

Short final ($\approx$ 500 ft)

Stabilized approach

- 1 - LANDING GEAR lever Check
DN and 3 green

When airspeed is below 122 KIAS :

- 2 - FLAPS lever LDG

• NOTE •

However, when autopilot is engaged, in APR mode, with coupled GS, FLAPS must be extended in landing position before crossing the OUTER MARKER.

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Without AP engaged :

- 3 - Approach airspeed 85 KIAS

With AP engaged :

- 4 - Approach airspeed Above 85 KIAS

• NOTE •

This is to avoid any vertical deviation in case of late FLAPS extension to LDG position in short final.

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- 5 - AP / YD / AT Disconnect
Before 200 ft

• NOTE •

The pilot effort required to use the rudder pedals is reduced if the yaw damper is turned off. This is particularly significant when landing in a crosswind.

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End of procedure.

Landing

▲ **WARNING** ▲

Reduce power smoothly.

Quickly reducing the power to idle during the flare may induce a pronounced deceleration which may lead to a drop down of the airplane.



1 - THROTTLE Flight IDLE

• NOTE •

Avoid three-point landings. Adopt a positive flight attitude in order to touch runway first with main landing gear.



After wheels touch :

▲ **CAUTION** ▲

On snowy or dirty runway, it is better not to use reverse below 40 KIAS.



2 - Reverse As required
Reverse may be applied as soon as the wheels touch the ground

• NOTE •

To avoid ingestion of foreign objects, come out of the reverse range as speed reduces and use the brakes if necessary for further deceleration.



• NOTE •

High power reverse at low speed can throw loose material into the air, and can cause control problems and decrease the comfort of crew and passengers. If permitted by the runway length, it is better to adopt a moderate reverse.



3 - Brakes As required

• NOTE •

It is advised not to brake energetically, as long as speed has not reached 40 KIAS, as otherwise wheels may be locked.



End of procedure.