

Government of India
O/o Director General of Civil Aviation
AV.15020/6/2004-AS

Air Safety Circular 7 of 2004

Subject: Stabilized Approach and Safe landing at the airfield.

In the recent past two incidents has taken place of passenger Jet aircrafts at Pune airfield, where the aircraft could not be stopped on the runway and continued to roll in the over run area resulting in damages to the arrester barrier and the involved aircraft. Pune airfield Runway length is 8318ft and elevation is 1942 ft.

Landing: The aeroplane shall, at the aerodrome of intended landing, be able to land, with assurance that it can come to stop within the landing distance available.

In order to accomplish a safe landing pilot shall ensure a stabilized approach. For a stabilized approach, pilot shall ensure that the aeroplane shall, at the aerodrome of intended landing, be able to land, with assurance that it can come to stop within the landing distance available and this could be achieved by selecting correct approach angle, target speed, sink rate, visual profile, thrust management, aircraft decelerating devices like speed brakes, auto brakes, thrust reverser etc. The PIC while executing a landing should also take into consideration of factors such as airfield elevation, runway length & slope, PCN & friction values, runway conditions such as dry/wet, standing water, snow, slush, and wind shear, sudden weather deterioration, bird menace, visibility etc.

All such above-mentioned factors are required to be considered while calculating the landing performance of the aircraft on that particular airfield. It should be the endeavor of the Pilot that;

- Descend below 10,000 ft the aircraft shall maintain 250 Kts. IAS or as assigned by ATC.
- Speed shall be maintained 210 Kts. or as assigned by ATC, below 3000 ft and within 20 NM from touchdown.

- Approach speed should not exceed 1.3 Vs plus 20 Kts for a normal approach after application of wind corrections as laid down in the aeroplane operations manual.
- Approach glide angle at which the touch down target is achieved.
- Landing technique is used as prescribed in the training manual and due care should be taken for wind shear.
- All landings should be made as near as possible to the target 1000 ft i.e. touch down zone, on the runway.

In case, the Pilot in his prudent judgment feels that approach is not stabilized and may result in landing in the undershoot or over run area of the airfield, he/she should execute a missed approach in the interest of safety of aircraft operation.

(A K Chopra)
Director Air Safety
for Director General of Civil Aviation

Dated: 2nd August 2004

To: All Scheduled Airlines.
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