CDFA Reference Card

Constant Descent Final Approach replaces dive-and-drive and is for use on straight-in, non-precision approaches having MDA minimums. This method is recommended by the FAA and mandated in many foreign countries.

CDFA is essentially the same flight profile as an ILS, LPV or LNAV/VNAV approach **- a missed approach must immediately be commenced at minimums if conditions to descend below are not met.**

Operating Considerations

Eligible Approach	NAV Mode	Minimums
RNAV/GPS (Where LPV or LNAV/VNAV mins are not available)	LNAV/VNAV with APP mode	Use a Derived Decision Altitude (DDA) for minimums: G280 DDA= MDA + 70' G600 DDA= MDA + 50'
VOR, VOR/DME NDB, NDB/DME	LNAV/VNAV with APP mode	
For localizer-based approaches: LOC,LOC (BC), LOC DME LDA, LDA/DME SDF, SDF/DME	Lateral guidance must be conventional, short-range NAV (i.e. not FMS w/ magenta or blue needles). Reference Rate of Descent table on page two and use VS mode, or Flight Path Angle mode (G550 only) to descend from FAF to minimums.	
Approaches with the "authorized operators" note.	LNAV/VNAV with APP mode	VNAV DA in lieu of MDA

CAUTION

- **Descent angle must be published on** Jepp chart and be between 2.75 and 3.77 degrees for CAT C.
- Confirm vertical angle in FMS database is at or above descent angle published on Jepp chart and within the range stated above.
- Approaches with "Descent Angle (VNAV) not authorized" and approaches that require low altitude maneuvering– these approaches are not suitable for CDFA.
- On approaches with step down fixes after the FAF, confirm crossing attitudes in FMS vertical profile and continuously monitor altimeter to ensure restrictions are met.
- Terminology for minimums varies in foreign countries, check AIP or ATC section in Jepp Airway Manual to determine if an additive to published minimums is required.
- The use of MDA as a DA/DH does not ensure obstacle clearance from the MDA to the landing runway. Operators must see and avoid obstacles between the MDA and the runway when § 91.175 requirements are met and the approach is continued below the MDA for landing.

RATE OF DESCENT TABLE

A rate of descent table is provided for use in planning and executing precision descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

ANGLE OF DESCENT (degrees and tenths)	FEET /NM	GROUND SPEED (knots)										
		30	45	60	75	90	105	120	135	150	165	180
2.0	210	105	160	210	265	320	370	425	475	530	585	635
2.5	265	130	200	265	330	395	465	530	595	665	730	795
VERTICAL PATH ANGLE 2.7	287	143	215	287	358	430	501	573	645	716	788	860
2.8	297	149	223	297	371	446	520	594	669	743	817	891
2.9	308	154	231	308	385	462	539	616	693	769	846	923
3.0	318	159	239	318	398	478	557	637	716	796	876	955
3.1	329	165	247	329	411	494	576	658	740	823	905	987
3.2	340	170	255	340	425	510	594	679	764	849	934	1019
3.3	350	175	263	350	438	526	613	701	788	876	963	1051
3.4	361	180	271	361	451	541	632	722	812	902	993	1083
3.5	370	185	280	370	465	555	650	740	835	925	1020	1110
4.0	425	210	315	425	530	635	740	845	955	1060	1165	1270