



# Approach: Stabilized Criteria- All Approaches

Not FAA approved

## Warning:

- If a stabilized approach cannot be obtained, go-around/missed approach is mandatory.
- Unstabilized approaches are not acceptable.
- It is the responsibility of the captain to call a go-around/missed approach.

## FAF-Instrument Approaches

- Aircraft should be in planned landing configuration by final approach segment.

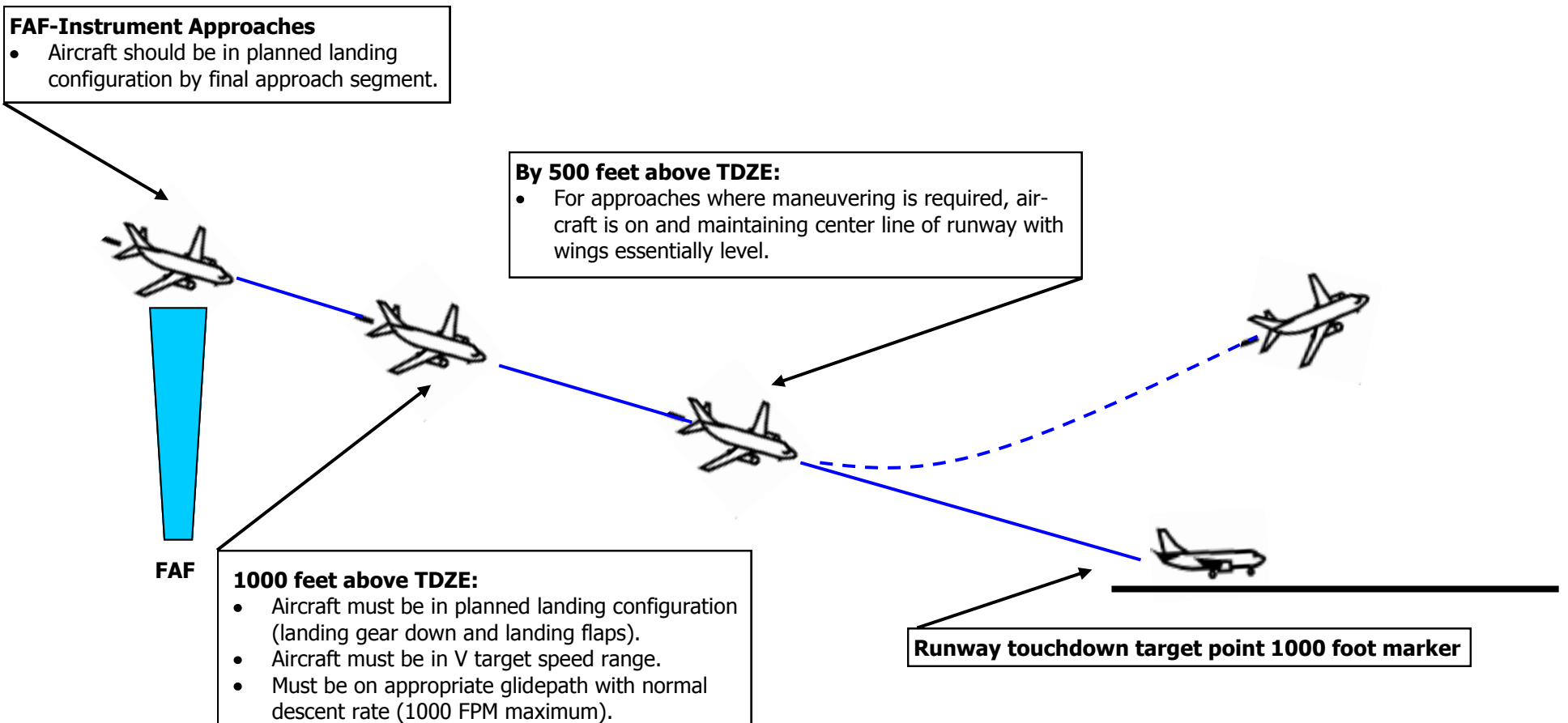
## By 500 feet above TDZE:

- For approaches where maneuvering is required, aircraft is on and maintaining center line of runway with wings essentially level.

## 1000 feet above TDZE:

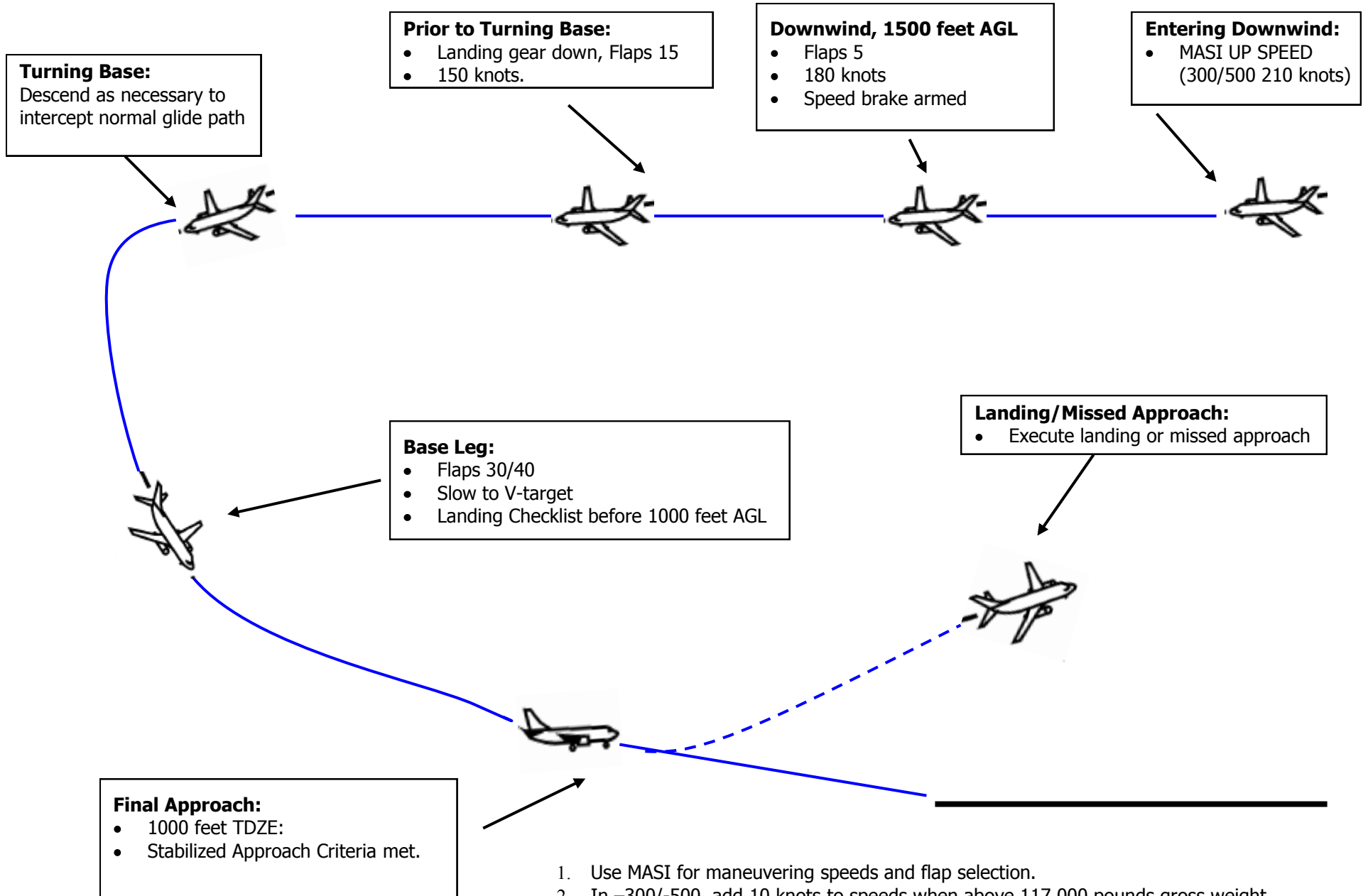
- Aircraft must be in planned landing configuration (landing gear down and landing flaps).
- Aircraft must be in V target speed range.
- Must be on appropriate glidepath with normal descent rate (1000 FPM maximum).

Runway touchdown target point 1000 foot marker





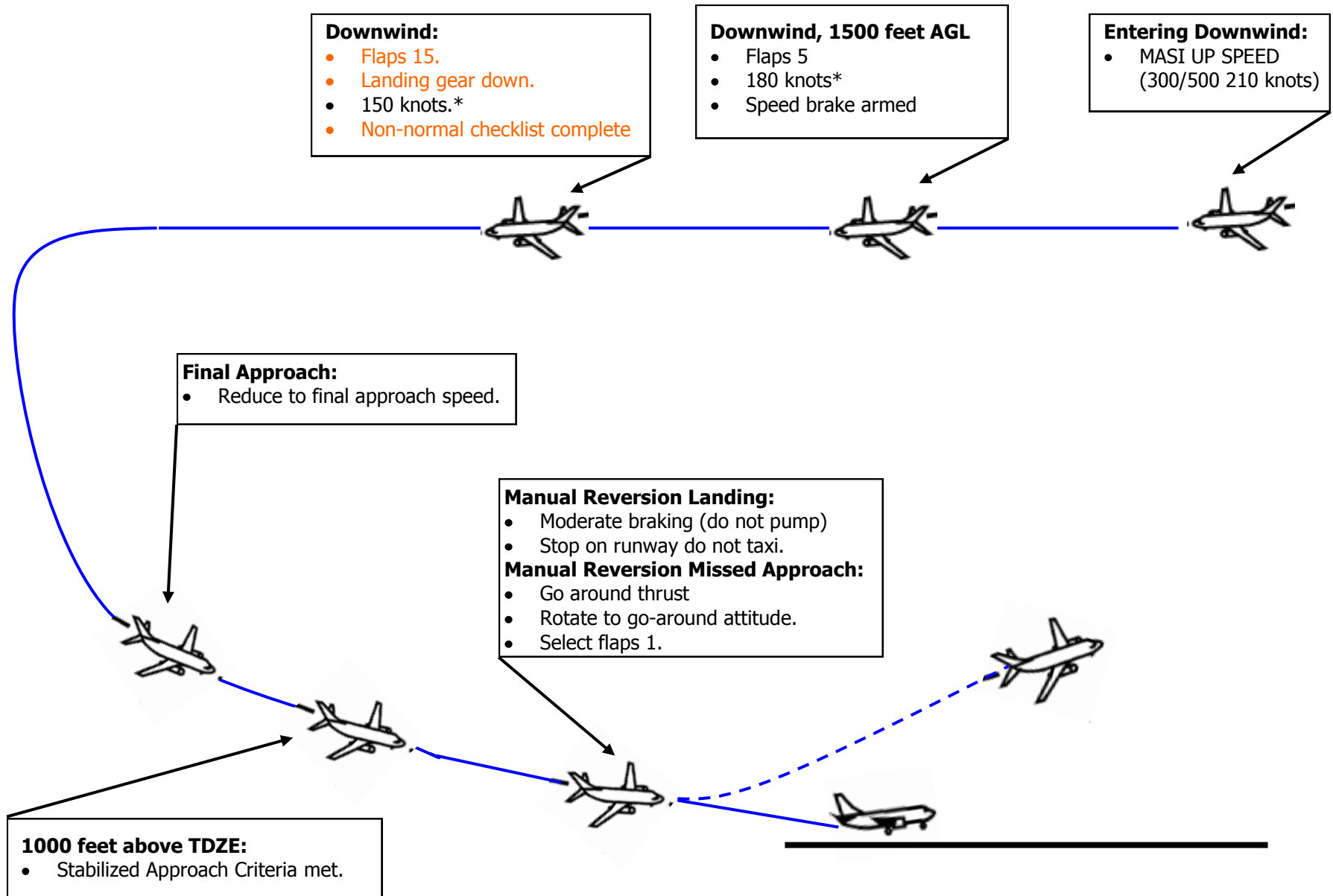
# Approach: Visual Profile



1. Use MASI for maneuvering speeds and flap selection.
2. In -300/-500, add 10 knots to speeds when above 117,000 pounds gross weight.



# Approach: Manual Reversion or System B Inoperative



1. \*Use MASI for maneuvering speeds and flap selection.
2. \*In -300/-500, add 10 knots to speeds when above 117,000 pounds gross



# Approach: Jammed Stabilizer

- Maintain in-trim speed until start of approach.
- Be in landing configuration early.

## Downwind:

- Flaps 15.
- Landing gear down.
- 150 knots.\*

## Downwind, 1500 feet AGL

- Flaps 5
- 180 knots\*
- Speed brake armed

## Entering Downwind:

- MASI UP SPEED  
(300/500 210 knots)

## Final Approach:

- Reduce to final approach speed.
- Complete Jammed Stabilizer Landing Checklist.

## Landing/Missed Approach:

- Execute landing or normal go-around profile.

## 1000 feet above TDZE:

- Stabilized Approach Criteria met.

1. \*Use MASI for maneuvering speeds and flap selection.
2. \*In -300/-500, add 10 knots to speeds when above 117,000 pounds gross



# Approach: ILS Profile

## Base Leg:

- Flaps 5.
- 180 Knots.\*
- Ensure speedbrake armed.

1. \*Use MASI for maneuvering speeds and flap selection.
2. \*In -300/-500, add 10 knots to speeds when above 117,000 pounds gross

## Entering Downwind:

- MASI UP SPEED  
(300/500 210 knots)

## Glide Slope Alive:

- Gear down, Flaps 15.
- 150 Knots\*
- Prior to glide slope capture: Flaps 30/40.
- Slow to V-target speed
- Landing Checklist before 1000 feet AGL

## Glide Slope Intercept:

- Aircraft should be stabilized on speed and in landing configuration.

## Cleared Approach:

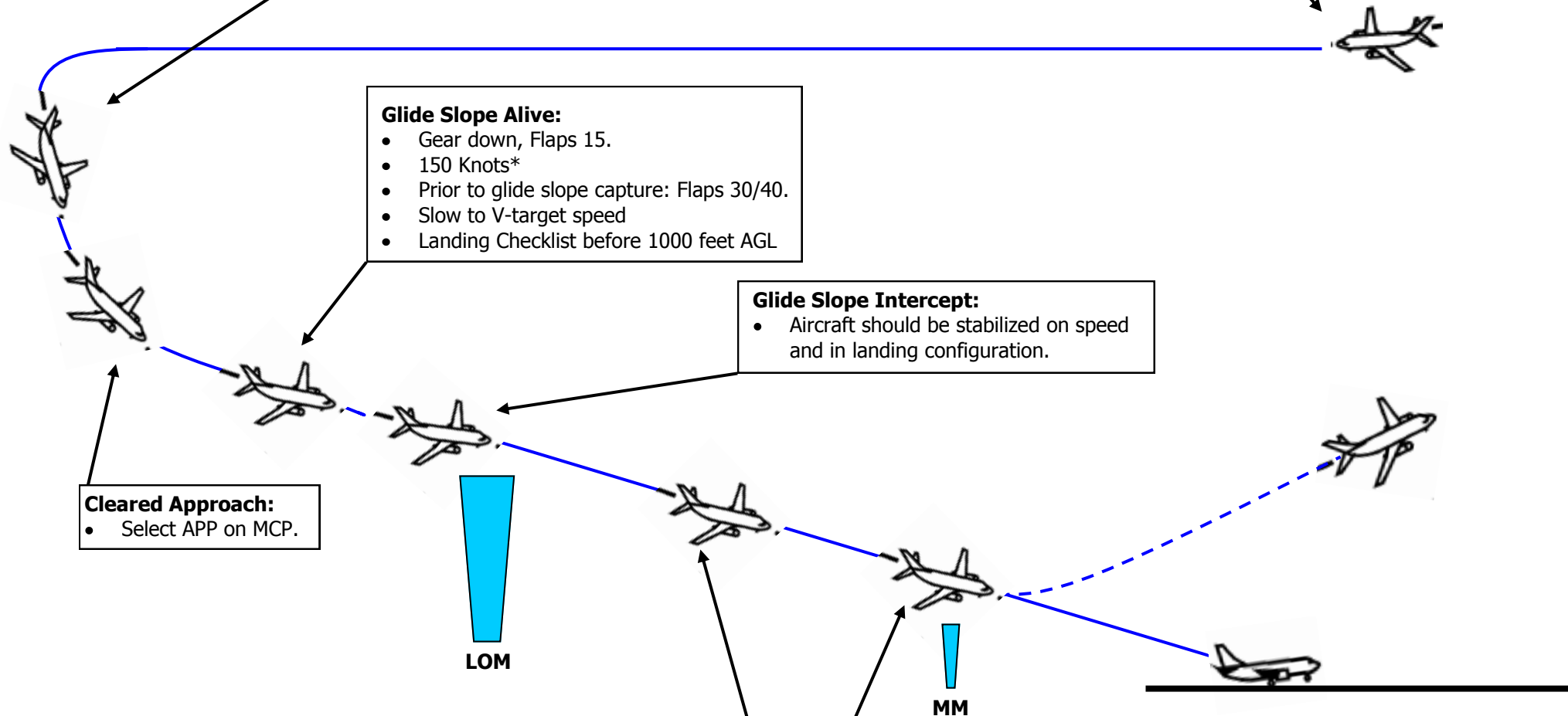
- Select APP on MCP.

## 1000 feet above TDZE:

- Stabilized Approach Criteria met.

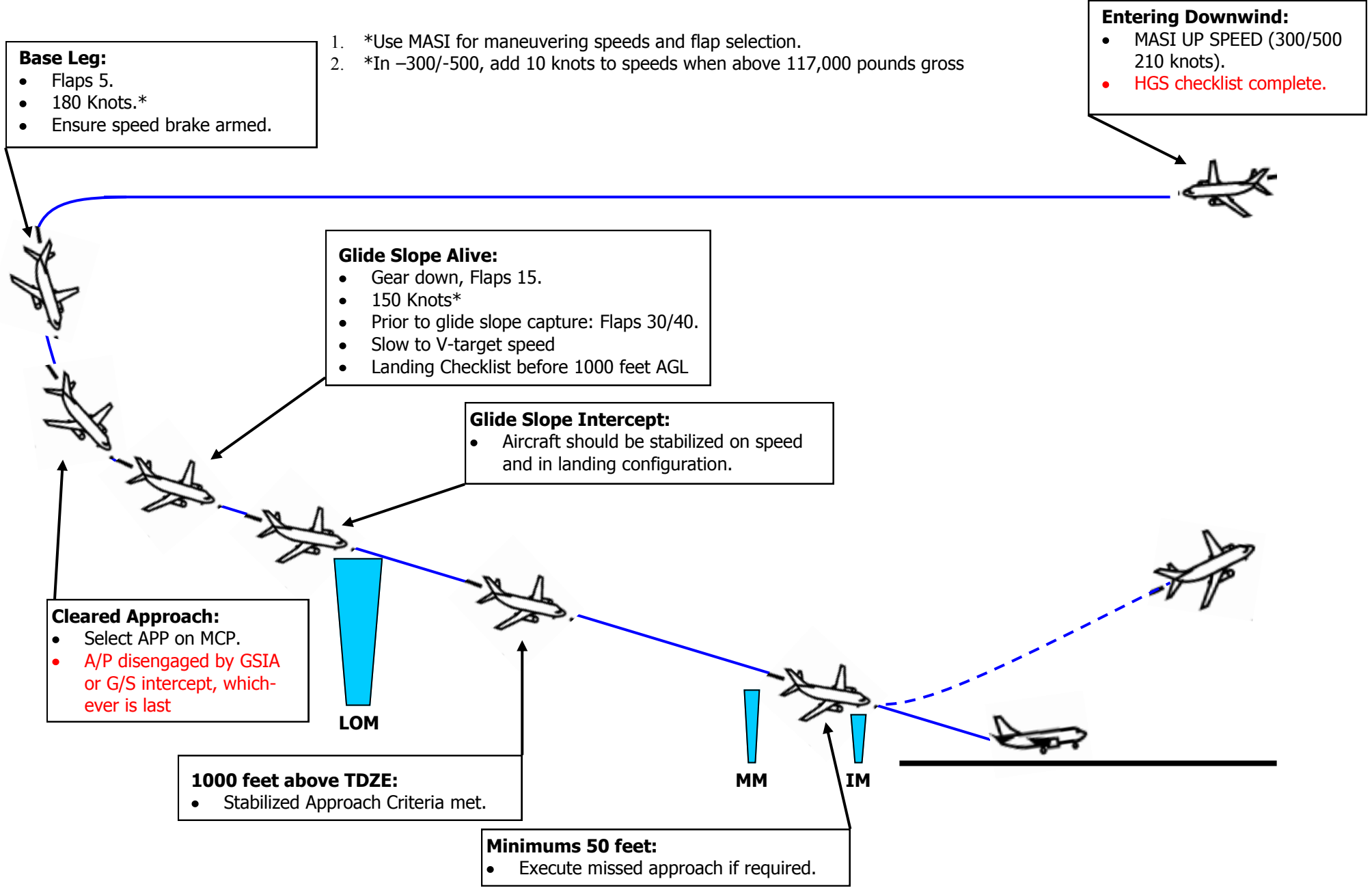
## Minimums:

- Execute missed approach if required.





# Approach: HGS- ILS Profile





# Approach: ILS- One Engine Inoperative

## Base Leg:

- Flaps 5.
- 180 Knots.\*
- Ensure speedbrake armed.

1. \*Use MASI for maneuvering speeds and flap selection.
2. \*In -300/-500, add 10 knots to speeds when above 117,000 pounds gross

## Entering Downwind:

- MASI UP SPEED  
(300/500 210 knots)

## Glide Slope Alive:

- Gear down, Flaps 15.
- Reduce to final approach speed.
- Complete one engine inop landing checklist.

## Glide Slope Intercept:

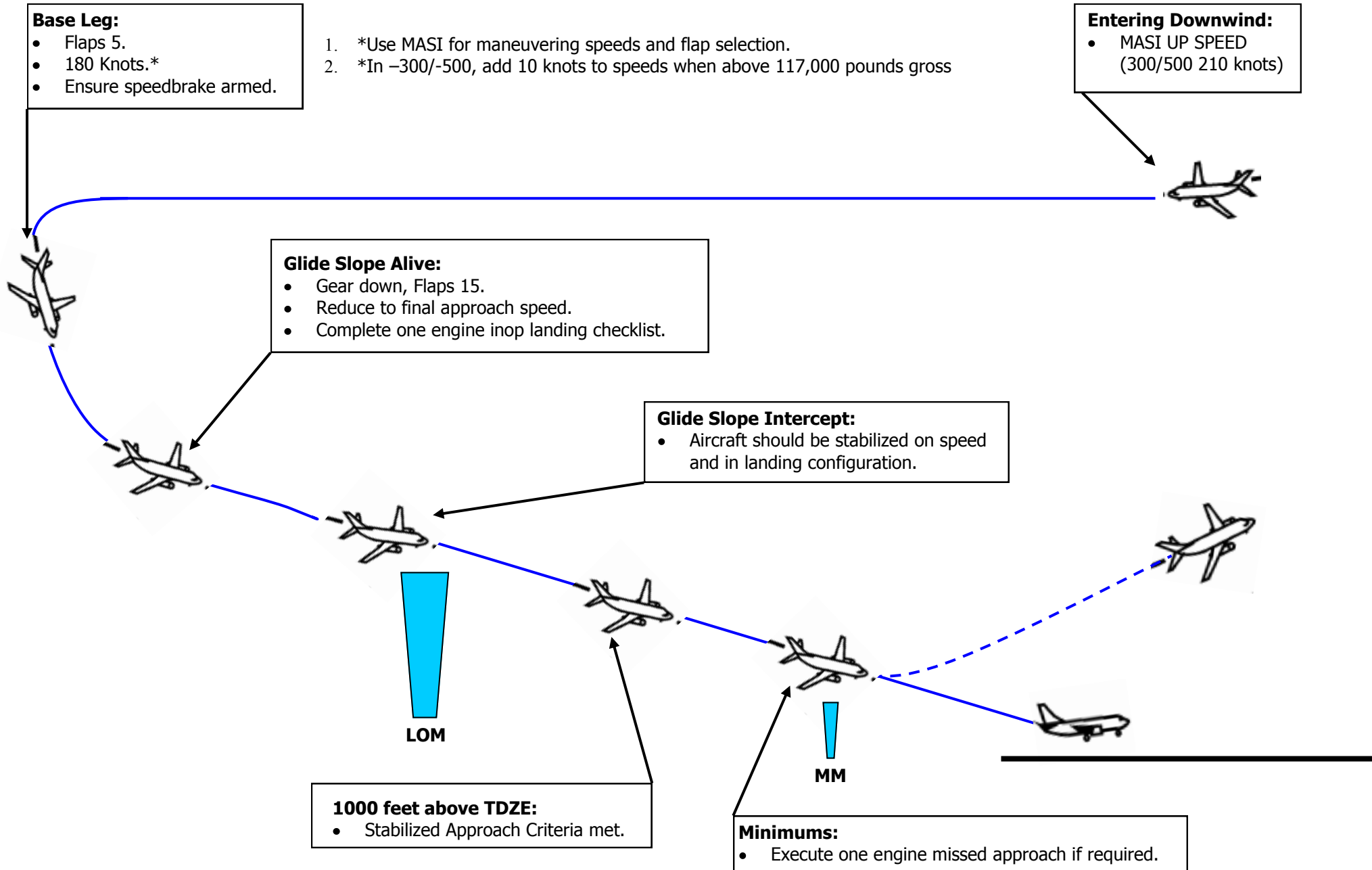
- Aircraft should be stabilized on speed and in landing configuration.

## 1000 feet above TDZE:

- Stabilized Approach Criteria met.

## Minimums:

- Execute one engine missed approach if required.





# Approach: Autocoupled ILS

## Cleared Approach:

- Select APP-APP select light ON.
- AFDS annunciator-HDG SEL and VOL/LOC ARM, GS ARM.

## Localizer Capture:

- AFDS annunciator VOR/LOC engaged.
- Select heading as desired.

## Base Leg:

- Flaps 5.
- 180 Knots.\*
- Ensure speedbrake armed.

## Approaching Localizer or Outer Marker

- A/P engage level to CMD.
- HDG SEL (if desired)
- Select pitch mode as desired

## Entering Downwind:

- MASI UP SPEED  
(300/500 210 knots)

## Glide slope Alive:

- Gear down, Flaps 15.
- 150 knots.\*
- Prior to G/S capture: Flaps 30/40.
- Slow to landing target speed.
- Before Landing checklist completed before 1000 feet.

1. \*Use MASI for maneuvering speeds and flap selection.
2. \*In -300/-500, add 10 knots to speeds when above 117,000 pounds gross

## Glideslope Capture:

- Aircraft should be stabilized on speed and in landing configuration.
- APP select light OFF.
- AFDS annunciator G/S engaged.
- ALT Hold-OFF (reset altitude on MCP to missed approach altitude if desired).
- N<sub>1</sub> limit engages in GA.

LOM

## 1000 feet above TDZE:

- Stabilized Approach Criteria met.

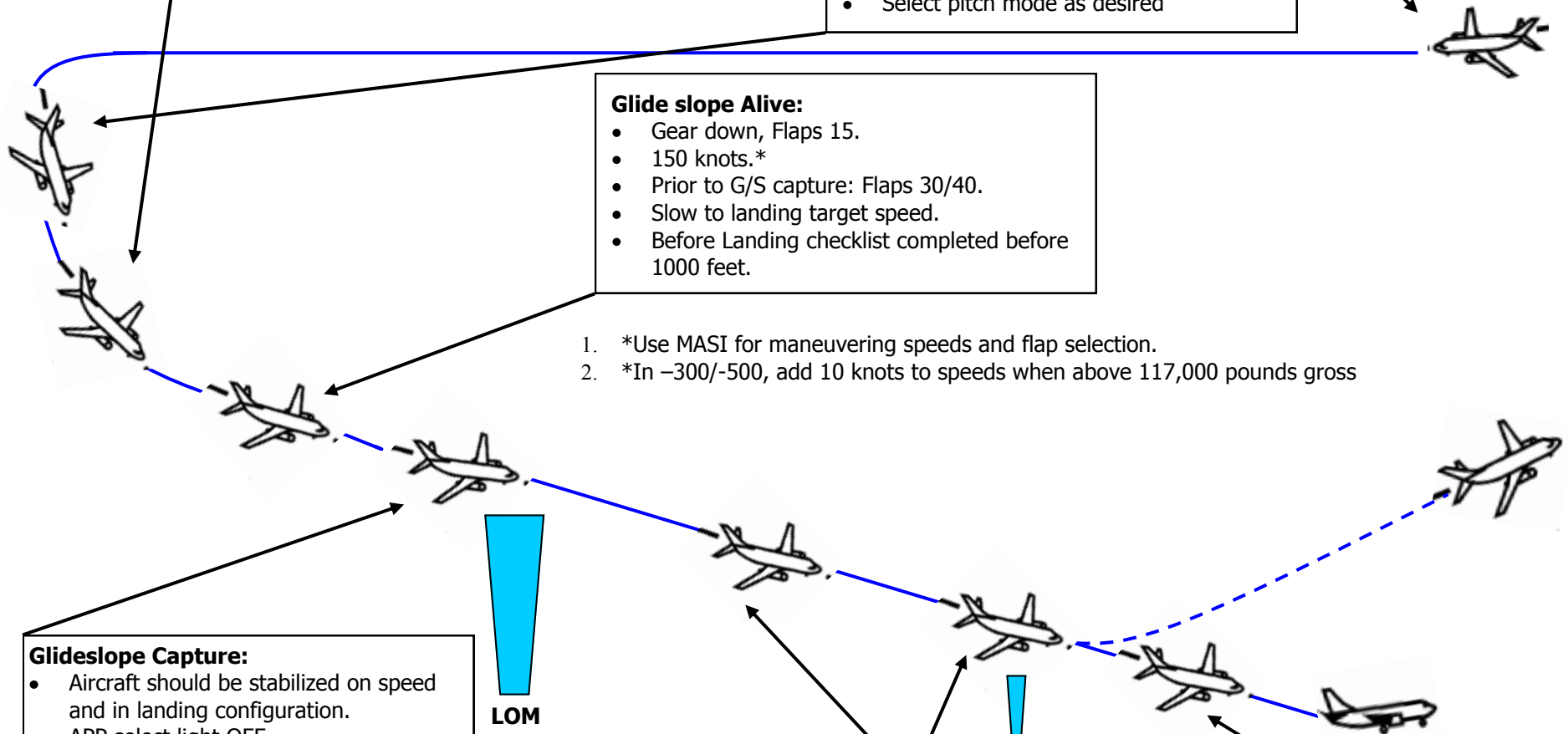
MM

## Minimums:

- Execute missed approach if required.

## A/P Minimum Altitude

- A/P-disengage (50 feet)





# Approach: Non-Precision Profile

## Base Leg:

- Flaps 5.
- 180 Knots.\*
- Ensure speedbrake armed.

1. \*Use MASI for maneuvering speeds and flap selection.
2. \*In -300/-500, add 10 knots to speeds when above 117,000 pounds gross

## Entering Downwind:

- MASI UP SPEED  
(300/500 210 knots)

## Cleared For Approach:

- Gear down, Flaps 15.
- 150 Knots.\*

## Approaching the FAF:

- Flaps 30/40.
- Complete before landing checklist no later than 1000 feet.
- Set MDA in altitude window.

## 1000 feet above TDZE:

- Stabilized Approach Criteria met.

## At FAF:

- Aircraft should be stabilized on speed and in landing configuration.

## After FAF:

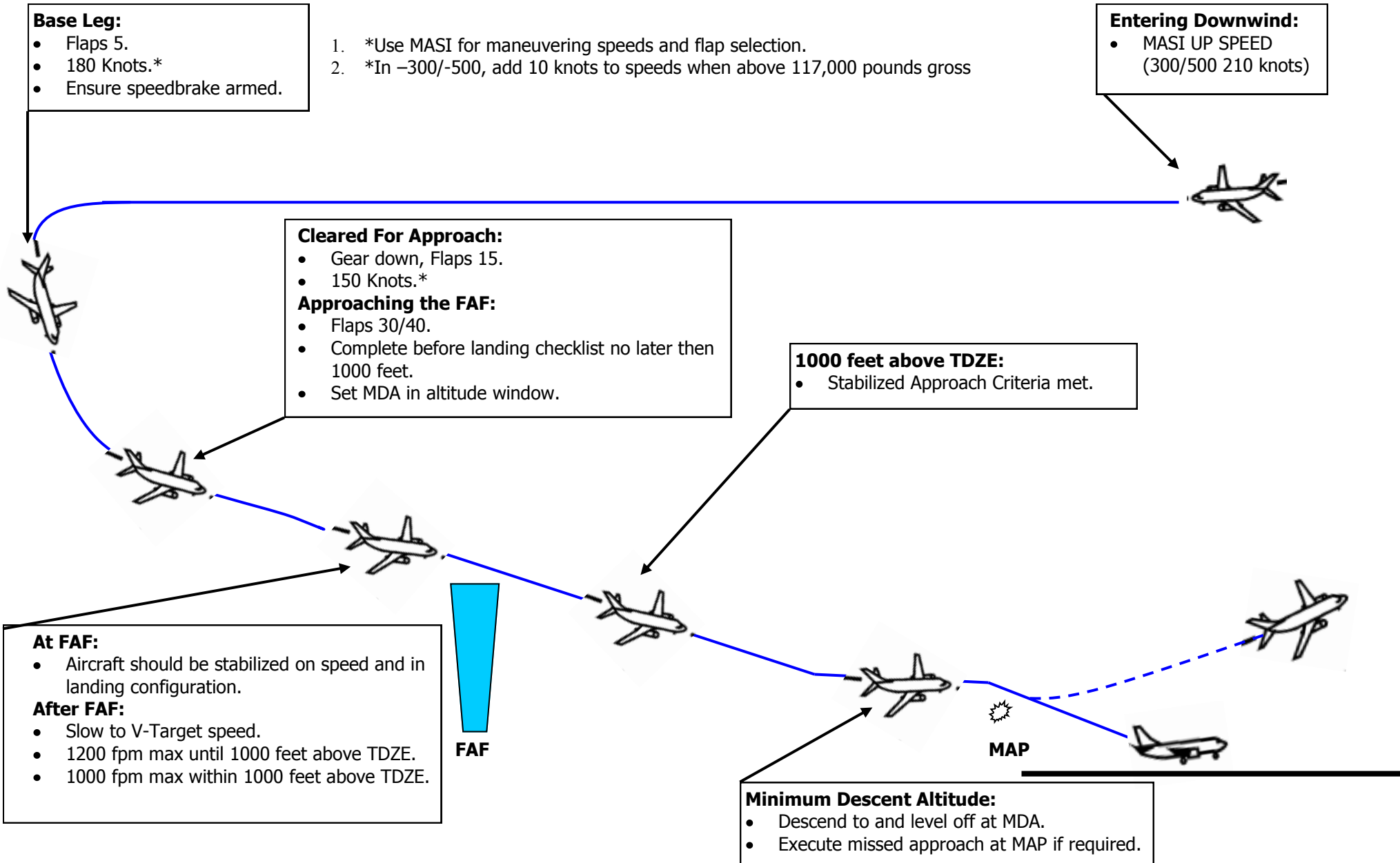
- Slow to V-Target speed.
- 1200 fpm max until 1000 feet above TDZE.
- 1000 fpm max within 1000 feet above TDZE.

FAF

## Minimum Descent Altitude:

- Descend to and level off at MDA.
- Execute missed approach at MAP if required.

MAP





# Approach: Non-Precision One Engine Inoperative

## Base Leg:

- Flaps 5.
- 180 Knots.\*
- Ensure speedbrake armed.

1. \*Use MASI for maneuvering speeds and flap selection.
2. \*In -300/-500, add 10 knots to speeds when above 117,000 pounds gross

## Entering Downwind:

- MASI UP SPEED  
(300/500 210 knots)

## Before FAF or At FAF:

- Gear down, Flaps 15.
- Reduce to approach speed.
- Complete one engine landing checklist
- Set MDA in altitude window after level off.

## 1000 feet above TDZE:

- Stabilized Approach Criteria met.

## At FAF:

- Aircraft should be stabilized on speed and in landing configuration.

## After FAF:

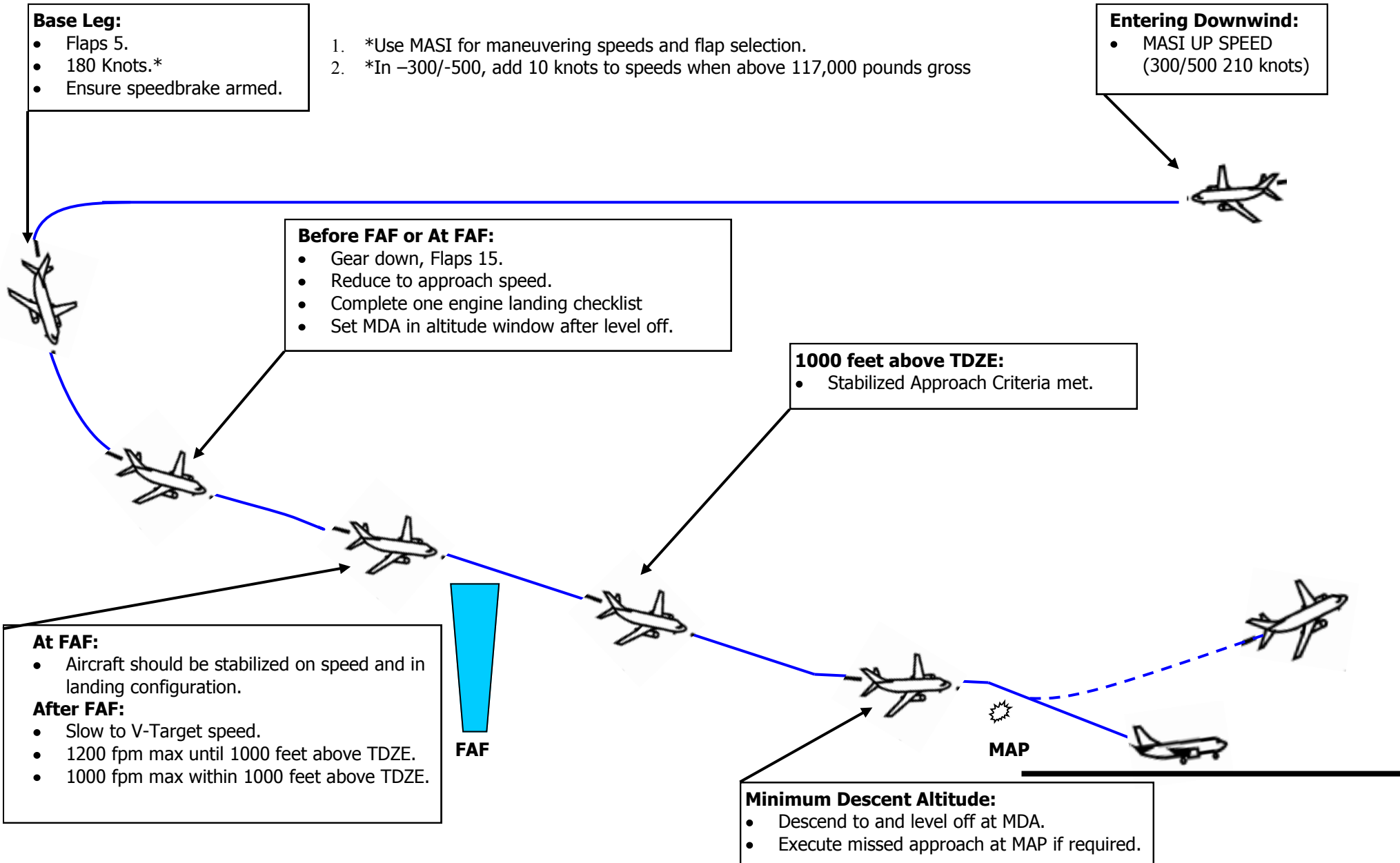
- Slow to V-Target speed.
- 1200 fpm max until 1000 feet above TDZE.
- 1000 fpm max within 1000 feet above TDZE.

FAF

MAP

## Minimum Descent Altitude:

- Descend to and level off at MDA.
- Execute missed approach at MAP if required.





# Approach: Non-Precision One Engine Inoperative

## Base Leg:

- Flaps 5.
- 180 Knots.\*
- Ensure speedbrake armed.

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- MASI UP SPEED  
(300/500 210 knots)

## Before FAF or At FAF:

- Gear down, Flaps 15.
- Reduce to approach speed.
- Complete one engine landing checklist
- Set MDA in altitude window after level off.

## 1000 feet above TDZE:

- Stabilized Approach Criteria met.

## At FAF:

- Aircraft should be stabilized on speed and in landing configuration.

## After FAF:

- Slow to V-Target speed.
- 1200 fpm max until 1000 feet above TDZE.
- 1000 fpm max within 1000 feet above TDZE.

FAF

MAP

## Minimum Descent Altitude:

- Descend to and level off at MDA.
- Execute missed approach at MAP if required.

