

Vertical Speed Approach

NP.30.18 and SP.4.20

Set Up	DEP/ARR – Steal Approach if in Database LEGS- – Build Approach if needed – ✓check fixes & alts (FAF) – ✓check speeds DES page – EOD point? Football?	Set DDA (MDA +50) Brief App plate normally, then extra – A/P required in IMC or until DDA – 1 pilot monitor Raw Data by FAF – MAP Ok on Map mode M/A Action – Vertical Anytime – Lateral after MAP		
Condition	PF		PM	
	Do	Say	Do	Say
After Brief		<i>Descent ✓ Approach ✓</i>		
Cleared for Approach	Select Roll Mode	<i>Go Raw data</i>		
3-5 Miles to FAF	✓ ALT HOLD Don't Balloon	<i>Gear Down, Flaps 20, Update speed</i>	Comply	<i>Gear Down, Flaps 20</i>
3 Green		<i>Flaps 30 Update speed, Landing ✓</i>		<i>Flaps 30 Landing ✓</i>
Established LOC < 1 dot VOR < 5 Deg NDB < 5 Deg	A Set MCP Alt Next step down Or TDZE ^100 Or Circling – Greater of Field + 1000 Or MDA	<i>TDZE Alt. Set</i>	Point to altitude	<i>FAF checks with Raw data TDZE Alt. Set</i>
0.2 before FAF	V/S Selected	<i>Approaching FAF</i>		
At FAF	V/S 700 fpm Update Speed	<i>Starting down</i>	Watch Green Arc Call 3-1 info	
above 1000' AGL and after Circling MDA capture	Set Missed Approach Alt.	<i>Set Missed Approach Alt.</i>		<i>Missed Approach Alt. Set</i>
1000' AGL				<i>1000, Cleared to Land, M/A Alt Set</i>
500' AGL				<i>500</i>
DDA +80'				<i>Approaching Minimums</i>
At DDA		<i>AppLts in Sight or Rwy in Sight or Missed App</i>		<i>Minimums Repeat PF</i>

By DDA - 100'	Disengage AP Fly the F/D	<i>AP Off</i>		
100' above TDZE		<i>Rwy in Sight or Missed App</i>		<i>Repeat</i>
MAP				<i>Missed Approach Point</i>
by Flare	Disconnect A/T	<i>A/T Off</i>		<i>A/T Off</i>

Raw Data – Check Validity of Map by FAF. One pilot must display raw data for approach – can be LOC on ADD or VOR / NDB on RDMI.

For Non-ILS or G/S out approaches, raw data monitoring of the MAP is not required due to accuracy of GPS or FMC positioning.

On V/S only approach (NDB or ASR) try to use VNAV path as reference while in V/S, if valid EOD.

V/S approach –

PM to run MCP

PM call 3-1 altitudes

Must ID FAF with raw data. MAP can be off of Map Mode

0.2 miles prior to FAF on raw data, can start down w/ V/S or add 100 FPM (FCTM).

A/T off by the flare.

V/S = (HAT X KTS) / (Dist FAF to runway X 60)

V/S = (5 X Ground Speed KTS) + 50 See table below

GS	V/S
110	600
120	650
130	700
140	750
150	800
160	850

SIMism – If No valid EOD, do not trust football!