Approaches using FINAL APP Guidance

General

The following items are to be performed additionally to SOP's in the following cases:

- RNAV(GNSS) approaches using mixed NAV FPA guidance with LNAV minima only
- Conventional approaches based on VOR and NDB using selected TRK FPA or mixed NAV FPA guidance
- ILS G/S out, LOC Only and back course localizer approaches

The Approach is flown in TRK|FPA when:

- The Approach is not stored in the database or
- NAV Accuracy is LOW

Descent Preparation

F-PLN A page ..... Check

- If a TOO STEEP PATH message is displayed at the Final Descent Point (FDP), disregard the V/DEV or yoyo information on the PFD
- For Approaches suing NAV|FPA:
- 1 degree of difference between the MCDU and the charted final lateral track is acceptable
- 3 degree of difference between the MCDU and the charted final lateral track is acceptable for conventional radio NAVAID Approaches
- In all other cases use TRK|FPA mode for approach

PROG Page ..... Complete

- Insert the reference RWY threshold in the BRG/DIST field for position monitoring during approach

Go Around Strategy ..... Review

Descent

At 10000 ft:

NAV Accuracy ..... Check

Note: if NAV accuracy is LOW, usee TRK|FPA mode for approach

- **For RNAV (GNSS) approach: GPS PRIMARY ..... Check**
- - GPS PRIMARY mus be available on at least 1 FMS

Initial / Intermediate / Final Approach

LATERAL GUIDANCE MODE ..... Set for Approach

- Arm NAV or LOC mode as appropriate

- For LOC ONLY and ILS G/S OUT:

LOC pushbutton on FCU ..... Push

Press the LOC pushbutton when cleared for approach and on the intercept trajectory for final approach

LOC ..... Check Armed

- For Back Course Localizer approaches:

TRK FPA Mode ..... Use for Approach

LATERAL PATH ..... Intercept

- Monitor NAV or LOC engagement as appropriate

TRK FPA pushbutton (bird) ..... Select
FPA for Final Approach ..... Set

At 0.3 NM from the Final Descent Point:

FPA Selector ..... Pull
FPA MODE ..... Check Engagement

- Check NAV|FPA, TRK|FPA or LOC|FPA is engaged

POSITION/FLIGHT PATH ..... Monitor/Adjust
GO-AROUND ALTITUDE ..... Set

- Set when below the Go-Around Altitude to avoid unexpected altitude capture

FLIGHT PARAMETERS ..... Monitor

- Crosscheck distances versus altitudes as published on charts
- If approaching on a conventional radio NAVAID procedure, monitor the lateral and vertical guidance using raw data
- For approaches using NAV|FPA, monitor XTK error on ND to check lateral guidance
- The Pilot Monitoring calls out if excessive deviations occur
  * Approach using NAV Mode: XTK > 0.1 NM
  * Approach using LOC Mode:LOC ½ dot
  * Approach using TRK Mode:
    - VOR: ½ dot or 2.5°
    - NDB: 5°

At entered Minimum +100 ft

ONE HUNDRED ABOVE ..... Monitor or Announce

At entered Minumum

MINIMUM ..... Monitor or Announce

- Below minimum, the visual reference must be the primary reference until landing

If visual conditions are sufficient:

CONTINUE ..... Announce

At the latest at Missed Approach Point or the Minimum allowable use of Autopilot height (whichever comes first:

AUTOPILOT ..... Off
FLIGHT DIRECTORS ..... Off
RUNWAY TRACK ..... Check/Set

If visual conditions are not sufficient:

GO AROUND ..... Announce

- Initiate a Go-Around

Management of Degraded Navigation

For VOR and NDB approaches in NAV|FPA, if lateral guidance is not satisfactory:

- be prepared to continue the approach with reference to appropriate raw data by reverting to TRK|FPA

For RNAV (GNSS) approaches with LNAV minima:

- Use the appropriate remaining AP/FD in the following cases:
  * GPS PRIMARY LOST on one Navigation Display
  * NAV ACCUR DOWNGRAD on one FMGS
- Discontinue the approach in the following cases, if external visual references are not sufficient to proceed visually
  * GPS PRIMARY LOST on both ND's
  * XTK > 0.3 NM
  * NAV FM/GPS POS DISAGREE on ECAM
  * NAV ACCUR DOWNGRAD on both FMGS