

K. ELEMENTS OF THE STABILIZED APPROACH

All flights shall be stabilized by 1,000 feet height above touchdown (HAT) in instrument meteorological conditions (IMC) or in visual meteorological conditions (VMC). An approach is considered stabilized when all of the following criteria are met:

1. The aircraft is on the correct flight path. For specific types of approaches the aircraft is considered on the correct flight path when it meets the following conditions. Precision approaches must be flown within one dot of the glideslope and localizer. For visual approaches or non-precision approaches the wings must be level on final approach when the aircraft reaches 500 feet HAT. For circling approaches, the wings must be level on final approach when aircraft reaches 300 feet HAT.
2. The aircraft's descent rate will not exceed a maximum of 1,000 feet per minute; if an approach requires a descent rate greater than 1,000 feet per minute, a special briefing will be performed.
3. Only small changes in heading and pitch are required to maintain the correct flight path.
4. Crossing altitude deviations will not exceed 100 feet.
5. The aircraft speed is not more than the Approach Speed (as required by the SOP) + 10 knots indicated airspeed (KIAS) and not less than the required approach speed.
6. Momentary deviations from this requirement may occur due to gusty or turbulent conditions, which is acceptable provided corrective action is initiated in a timely manner.
7. The aircraft is in the proper landing or approach configuration as defined in the Ameriflight SOP.
8. Power settings will be appropriate for the configuration and not below the minimum power setting as outlined in the Ameriflight SOP. Idle power settings should be avoided and only used for brief intervals.

9. All briefings and checklists have been performed and completed.

In the event an approach is not stabilized in reference to the elements above or the approach becomes destabilized at any point, a goaround is required.

For detailed instructions on the elements of the stabilized approach refer to the specific aircraft SOP.