AMC1 CAT.OP.MPA.115(a) Approach flight technique — aeroplanes

CAA ORS9 Decision No. 47

STABILISED APPROACH OPERATIONS — AEROPLANES

The following criteria should be satisfied for all stabilised approach operations with aeroplanes:

a. The flight management systems and approach aids should be correctly set, and any required radio aids identified before reaching a predetermined point or altitude/height on the approach.

b. The aeroplane should be flown according to the following criteria from a predetermined point or altitude/height on the approach:

    a. the angle of bank should be less than 30 degrees; and

    b. the target rate of descent should be that required to maintain the correct vertical path at the planned approach speed.

c. Variations in the rate of descent should normally not exceed 50 % of the target rate of descent and not more than the maximum rate of decent declared in the operator’s manuals.

d. An aeroplane should be considered stabilised for landing when the following conditions are met

    a. the aeroplane is tracking within an acceptable tolerance of the required lateral path;

    b. the aeroplane is tracking within an acceptable tolerance of the required vertical path;

    c. the vertical speed of the aeroplane is within an acceptable tolerance of the required rate of descent;

    d. the airspeed of the aeroplane is within an acceptable tolerance of the intended landing speed;

    e. the aeroplane is in the correct configuration for landing, unless operating procedures require a final configuration change for performance reasons after visual reference is acquired;

    f. the thrust/power and trim settings are appropriate; and

    g. landing checklist completed.

e. The aeroplane should be stabilised for landing before reaching 500 ft above the landing runway threshold elevation.

f. For approach operations where the pilot does not have visual reference with the ground, the aeroplane should additionally be stabilised for landing before reaching 1 000 ft above the landing runway threshold elevation except that a later stabilisation in airspeed and/or thrust power may be acceptable, if higher than normal approach speeds are required for operational reasons specified in the operations manual.

g. The operator should specify the following in the operations manual:

    a. the acceptable tolerances referred to in (d);

    b. the means to identify the predetermined points referred to in (a) and (b). This should normally be the FAF.

h. When the operator requests approval for an alternative to the stabilised approach criteria for a particular approach to a particular runway, the operator should demonstrate that the proposed alternative will ensure that an acceptable level of safety is achieved.

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