

Attachment 26

To Operations Group Factual Report

DCA15FA085

Stabilized Approach

Stabilized Approach

Delta defines a stabilized approach as maintaining a stable speed, descent rate, and lateral flight path while in the landing configuration.

WARNING: At any altitude, if the following stabilized approach criteria cannot be established and maintained, initiate a go-around. Do not attempt to land from an unstable approach.

No lower than 1000 feet AFE:

- Be fully configured for landing (gear and landing flaps extended).
- Maintain a stabilized descent rate not to exceed 1,000 fpm.
- Be aligned with the intended landing runway.

No lower than 500 feet AFE:

- Be on target airspeed.
- The engines are stabilized at the thrust setting required to maintain the desired airspeed and rate of descent.

Crossing the Runway Threshold:

- Positioned to make a normal landing in the touchdown zone.

Planned Deviations

- A circling maneuver and some published approaches (such as the River Visual at DCA) may require a planned deviation to the lateral stabilized approach criteria. Some published approaches require higher than standard descent rates. Verbalize all planned deviations during the approach briefing.

Unplanned Descent Rate Exceedance

- In the event of a momentary descent rate exceedance, crews may proceed as long as the descent rate exceedance is verbally acknowledged and corrective action is immediately initiated.