

VC POLICY

VERTICAL APPROACH PROFILE

Changes to conventional approach procedures are being tested due to requirements for noise abatement and efficiency improvements.

However, aircraft accident investigations have shown that approach and landing represent the highest risk phases of flight.

Additionally, the investigation results indicate that a stabilized approach is one of the most important factors for a safe landing.

Therefore, Vereinigung Cockpit requirements with respect to the vertical approach profile are:

1. Every final approach segment should be at a constant slope of 3.0 degrees, from a height of at least 2000ft above touch-down. The approach design should enable an interception of this approach profile from below.
2. Approaches or segments thereof which are steeper than 3.0 degrees should be implemented as an exception and for terrain reasons only.

The following factors increase the risk of a flight with a steeper approach slope:

- Increased pilot workload
- Increased probability of unstabilized approaches and go-arounds
- Different flare characteristics
- Lower engine thrust setting (resulting in delayed engine spool-up)
- Decreased safety margins to compensate for weather conditions (tailwind, temperature, icing conditions)
- increased risk of hard landings and tailstrikes
- late touchdown and possible runway overshoot