

B. LIMITS AND PARAMETERS

The approach to landing must be stabilized no later than 500 ft. above the runway elevation (VMC) or 1,000 ft. above the runway elevation (IMC), the “stabilized approach height.” At this point the aircraft must be on centerline, on glideslope, configured to land, unless an abnormal procedure requires otherwise, and must not exceed the parameters listed below:

1. **Abnormal Bank** – For the purpose of these SOPs, Abnormal Bank is a bank angle of more than 30° that has not been briefed to occur.
2. **Abnormal Rate of Descent** – For the purpose of these SOPs,
 - An unplanned and/or not briefed descent rate of more than 1000 FPM on an instrument final approach, or
 - A descent rate of more than 500 FPM during unpressurized flight with passengers on board.
3. **Abnormal Speed** – For the purpose of these SOPs,
 - Within 5 KIAS below the maximum allowable airspeed, or
 - More than 5 KIAS below or above an ATC assigned airspeed
 - More than 5 KIAS below or more than 10 KIAS above the briefed target airspeed on an instrument approach, or
 - More than 5 KIAS below or more than 10 KIAS above V_{AP} prior to 500 feet AGL on a visual approach, or
 - Less than V_{REF} or more than $V_{REF} + 10$ between 500 feet AGL and the runway threshold.
3. **Altitude Deviation** – For the purpose of these SOPs an Altitude Deviation occurs when the aircraft is at or beyond the limits described in the following situations:
 - 20 feet below or 60 feet above an MDA, or
 - 40 feet below or 100 feet above any other minimum altitude on an instrument approach once that altitude has been achieved, or
 - 100 feet above or below an assigned enroute altitude once that altitude has been achieved.
4. **Approach Deviation** – For the purpose of these SOPs,
 - Once established on the final approach course, more than one dot left or right of center on the CDI, and
 - Upon glideslope intercept, anything below or more than one dot above the glideslope.
5. **Course Deviation** – For the purpose of these SOPs, A needle deflection of more than ½ dot from the assigned/cleared course.
6. **Heading Deviation** – For the purpose of these SOPs, more than 5° left or right of an assigned heading

STABILIZED APPROACH

This training program uses the stabilized approach concept. All approach profiles (VMC/IMC) listed in this chapter are based upon achieving a stabilized approach, as depicted in the Flight Safety Foundation Approach-and-Landing Accident Reduction (ALAR) Tool Kit, Section 7.1. All flights must be stabilized by 1,000' above the airport elevation in instrument meteorological conditions (IMC) and by 500' above the airport elevation in visual meteorological conditions (VMC). An approach is stabilized when all of the following criteria are met:

1. The aircraft is on the correct flight path;
2. Only small changes in heading/pitch are required to maintain the correct flight path;
3. The aircraft speed is not more than $V_{REF} + 10$ KT indicated airspeed and not less than V_{REF} ;
4. The aircraft is in the correct landing configuration;
5. Sink rate is no greater than 1,000' per minute; if an approach requires a sink rate greater than 1,000' per minute, a special briefing should be conducted;
6. Power setting is appropriate for the aircraft configuration and is not below the minimum power for approach as defined by the aircraft operating manual;
7. All briefings and checklists have been conducted;
8. Specific types of approaches are stabilized if they also fulfill the following:
 - a. Instrument landing system (ILS) approaches must be flown within one dot of the glideslope and localizer
 - b. A Category II or Category III ILS approach must be flown within the expanded localizer band
 - c. During a circling approach, wings should be level on final when the aircraft reaches 300' above airport elevation;
9. Unique approach procedures or abnormal conditions requiring a deviation from the above elements of a stabilized approach require a special briefing.

An approach that becomes unstabilized below 1,000' above airport elevation in IMC or 500' above airport elevation in VMC requires an immediate missed approach or go-around.

ask if a checklist should be continued if, in his opinion, the PF has overlooked a portion of a checklist that was interrupted.

The courteous expression of Crew Resource Management protects the kind of cockpit environment that best allows the crew to function effectively as a coordinated team in normal, abnormal and emergency situations in all phases of flight. **Courtesy begins with clear, audible and paced challenges and responses. Mumbling or rushing either a challenge or a response can cause the other crewmember to misinterpret the situation.**

Challenge/No Response

If the PM observes and challenges a flight deviation or critical situation, the PF should respond immediately. If the PF does not respond by oral communication or action, the PM must issue a second challenge that is loud and clear. If the PF does not respond after the second challenge, the PM must ensure the safety of the aircraft. The PM must announce that he is assuming control and then take the necessary actions to return the aircraft to a safe operating envelope.

In a situation where either crewmember suddenly recognizes impending impact with traffic or terrain in which there is no time for announcements or challenge and response, that crew member must take the necessary actions to ensure the safety of the aircraft.

In all cases, any operation at any time under the pretext of the Challenge/No Response section **must** be reported to the Director of Operations and/or Chief Pilot as soon as possible.

Abnormal/Emergency Procedures

In the event of an abnormal or emergency situation the PF remains the PF and **maintains control** of the aircraft until stabilized at a safe altitude. The PM performs memory items, regardless of which crewmember is the PIC. **At the safe altitude** the PM will analyze and respond to the problem in coordination with the PF and in accordance with the approved checklist and **IMAGE AIR CHARTER LLC SOPs**. The PIC must notify the Director of Operations and/or Chief Pilot of the incident as soon as possible (see Page B-5 regarding “transfer of control of the aircraft.”)

This policy negates the need for excessive and confusing conversation about “who’s flying” which might be difficult or impossible during a noisy and shocking explosive cabin depressurization.