ILS APPROACH

Initial APP — Interm. APP — Final APP

IAF

D

APP PHASE ACTIVATION

FAF

15 NM

PF	PNF

PF	PNF
SEAT BELTS...…………...………......ON/AUTO	ENG MODE sel ...…………...……AS RQRD
	NAV ACCURACY ...……………....…MONITOR ℹ
You are clear to 3700 ft :	
DESCENT ...………………………...…INITIATE	

FMA

BARO REF: QNH

APPROACH C/L

➤ **For a decelerated APP**

FAF

Ⓓ

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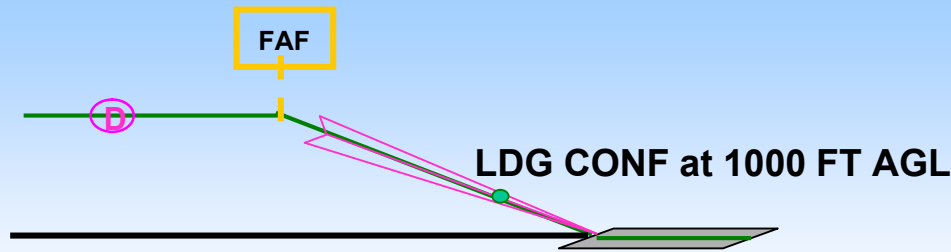
Vapp is predicted at 1000 ft

F-PLN A
page

➤ **For a stabilized approach :** ℹ

PF	PNF

1.b. INITIAL APPROACH

When cleared for ILS approach :

APPR mode...............……………...…….ARM

SECOND AP.................…………….…ENGAGE

LS pb………………………………….....CHECK

LS pb………………………………….....CHECK

FMA

THIS 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

🛈

D ➡️

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PERF
APPR
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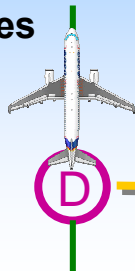
Use V-DEV to monitor vertical profile
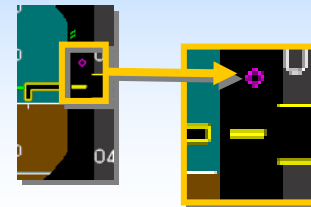
PF	PNF

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**

Once on the G/S :

➢ L/G extension can slow down the A/C

➢ The use of SPEED BRAKE <u>is not</u> recommended…

… It would increase VLS

PF	PNF

3. FINAL APPROACH

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

➢ **Appears below 2000 ft RA**   ➢ **Appears at 800 ft RA**

if not Stabilized at :   1000 ft **In IFR** ⇒ **GO AROUND**

500 ft **In VFR** ⇒ **GO AROUND**
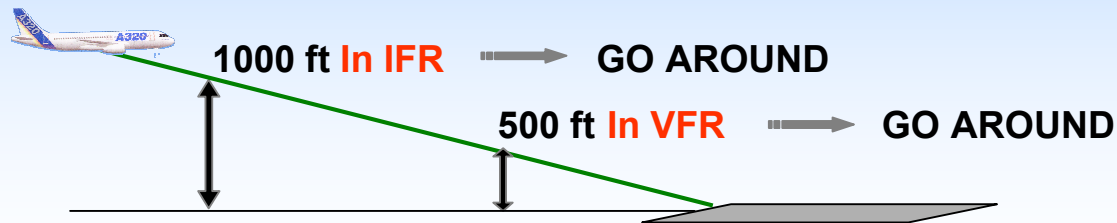
PF	PNF

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”	

5. AUTO-LAND

Check FLARE on FMA

50 ft

40 ft

Check IDLE on FMA

30 ft
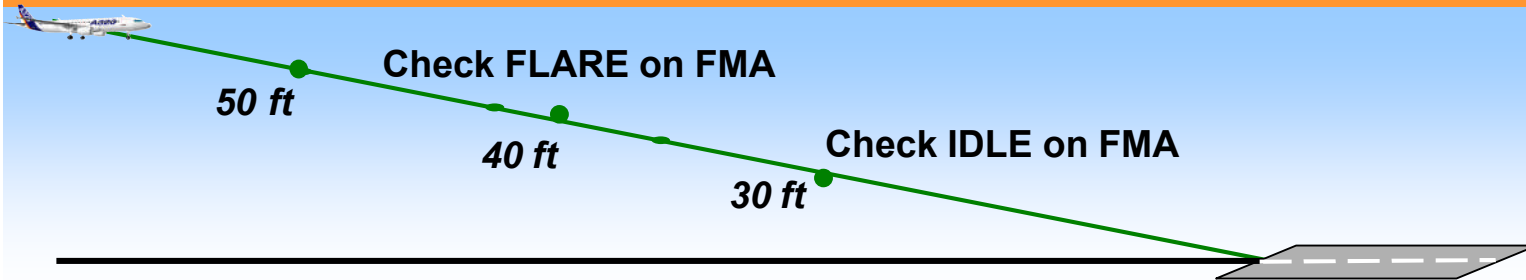
At 10ft RA

AUTO CALL OUT « RETARD »

THR LVRS……………...……..RETARD TO IDLE

ENGINE PARAMETERS………………....MONITOR

At touch down

REVERSE …………………………….……MAX

FMA

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

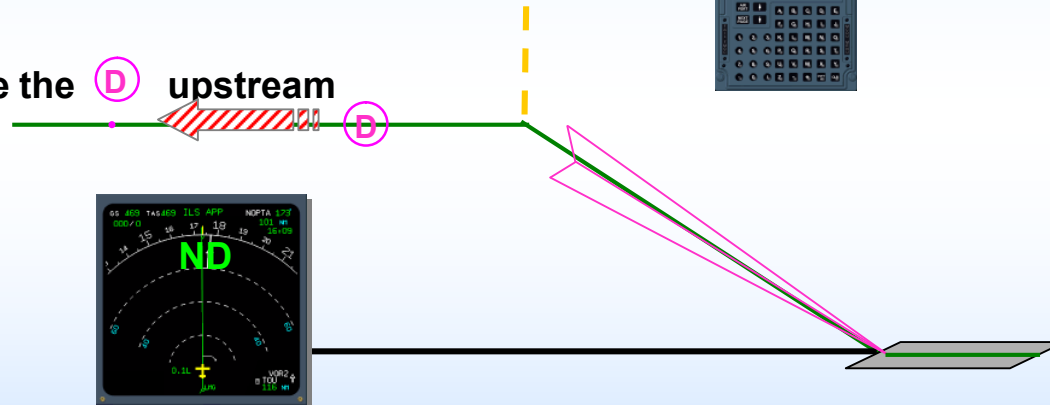**VAPP SPEED CONSTRAINT AT FAF……..ENTER**

F-PLN………………………………...XCHECK

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

F-PLN A
page

…will displace the Ⓓ **upstream**

Ⓓ

ND

GS 469 TAS 469 ILS APP NOPTA 173
000/0 101 NM
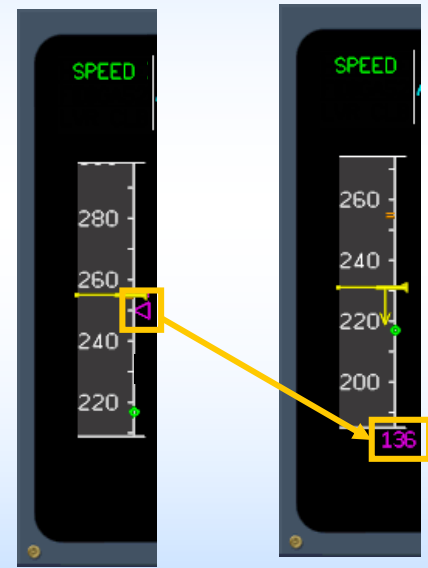16:09
14 15 16 17 18 19 20 21

0.1L VOR2
TCO
116 NM

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 :

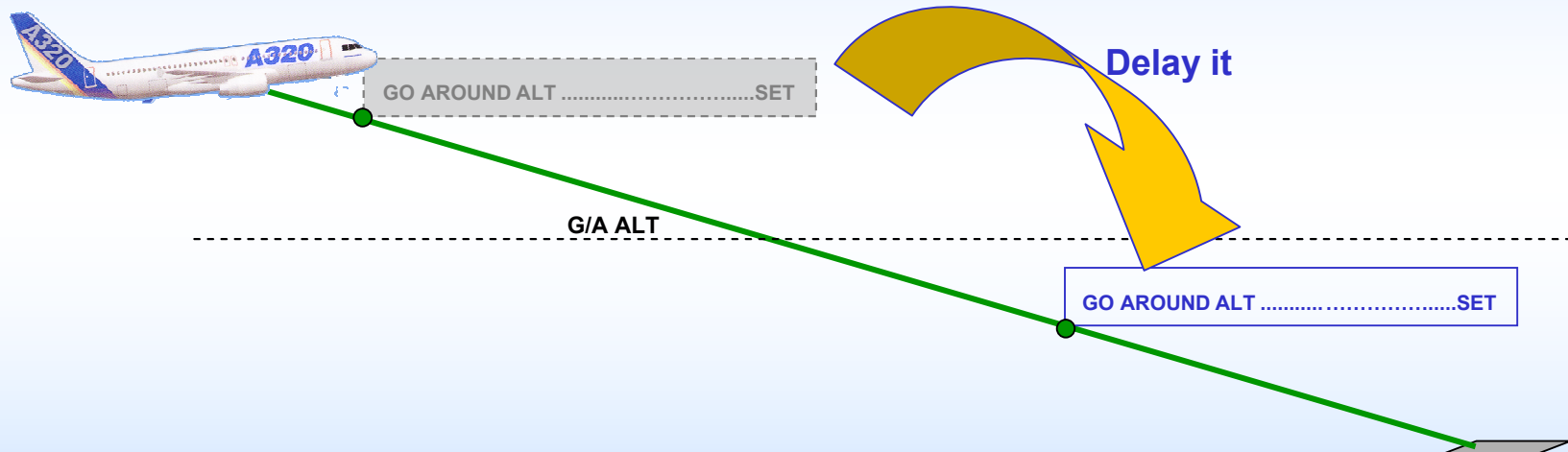➢ As a <u>magenta</u> Ⓓ when autoactivation <u>is possible</u> *(NAV mode)*

➢ 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

Announce any deviation in excess of FLT PARAMETERS :
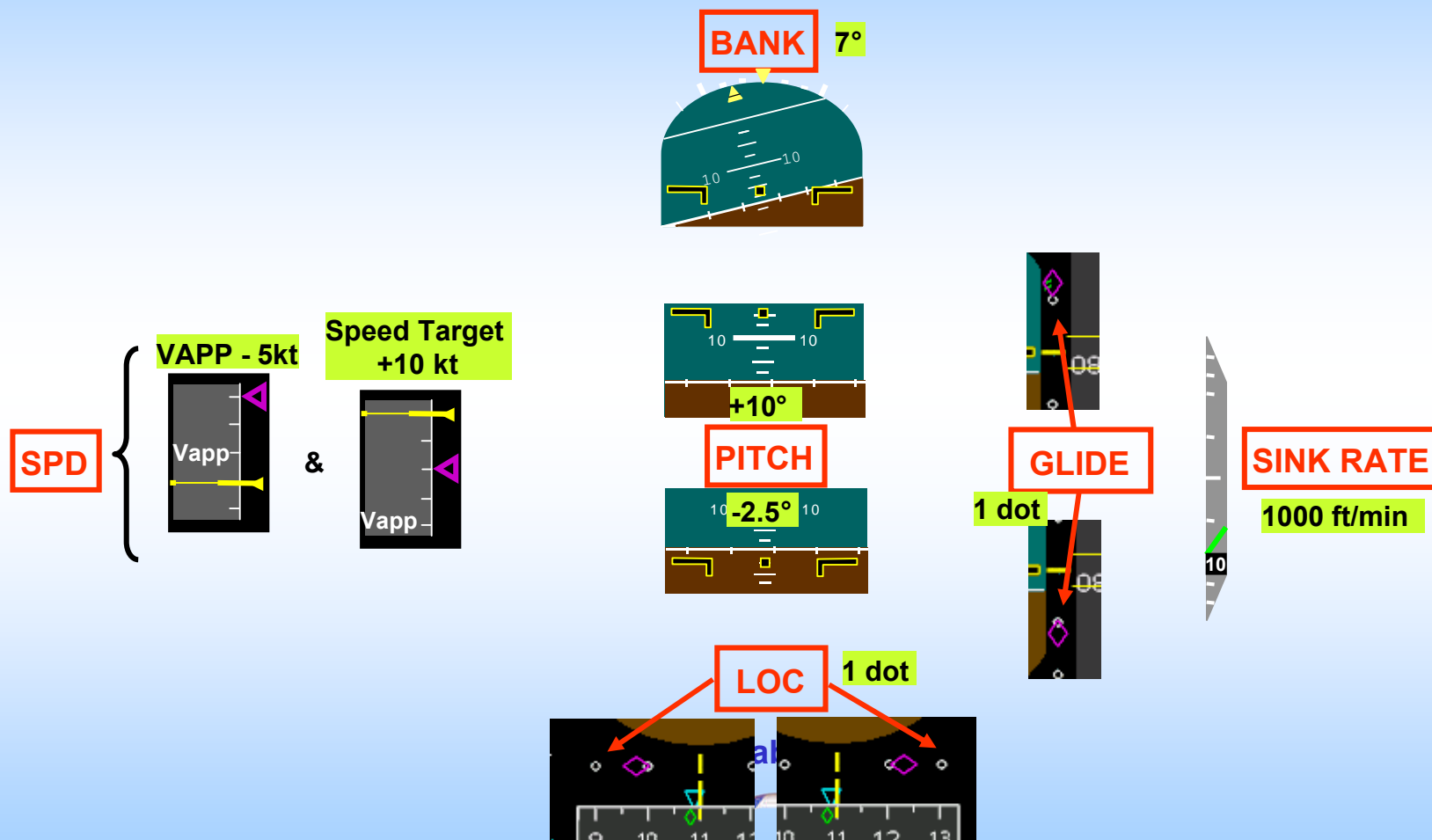
BANK 7°

SPD { **VAPP - 5kt** | **Speed Target +10 kt** } &

Vapp

Vapp

PITCH +10° -2.5°

GLIDE 1 dot

SINK RATE 1000 ft/min

LOC 1 dot

PF	PNF

1.c. INITIAL APPROACH (NAV mode)

Approx 15 NM from touchdown :

APPR PHASE ACTIVATION ……….…...CHECK ℹ️

POSITIONING ......…………...…….....MONITOR

MANAGED SPEED………………..………CHECK

SPEEDBRAKES………………….……..AS RQRD
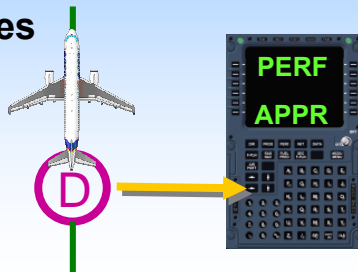
RADAR TILT......………………..………...ADJUST

At green dot , below VFE next : ℹ️

FLAPS 1 should be selected before 3 NM from FAF
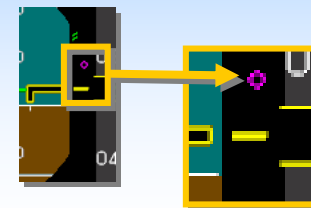
➤ otherwise the A/C will not decelerate

FLAPS 1

DECEL TOWARDS S …………………..…….CHECK   **TCAS........…………………..……TA or TA/RA**

When overflying the DECEL point ,
APPR phase activates

ℹ️

PERF
APPR

Ⓓ

Use V-DEV to monitor vertical profile

04

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 :
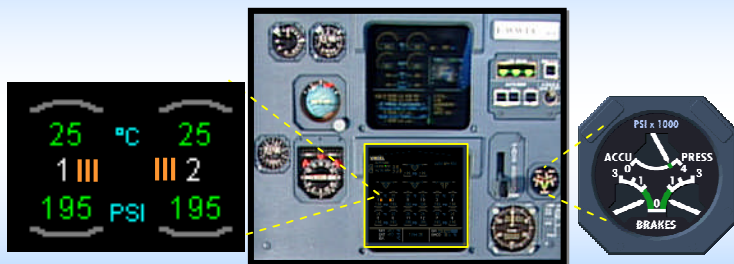
FCOM

3.02.32

RESIDUAL BRAKING PROC…..APPLY