06-05-30: Precision Approach

1. General:

Using aircraft automation for arrivals and approaches reduces crew workload and increases situational awareness. If the FMS has a data base for arrivals and approaches, it should be used to the maximum extent possible, in accordance with the approved pilot's manual. The following procedures describe when to configure the aircraft for a precision approach.

2. Procedure:

(See Figure 6.)

A. Procedure Turn:

(1) While outbound from the initial approach fix, complete the In Range checklist or other appropriate traffic pattern checklist and set flaps to 10°. Autospeed will be 180 KCAS, or fly manually if autothrottles are not engaged.

(2) At procedure turn inbound, set flaps to 20°. Autospeed will command 160 KCAS, or fly manually if autothrottles are not engaged.

(3) Check glide slope raw data, ADF, and Navigation Display (ND) for proximity to the outer marker. If NZ 2000 is installed, check for missed approach prompt.

(4) Upon approaching the glide slope (one dot above center), extend landing gear and complete the Before Landing checklist. The PNF should set missed approach at glideslope capture.

(5) Intercepting the glideslope, set flaps to 39° and autospeed will command target speed of V_{REF} +10 knots, or fly manually if autothrottles are not engaged.

NOTE:

If performing a single engine approach, leave flaps at 20° until landing is assured, and manually set target speed.

(6) At the outer marker, cross check all instruments and note altitude at the marker.

(7) The PNF monitors altitudes, airspeed and sink rate, and notifies the PF of any abnormal readings. He also makes callouts as specified in the company Operations Manual.

(8) At Decision Height (DH) with landing assured, reduce airspeed to cross threshold at V_{REF}. If not visual at DH, the PNF calls, "Minimums, go around." If visual at DH, the PNF calls, "Land."

NOTE:

Consider abandoning the approach if there is confusion about configuration, procedures, or clearances.

B. Radar Pattern:

(1) On downwind leg or entering radar pattern, complete the In Range checklist or other appropriate traffic pattern checklist and set flaps to 10°. Autospeed will be 180 KCAS, or fly manually if autothrottles are not engaged.

(2) On base leg, set flaps to 20°. Autospeed will command 160 KCAS, or fly manually if autothrottles are not engaged.

(3) Check glide slope raw data, ADF, and ND for proximity to the outer marker.

(4) Upon approaching the glide slope (one dot above center), extend landing gear and complete the Before Landing checklist.

(5) Intercepting the glideslope, set flaps to 39° and autospeed will command V_{REF} +10 knots, or fly manually if autothrottles are not engaged.

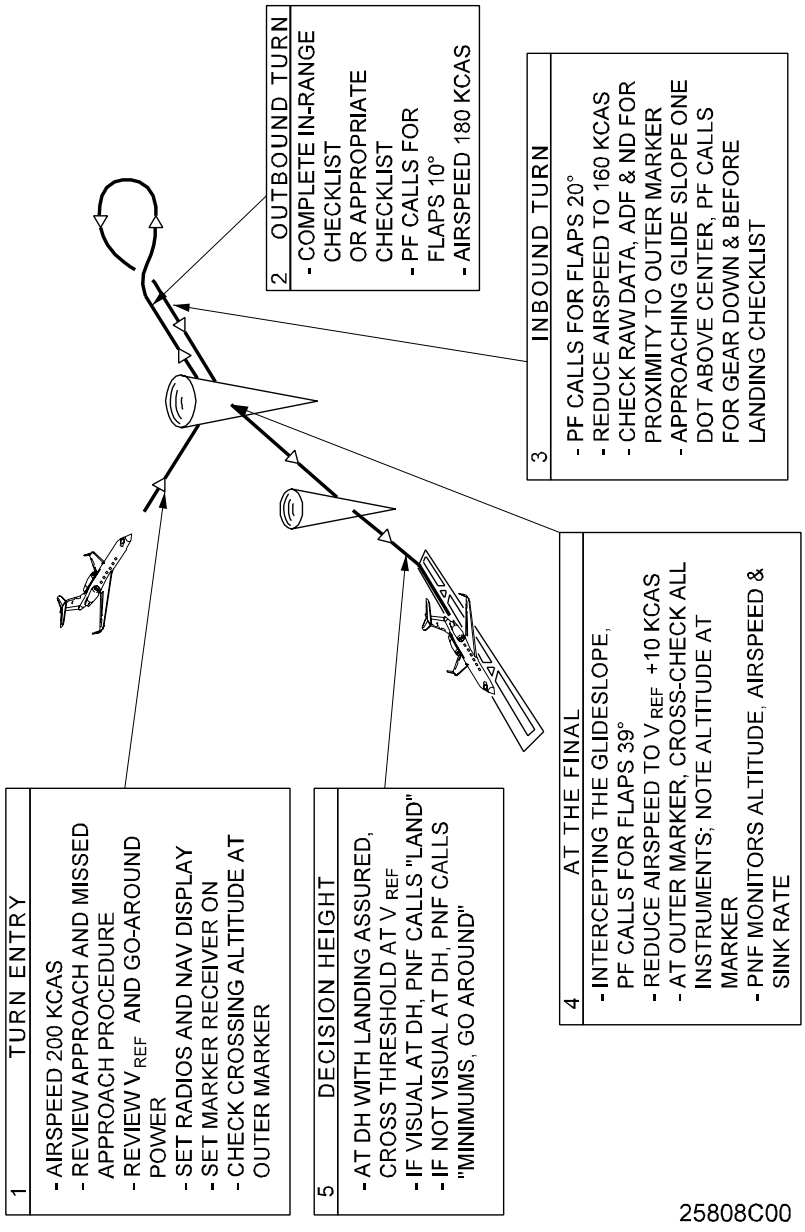
(6) At the outer marker, cross check all instruments and note altitude at the marker.

(7) The PNF monitors altitudes, airspeed and sink rate, and notifies the PF of any abnormal readings. He also makes callouts as specified in the company Operations Manual.

(8) At DH with landing assured, reduce airspeed to cross threshold at V_{REF}. If not visual at DH, the PNF calls, “Minimums, go around.” If visual at DH, the PNF calls, “Land.”

NOTE:

Consider abandoning the approach if there is confusion about configuration, procedures, or clearances.



Precision Approach
Figure 6