

Approaches using FINAL APP Guidance

Required RNP Approach equipment

The minimum equipment to start an RNP Approach is:

- One FMS
- One GPS
- Two IR's
- One MCDU
- One FD
- One PFD on the Pilot Flying side
- Two ND's
- Two FCU channels

Descent Preparation

Weather Info **Obtain**

Note: The FMS vertical profile does not take into account the effect of low OAT. Therefore the vertical managed guidance **must not be used** when:

- the actual OAT is below the minimum temperature indicated on the approach chart or defined by the operator
- temperature corrections are required according to SOP

F-PLN A page **Check**

- If a TOO STEEP PATH message is displayed at the Final Descent Point (FDP), do not use FINAL APP guidance for approach. In this case use NAV | FPA or TRK | FPA
- 0.1 degree of difference between the MCDU and the charted final vertical path is acceptable
- 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

PROG Page **Review**

- 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, use TRK | FPA mode for approach

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

BARO REF **Set**

- The vertical guidance requires a precise baro setting

Initial / Intermediate / Final Approach

POSITION **Monitor**

- Check that ATC clearances allow the aircraft to fly through the capture area of the vertical profile
- After Radar Vectoring, consider DIR TO, Radial Inn to sequence the F-PLN

APPR pushbutton on FCU **Push**

APPR NAV **Check Armed or Engaged**

FINAL **Check Armed**

- Check that the V/DEV scale is displayed on the PFD
- At the Final Descent Point, a blue arrow on ND indicates that FINAL APP engagement conditions are met

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At Final Descent Point:

FINAL APP **Check Engaged**
GO AROUND ALTITUDE **Set**
FLIGHT PARAMETERS **Monitor**

- Monitor XTK error on ND
- Monitor V/DEV on PFD
- 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
- The Pilot Monitoring calls out if excessive deviations occur
 - * XTK > 0.1 NM
 - * V/DEV > ½ dot (1 dot corresponds to 100 ft)

At entered Minimum +100 ft

ONE HUNDRED ABOVE **Monitor or Announce**

At entered Minimum

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 **As required**

Caution:

- From minima down to the Missed Approach Point the Flight Directors provides additional guidance. The Flight Director must be switched OFF if the guidance is not relevant or not followed.
- After the Missed Approach Point, disregard the FD as it reverts to HDG | VS

If visual conditions are not sufficient:

GO AROUND **Announce**

- Initiate a Go-Around

Management of Degraded Navigation

For VOR and NDB approaches, be prepared to continue the approach with reference to appropriate raw data by reverting to:

- NAV | FPA if the vertical guidance is not satisfactory
- TRK | FPA if the lateral guidance is not satisfactory

For RNAV (GNSS) approaches with LNAV and VNAV 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

For RNAV (GNSS) approaches with LNAV and VNAV minima:

- Discontinue the approach in case the deviation of 75 ft below vertical path (V/DEV > ¾ dot)

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