

MFAA GENERAL OPERATIONS MANUAL

1. The visibility is 3 miles and ceiling of a 1000’
2. The flight crew must be able to maintain proper cloud clearance for the specific airspace.
3. The flight crew uses the airport obstacle chart and have the visibility needed to avoid the obstacles.

If ATC does not specifically assign a departure procedure in the takeoff clearance the flight crew will comply with the departure procedure for that airport.

Stabilized Approach

A stabilized approach is one of the key features of safe approaches and landings. It is characterized by a constant-angle, constant-rate of descent approach profile ending near the touchdown point, where the landing maneuver begins. A stabilized approach is the safest profile in all but special cases, in which another profile may be required by unusual conditions.

All appropriate briefings and checklists should be accomplished before 1,000’ height above touchdown (HAT) in instrument meteorological conditions (IMC), and before 500’ HAT in visual meteorological conditions (VMC).

Flight should be stabilized by 1,000’ HAT in IMC, and by 500’ HAT in VMC.

An approach is stabilized when all the following criteria are maintained from 1,000’ HAT (or 500’ HAT in VMC) to landing in the touchdown zone:

1. The airplane is on the correct track.
2. The airplane is in the proper landing configuration.
3. After glide path intercept, or after the final approach fix (FAF), or after the derived fly-off point (per Jeppesen) the pilot flying requires no more than normal bracketing corrections to maintain the correct track and desired profile (3° descent angle, nominal) to landing within the touchdown zone. Level off below 1,000’ HAT is not recommended.
4. The airplane speed is within the acceptable range specified in the approved operating manual used by the pilot. In landing configuration VREF+20-0.
5. The rate of descent is no greater than 1,000 feet per minute (fpm).
6. If an expected rate of descent greater than 1,000 fpm is planned, a special approach briefing should be performed.
7. If an unexpected, sustained rate of descent greater than 1,000 fpm is encountered during the approach, a missed approach should be performed. A second approach may be attempted after a special approach briefing, if conditions permit.
8. Power setting is appropriate for the landing configuration selected and is within the permissible power range for approach specified in the approved operating manual used by the pilot.

Instrument Approaches

Flight crews will not commence an approach if prior to reaching the final approach fix the reported visibility is not greater than the required visibility of the procedure. If the aircraft is beyond the final approach fix the approach may be continued.