MUST READ BULLETIN

CHAP: #04-03
PAGE: 1
DATE: 01/26/04

DATE: JANUARY 26, 2004
MUST READ BULLETIN NO.: 04-03
TO: ALL CREWMEMBERS
FROM: WILLIAM T. KEATING, JR., SYSTEM CHIEF PILOT

REMOVE BULLETIN #03-15

THIS BULLETIN REVISES AND REISSUES INFORMATION CONTAINED IN MUST READ BULLETIN #03-15. UPDATE RECORD OF MUST READ BULLETINS.

Please file this bulletin in numerical order following the Record of Must Read Bulletins in your Flight Operations Manual. Record on the Record of Must Read Bulletins. This bulletin contains 2 pages.

The information in this bulletin will be incorporated into Revision 34 of the FOM.

SUBJECT: STABILIZED APPROACHES

BACKGROUND

The following information replaces the stabilized approach procedures found on FOM Chapter 3, page 146. The three paragraphs that are replaced are:

STABILIZED APPROACHES
VMC
IMC

PROCEDURES

STABILIZED APPROACHES

The purpose of conducting a stabilized approach is to maintain a high degree of safety during the approach and landing process. In complying with stabilized approach criteria, the Captain must consider traffic and weather conditions, distance to the runway and the aircraft's energy profile. The objective is to plan the aircraft configuration process in a manner that results in arriving at 1000 feet above field elevation (AFE), during the approach, in a stabilized condition. Under no circumstances will safety of flight be compromised. If at any time during the approach, the Captain feels the stabilized approach criteria cannot be achieved or maintained, a go-around must be initiated.

All approaches must be stabilized by 1000 feet AFE. An approach is considered stable when the following conditions are met.

- Aircraft is in the landing configuration.
- Airspeed is within +10 or -5 knots of computed final approach speed.*
- If an ILS system is being used, the aircraft is within one dot of glideslope.
- Sink rate is 1000 feet per minute or less and stable.**

*NOTE: Airspeed must be within 5 knots of target by 500 feet AFE.

**NOTE: Vertical speed up to 1200 feet per minute may be acceptable under approach conditions that require higher airspeeds/groundspeeds due to non-normal aircraft system configuration.

- Aircraft is on a stable vertical path that will result in landing within the touchdown zone.
- Engine thrust is stabilized at a level that results in target speed (as listed above).
- Aircraft is aligned with the lateral confines of the runway by 200 feet.

Visual Approaches

When conducting visual approaches, weather, traffic and ATC requests must be considered. These approaches should be planned so as to remain as aerodynamically clean as possible during the initial approach for traffic, noise abatement and fuel conservation. Plan the arrival and aircraft configuration so as to meet all the stabilized approach criteria listed above by 1000 feet AFE.

If visual or instrument approach aids are available, the aircraft descent profile must be on-path (ILS glide path, VASI, PAPI, etc.) The aircraft speed may be no greater than target plus 10 kts. at 1000 feet AFE and must be stable within 5 kts of target no later than 500 feet AFE. Momentary and small excursions outside of the above criteria are not considered de-stablizing if they are of short duration and the stabilized criteria can be promptly regained. (Example: gusty wind conditions.) Otherwise, if the approach should become de-stabilized below 1000 feet AFE, a go-around/missed approach must be executed immediately. If either pilot initiates a missed approach, neither pilot may change the decision to conduct the missed approach procedure.

Instrument Approaches

During an instrument approach, crews are encouraged to stabilize the approach before 1000 feet AFE. However, all stabilized approach criteria must be met and the aircraft must be on a stable vertical path (no unusual glide path oscillations) no later than 1000 feet AFE. In addition, the following criteria are applicable at 1000 feet AFE for stabilized instrument approaches in IMC.

- Localizer and Glideslope deviation is one dot or less (steady state).
- VOR course deviation is one quarter scale or less.
- NDB course deviation is no greater than 5 degrees from desired bearing.

If any of the above parameters cannot be maintained, or if the approach should become de-stablized below 1000 feet AFE, a go-around/missed approach must be executed immediately.

Any time after commencing the final approach segment (FAF inbound or GSIA) on an instrument approach in IMC, an immediate go-around is mandatory if any of the following indications are present:

- On an ILS approach, the localizer or glideslope indication reaches full-scale deflection.
- On a VOR approach, the course indicator shows a full-scale deflection.
- On an NDB approach, the bearing indication deviates by more than 10 degrees from desired bearing.
- On a GPS approach, if the aircraft position exceeds .2 miles either side of course.

If either pilot initiates a missed approach, neither pilot may change the decision to conduct the missed approach procedure.