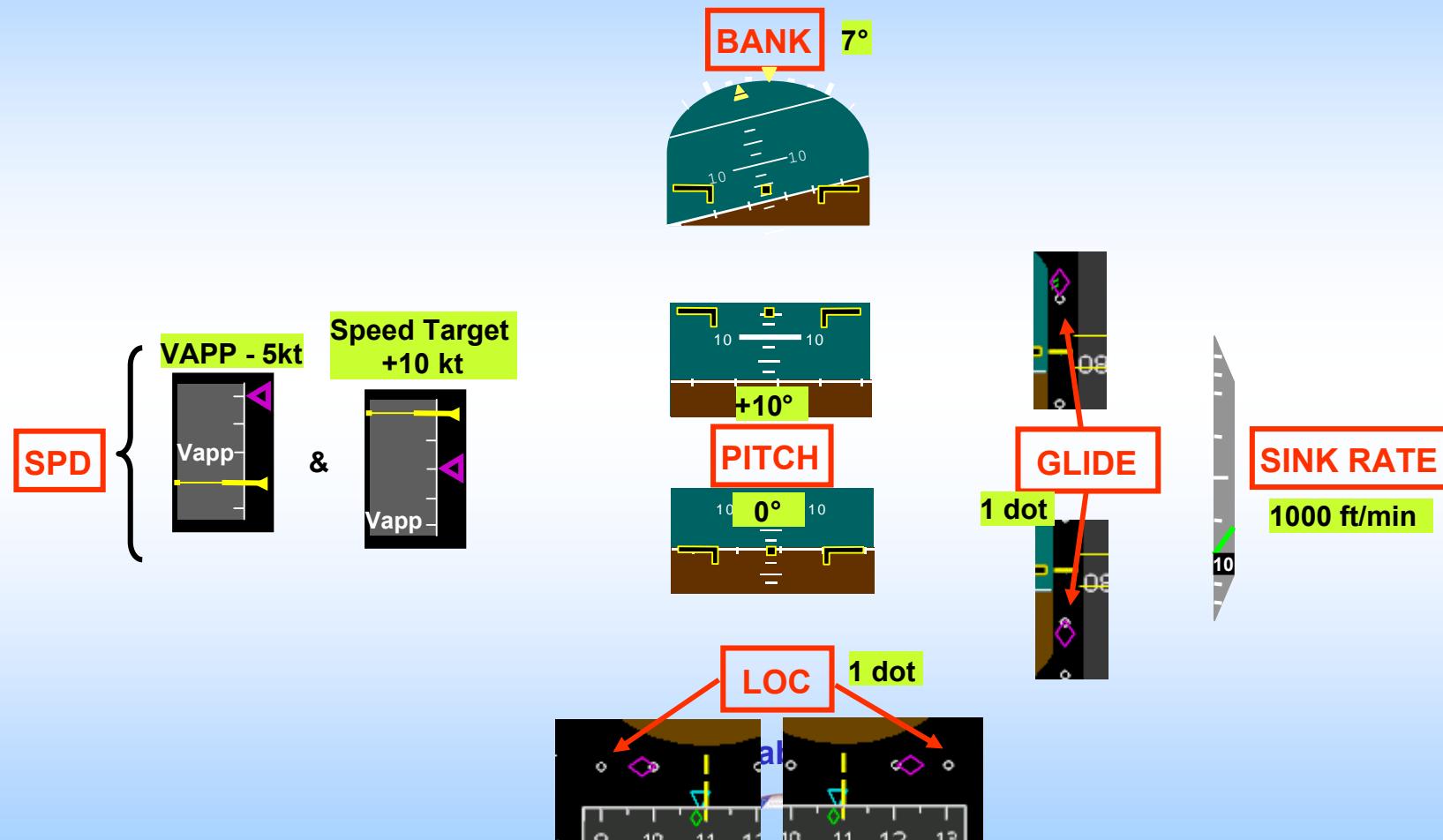
PF	PNF

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

ⓘ
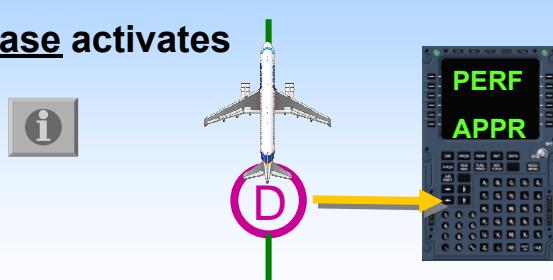
Use V-DEV to monitor vertical profile
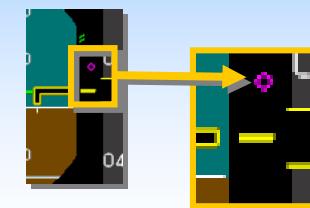
PF	PNF

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 :
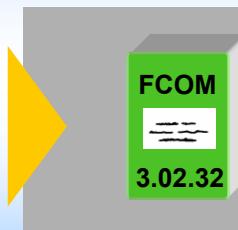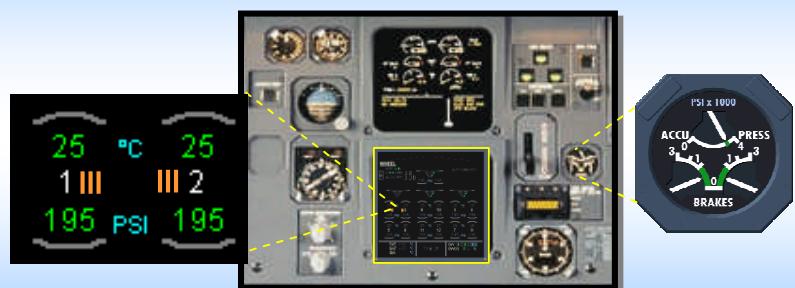
RESIDUAL BRAKING PROC…..APPLY

FCOM

3.02.32