

4.15.5 Operations Below 2500' AGL

In order to increase time for seeing and avoiding other aircraft, it is recommended that at altitudes at or below 2500' AGL, the flight-crew shall maintain 200 KIAS or less.

4.15.6 Arrivals with Wind Gusts Reported

When wind gust factor is reported more than 10 knots, it is recommended that one-half the gust factor be added to the approach speed up to a maximum of 20 kts. (Example: reported wind is 15 gusting to 25 kts. add 5 kts to approach speed)

4.15.7 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 at or below the 500' window. The only acceptable outcome of an approach that is unstabilized at or inside the 500' window is a go-around.

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. The aircraft is established on final on a normal descent angle to the runway (except when a circling maneuver is planned).
4. IAS airspeed at V_{REF} . A tolerance of no more than $V_{REF} + 20$ KTS and no less than V_{REF} is provided to account for special circumstances. Performance data is based on crossing the runway threshold at V_{REF} . The range of airspeeds recognizes the AFM may require a target speed above V_{REF} to comply with AFM limitations, or during times when it is appropriate to apply a gust factor to V_{REF} for a higher speed to counteract possible windshear. Crossing the threshold at speeds greater than V_{REF} will result in a landing distance that is greater than what is published in the AFM.
5. IVSI is no more than 1000' per minute.
6. Within one dot CDI deflection both lateral and vertical (when applicable).
7. No flight instrument flags unless the landing runway or visual references are in sight.*
* Does not apply to maintenance deferred instruments.
8. 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.

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

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approach if there are indications that the approach is/has become unstabilized or any other time a safe landing cannot be completed.

A go-around/missed approach must be reported utilizing the ASER/ASAP program. These reports are critical in identifying possible trends or problem areas for a particular approach.

4.15.2 Go around

Any time a “Go Around” is called, the PF will immediately execute the briefed maneuver. Any crewmember can call a “Go Around.”

4.15.3 IFR and VFR Operations at Airports without Operating Control Tower

Flight Locating Procedures in this manual, require crews to remain IFR, or if canceling IFR the crew must be in contact with personnel located at the destination, or have advised Scheduling of intended time of arrival.

Operations Specification require crews be in direct contact with someone at the destination only when canceling IFR and proceeding VFR to the destination.

AIM 4-1-9 describes traffic advisory practices at airports without an operating control tower. The following is provided to define radio procedures for the purpose of traffic awareness as described in the AIM.

In addition to complying with applicable parts of FARs 91, 135, and Operations Specifications C064 and C077 (except as noted in 4.1 of this manual), crews will comply with the following procedures when operating to and from airports without an operating control tower.

1. When inbound, while more than 10nm from the airport, the crew will attempt to obtain, via Common Traffic Advisory Frequency (CTAF), information concerning airport services and facilities. When outbound, before departing, the crew will attempt to obtain via CTAF information concerning airport services and facilities.
2. While within ten (10) nm from the airport, the crew will maintain a constant listening watch on the CTAF.
3. When approaching to land, crew will make all turns to the left unless the airport displays indications that turns should be made to the right.

NOTE: AIM 4-1-9 a; Airport Operations without Operating Control Tower, paragraph 2 ...”There are three ways for pilots to communicate their intentions and obtain airport/traffic information when operating at an airport that does not have an operating tower: by communicating with a FAA ATC facility, a UNICOM operator, or by making a self-announce broadcast.”

4.15.4 Instrument Approach Procedures

4.15.4.1 Multiple Instrument Approaches

No crew shall attempt more than two instrument approaches at an airport, with the intent to land, when low ceilings and/or visibility caused the first missed approach.

4.15.4.2 Nav Aid Set-up for Approaches

Crews should use all available resources to provide situational awareness and backup information when flying instrument approach procedures. Crews should use all available technology in the cockpit to provide the most accurate information to fly the most precise, stabilized, and safest approach. Experience has shown a good GPS signal to be much more accurate than VOR or NDB. If GPS is available, it should always be used in conjunction with other available ground based nav aids. Depending on available equipment and displays in any particular aircraft, crews should use the following principles to set up the approach:

1. When only one nav aid (LOC, VOR, NDB, or GPS) is used for the approach: