

4.33.13 Visual Approach

4.33.13.1 VFR Operations in the Terminal Area

VFR operation may be conducted in the terminal area in accordance with provisions and limitations of C077 (except as noted in 4.1 of this manual). In addition to the limitations in C077, when a VFR departure or arrival is planned, the PIC will comply with the flight locating procedures listed in Section 4 of this manual. The flight-crew shall use the IFR documents, VFR Charts and any obstacle data available at the point of departure to identify obstacles in the departure and arrival areas. The weather conditions must allow the crew to visually acquire and avoid these obstacles.

4.33.13.2 Visual Approach Procedures

A visual approach is an IFR procedure conducted under IFR in visual meteorological conditions. A visual approach is conducted on an IFR flight plan and authorizes a pilot to proceed visually and clear of clouds to the airport. Authorization to conduct a visual approach is contained in Ops Spec C077. A flight may accept a visual approach or a Charted Visual Flight Procedure (CVFP) provided all the following conditions exist:

1. The flight is operated and remains in Class B, C, or D airspace, within 35 miles of the destination airport in Class E airspace, or the airspace beneath the designated transition area.
2. The flight is under the control of an Air Traffic Control (ATC) facility.
3. The flight must maintain the basic cloud clearance as specified in FAR 91.155.
4. For a visual approach without a (CVFP), the flight must be able to establish and maintain visual contact with the traffic to be followed as directed by ATC. In addition, all of the following provisions and weather conditions at the airport at the time of the approach must be met:
 - a. Reported visibility must be as specified in FAR 91.155 but not lower than a visibility of three miles.
 - b. Reported ceiling must be 1,000 feet or greater.
 - c. Ceiling and cloud clearance must be such to allow the flight to maintain the minimum altitudes prescribed in FAR 91.129, 91.130, or 91.131, as applicable for the airspace class in which the flight is operated.
5. If a visual approach is planned to a runway that is served by a precision IAP, the crew is required to have that approach tuned and displayed on the navigation unit and shall use the navigation information to correctly identify the intended airport and runway.
6. If a visual approach is planned to a runway which is not served by a precision IAP, and the aircraft navigation unit allows a visual approach to be programmed for the runway of intended use, the visual approach feature shall be used.

Note: If neither a precision approach nor the visual approach function is available, then the crew should use an available non-precision approach. If a non-precision approach is also not available, then an extended centerline shall be programmed for the runway of intended use.

7. Visual approaches are authorized between sunset to sunrise only at airports that are served by an Instrument Approach Procedure and Category D circling minimum unless the airport is listed in the Special Use Airport listing of Section 4 Appendix 1 and that listing authorizes night visual approaches, The flight will adhere to any limitation listed in that section.
8. When conducting a visual approach, the Multi Function Display (MFD), if available, should be continuously adjusted to the lowest scale which allows the destination airport to remain visible.

4.33.13.3 Visual Approach Crew Briefing

Prior to conducting a visual approach, the flight crew will review and brief the following items:

1. The airport diagram and IAP if available.
2. Key features which will be used to positively identify the airport/runway.
3. Use of FMS/Nav aids to aid in identifying the airport/runway.
4. Runway of intended use.
5. Airport and runway lighting to be used.

4.33.14 Contact Approaches

Contact approaches are not authorized.

4.33.15 Conducting the Instrument Approach Brief

The approach brief is a coordinated effort that involves both flight-crewmembers to ensure that the approach to be used is completely and correctly understood, regardless of the type of approach to be used. The approach brief must be completed prior to the initial approach fix. The approach brief will be conducted in the following manner:

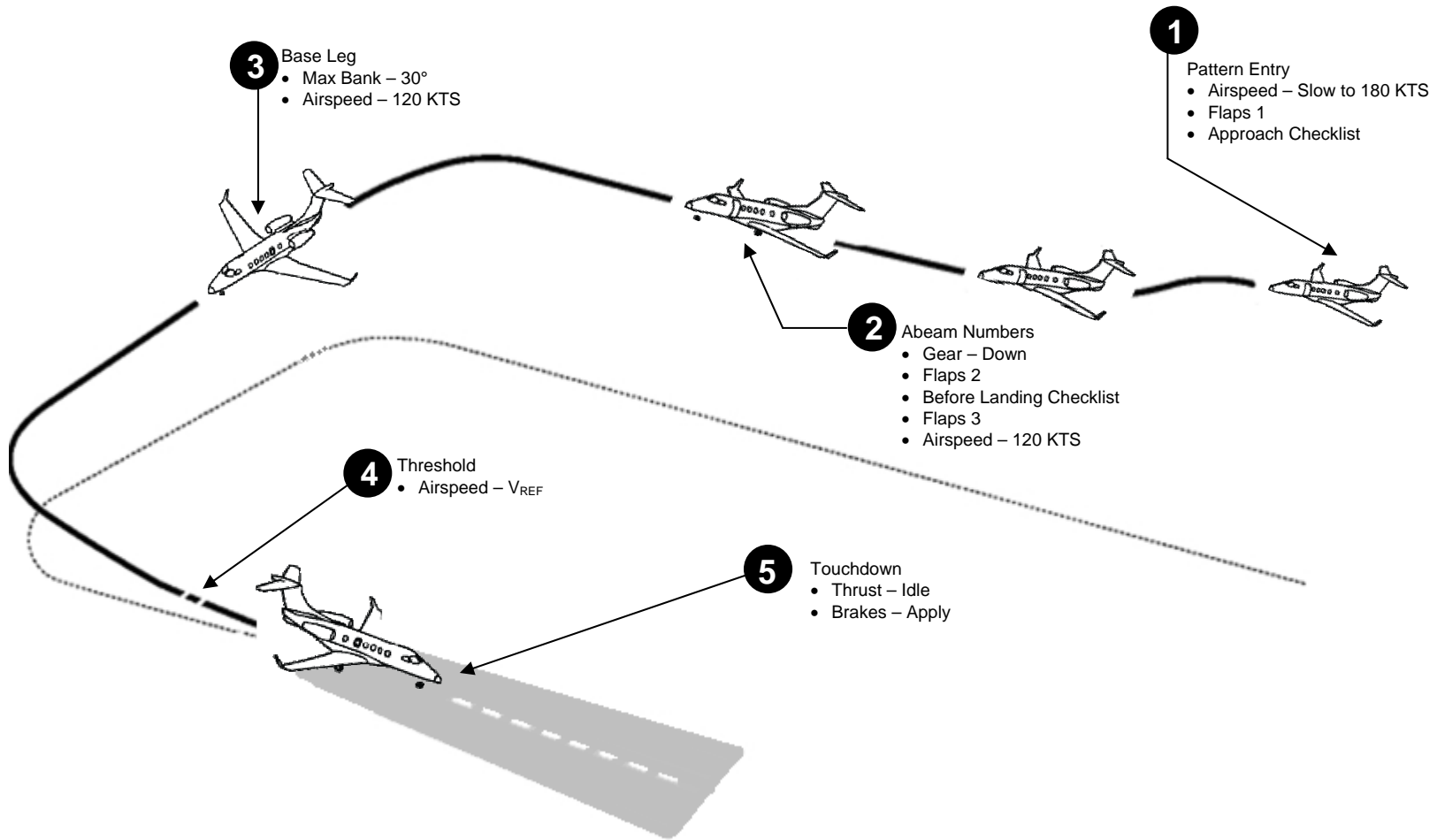
1. The PF will advise the PM which approach will be used and will ask the PM to set up the approach.
2. The PM will review the IAP (if there is no IAP the PM will review what information is available) and set up the radios and nav-aids as applicable. When the PM has finished the review and set up, he/she will advise the PF.
3. The PF will transfer control of the aircraft to the PM, using proper procedures as stated in Section 4.25.3 of this document, and the original PF will then review the IAP and set up.
4. When the original PF is satisfied with the review and set up, he/she will verbally brief the original PM on the approach covering such details as appropriate and called for in the Aircraft Specific SOPs.

The approach brief will include the aircraft automation to be used for the approach. This will include:

- The approach programming in the FMS(s) and comparison to the approach chart,
- Ground-based NAV AIDs tuned/identified/course set and where that information will be displayed,
- What navigation source(s) will be used,

Part 135 / 91K Aircrew Training Manual

Visual Approach and Landing





Aircraft Type:	Phenom 300
Page:	9
Revision:	5
Date:	07/13/2012

Aircraft Specific Standard Operating Procedures

PF

PM

NON – PRECISION MISSED APPROACH (continued)

At V₂+11 and 400 FT Above Airport Surface (Minimum) and Workload Permitting

		CALL	"400 FT."
CALL	"Flaps Up, Yaw Damper On."	ACTION	Select Flaps up, turn on Yaw Damper.
		CALL	"Flaps up selected"

At 1,500 FT (minimum) Above Airport Surface and Workload Permitting

CALL	"After Takeoff Checklist."	ACTION	Complete After Takeoff Checklist.
		CALL	"After Takeoff checklist complete."

VISUAL TRAFFIC PATTERNS

Before Pattern Entry/Downwind (1,500 FT above Airport Surface)

CALL	"Flaps 1, Approach checklist."	ACTION	Select flaps 1, Complete Approach Checklist.
		CALL	"Flaps 1 selected, Approach Checklist Complete."

Downwind

CALL	"Gear down, Flaps 2, Before Landing Checklist."	ACTION	Begin Before Landing Checklist.
		CALL	"Landing Gear."
CALL	"Down, 3 Green, Flaps 3."	ACTION	Complete Before Landing Checklist.

At 500 Ft Above Airport Surface

		CALL	"500 FT, Stabilized."
		CALL	"500 FT, Go Around."
CALL	"Stabilized." Or "Go Around."		

LANDING

At Touchdown

ACTION Thrust levers idle, brakes apply.

6. When operating VFR, comply with the flight locating requirements of the FOM.

NOTE: Visual approaches are allowed between the hours of sunset to sunrise only at airports that are served by an Instrument Approach Procedure and Category D circling minimums unless the airport is listed in the Special Use Airport listing of Section 4 Appendix 1 and that listing authorizes night visual approaches. In this case, any limitations listed in that section must be adhered to.

4.33.8 Stabilized Approach Criteria

All flights must be stabilized at 500' above MDA/DH when IMC or 500' above airport elevation when in VMC conditions. A go-around must be initiated if the aircraft does not meet the stabilized approach criteria.

Small, momentary deviations in airspeed, sink rate, glidepath and course that require minor corrections do not require an immediate go-around. PMs should make necessary callouts for minor deviations to assist the PF in making immediate corrections to maintain stabilized approach criteria.

An approach is stabilized when it meets the following criteria:

1. All briefings have been conducted.
2. Aircraft is fully configured per aircraft profile for landing (except for full flaps during circling or one-engine inoperative).
3. IAS airspeed is no more than $V_{REF} + 20$ KTS and no less than V_{REF} .
4. IVSI is no more than 1000' per minute.
5. Within one dot CDI deflection both lateral and vertical (when applicable).
6. No flight instrument flags unless the landing runway or visual references are in sight.*
7. Unique approach procedures or abnormal conditions requiring a deviation from the above elements of a stabilized approach require that the crew conduct a special briefing prior to the approach.

* Does not apply to maintenance deferred instruments.

An approach that becomes unstabilized requires an immediate go-around.

To prevent ATC speed clearances that may compromise a stabilized approach, do not accept speed assignments in excess of 170KTS closer than five miles from the runway approach end.

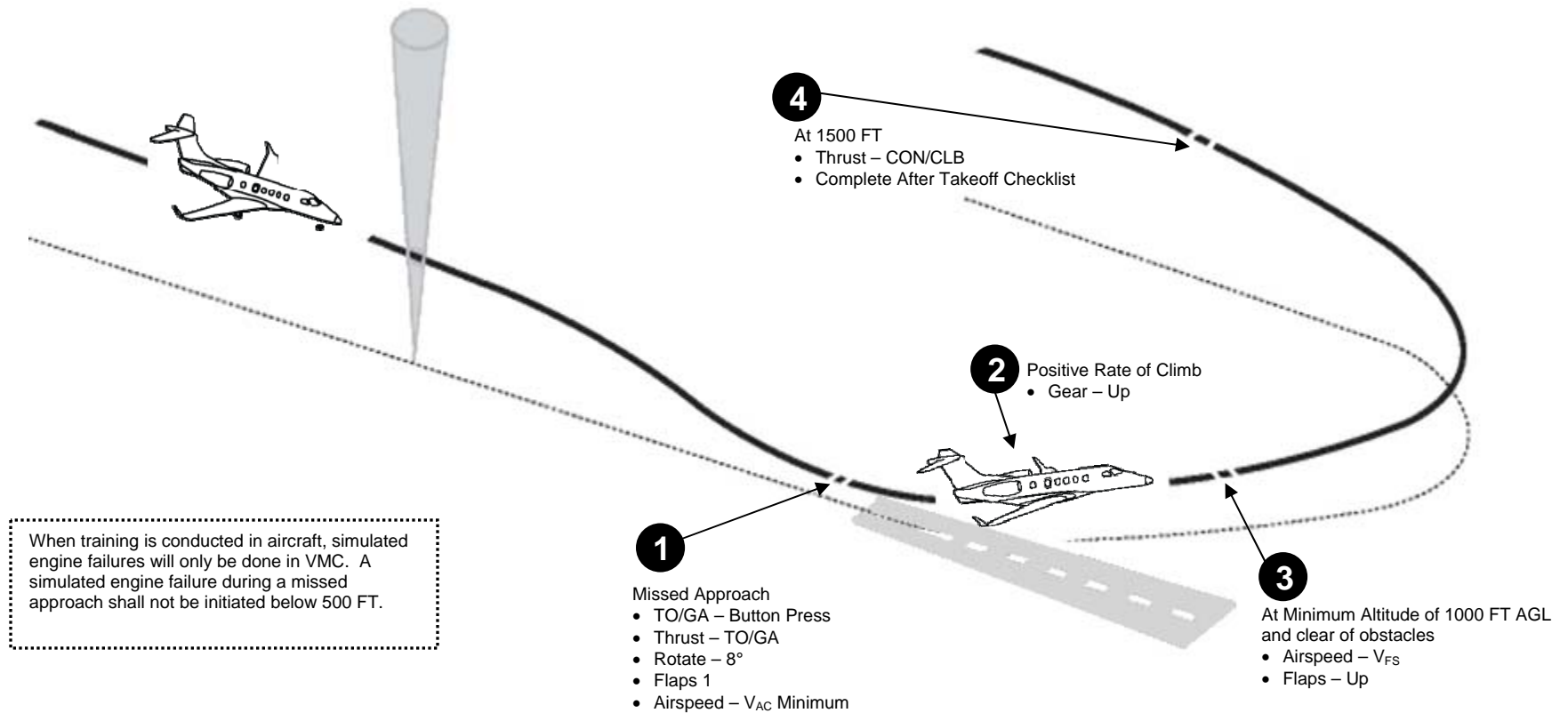
Go Around/Missed Approach Policy

When the safe outcome of an approach is in doubt it is the responsibility of both crewmembers to initiate a go-around/missed approach immediately. Any pilot shall call for a go-around/missed approach if there are indications that a safe landing cannot be completed.

EGPWS activation, a go-around or a missed approach caused by a safety related issue (e.g. unique approaches that cause adherence issues to the Stabilized Approach Criteria, ATC clearances, runway incursions, etc.) should be reported utilizing the ASER/ASAP program. These reports are critical to safety of flight in identifying possible trends or problem areas for a particular approach.

Part 135 / 91K Aircrew Training Manual

One Engine Inoperative Missed Approach / Go Around





Aircraft Type: 300
Page: 10
Revision: 5
Date: 07/13/2012

Aircraft Specific Standard Operating Procedures

GO-AROUND

Initiated either by PF, PM, or ATC

ACTION	Press TO/GA Button, advance power to TO/GA and increase pitch into the command bars	CALL	"GO AROUND"
CALL	"Flaps 1." (No Flap approach, flaps remain at zero)	ACTION	Select Flaps 1.
		CALL	"Flaps 1 selected"

At Positive Rate of Climb

CALL	"Gear up."	CALL	"Positive rate."
		ACTION	Gear – up. When gear indicates up
		CALL	"Gear up."
		ACTION	Announces heading and altitude for missed approach, sets missed approach altitude.

At V₂+11 and 400 FT Above Airport Surface (Minimum) and Workload Permitting

		CALL	"400 FT."
CALL	"Flaps Up, Yaw Damper On."	ACTION	Select Flaps up, turn on Yaw Damper.
		CALL	"Flaps up selected"

At 1,500 FT (minimum) Above Airport Surface and Workload Permitting

CALL	"After Takeoff Checklist."	ACTION	Complete After Takeoff Checklist.
		CALL	"After Takeoff checklist complete."