CAE Oxford
Aviation Academy

APPROACH BRIEF, STABILISED CRITERIA AND CROSSWIND LANDINGS

NOTAC 19 - Issued under the Authority of:

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Background Information:

We have assessed that there is a risk that pilots, especially students, may attempt to land from an unstable approach or use incorrect landing techniques especially in a crosswind. Therefore, we need to address some considerations to ensure a safe landing and roll-out.

"A good landing starts with a good approach." This is an old saying but is pertinent still. CAE considers that a good landing starts with an effective brief, is followed by a stabilized approach, the correct flare and touchdown, then continues to a safe roll-out under control. The following policy should allow all pilots to achieve the above desired state.

POLICY

a. **All crews flying an instrument approach will brief the approach iaw local SOPs but should also mention the go-around and missed approach procedure.**

b. **All pilots will adhere to being 'stable' at 300 ft above the touchdown zone. 'Stable' is defined as:**

   i. **Approach Speed +(as required for ac type) knots/-0 knots.**
   ii. **Correctly Configured (Gear and Flap).**
   iii. **On the Centerline and Glide-Path - Maintaining.**
   iv. **Approach Power - Set and Stable.**

   CFIs may add 'Landing Checklist complete' to this list. But this may not be possible in some Academies in certain circumstances (e.g. asymmetric approaches with a committal height below 300ft).

c. **If the aircraft is believed to be 'unstable' at this point (or any point thereafter) the pilot must commence a go-around. This applies on all approaches, except where the consideration of a single-engine/asymmetric 'committal height' is necessary – at which point, the aircraft is committed to the landing - due to the lack of engine-out go-around performance from a lower height.**

d. **The approach brief must be iaw the local Ops Manual/SOP, which must define the call-outs/actions at the 300ft 'stable' decision point and which should consider the exact flight procedures on commencing the go-around - for each aircraft type.**

e. **The correct and most applicable cross-wind landing technique (iaw the aircraft POH) must be used and any limitations of the crew should be mentioned in the brief. Once in the Instrument Flying Phase, the 'crab and kick-off drift' technique is to be used.**

f. Whichever technique is used, the pilot should always intend to touch down:

- **i. On the runway centerline, in the appropriate touchdown-zone (TDZ),**
- **ii. With an appropriate Rate of Descent (ROD),**
- **iii. At the correct speed and power (normally idle),**
- **iv. At the correct attitude and**
- **v. WITHOUT DRIFT and POINTING DOWN THE RUNWAY CENTRELINE.**

However, the possibility of a 'go-around' must always be high in the pilot's mind.
e.g In the event of a baulked landing, becoming 'unstable' or a 'bounce' on touch-down.

g. After touch-down, pilots must maintain focus and concentrate on maintaining directional control by effective and appropriate use of the flight controls, nosewheel steering and/or brakes until at a safe taxy speed. In strong winds, it is likely that use of aileron and elevator will be necessary, even at taxy speeds, to help maintain directional control and prevent into-wind wing from lifting.

h. Centre Managers and/or Heads of Training (HTs) are to promulgate the crosswind landing technique to be used on each aircraft type and at each stage of training/level of ability of each student.

i. Centre Chief Flying Instructors (CFIs) (through any 'standards' programme) are to ensure the teaching of the correct landing technique to students is thorough and standardized, so as to achieve those parameters at para f.

j. CFIs are also to define the 'stable speed limits' (para b(i)) and to promulgate the appropriate TDZ for each aircraft type and approach.

k. CFIs are also to ensure no student is allowed to fly solo without having their 'demonstrated proficiency' and 'approved technique' recorded and then checked against forecast crosswinds expected at any airfields he may use during a planned sortie (including any alternate or diversion airfields).

l. HT/CFIs are to provide the CAE Chief Safety Officer with copies of their local mitigation plans/NOTACs to ensure the requirements of paras a-k inclusive are met. This may include briefings, posters and training notes.

FURTHER ACTIONS REQUIRED BY EACH ACADEMY:

- If this policy requires a change to operations, Heads of Training / Chief Pilots are to ensure this policy is published as a Local NOTAC detailing the local procedures.
- Quality Managers are to ensure these procedures are incorporated into all applicable Operations Manuals by the Head of Training / Chief Pilot.
- Once incorporated in Ops Manuals, the Safety Office must be informed.

NOTAC VALIDITY:

This NOTAC will remain in effect until all Operations Manuals have procedures documented that meet the requirements of this policy.

EXCEPTIONS AND REVIEW:

This policy may be reviewed by the Chief Safety Officer.

SCOPE: All CAE Oxford Aviation Academies