

PRELIMINARY COCKPIT PREPARATION (v10) – SIMULATOR ONLY

CM1	CM2
	ENG 1,2 MASTER LEVERS..... OFF ENG MODE SELECTOR NORM WEATHER RADAR OFF WINDSHEAR PWSOFF L/G LEVERDOWN BOTH WIPER switchesOFF
	BAT CHECK/AUTO EXT PWR pbON
	RMPCHECK ON/SET APU FIRE TESTPERFORM APU START • When APU is AVAIL: AIR CON panel SET
	EXT PWR pb AS RQRD
	ALL IRS MODE selectors NAV
COCKPIT LIGHTS AS RQRD	COCKPIT LIGHTS AS RQRD
All EFB START	All EFB START
EFB/eQRH VERSION INSERT/CHECK	EFB/eQRH VERSION INSERT/CHECK
RCL pb PRESS	
LOGBOOK & MEL/CDL ITEMS CHECK	
A/C CONFIGURATION SUMMARY CHECK	
OEB CHECK	
AIRCRAFT ACCEPTANCE PERFORM	
AIRFIELD DATA OBTAIN	AIRFIELD DATA OBTAIN
NAV CHARTS CLIPBOARD PREPARE	
PRELIM T.O PERF DATA COMPUTE	PRELIM T.O PERF DATA COMPUTE
PRELIM T.O PERF DATA CROSSCHECK	

BEFORE WALKAROUND

PF	PM
	ECAM OXY PRESS/HYD QTY/ENG OIL QTY CHECK
	FLAPS CHECK POSITION
	SPEED BRAKE lever . CHECK RET AND DISARMED
	ACU PRESS CHECK
	PARL BRK handle ON
	BRAKES PRESS indicator CHECK
	EMER EQPT CHECK
	RAIN REPELLENT CHECK
	CB PANELS CHECK
	GEAR PINS CHECK ONBOARD/STOWED
	EXTERIOR WALKAROUND PERFORM

COCKPIT PREPARATION

OVERHEAD PANEL	
PF	PM
As a general rule, during the scan sequence: All white lights (except maintenance panel) ... OFF	
RCDR GND CTL pb-sw ON	
CVR TEST pb PRESS	
CAPT & PURS/CAPT sw AS RQRD	
EXTERIOR LIGHTS SET	
SIGNS panel SET	
PROBE/WINDOW HEAT pb-sw AUTO	
LDG ELEV AUTO	
PACK FLOW AS RQRD	
ELEC panel SET	
BAT CHECK	
ENG FIRE CHECK/TEST	
AUDIO SWITCHING NORM	
CARGO AIR COND AS RQRD	
PA (3 rd occupant) RECEPT	
MAINT panel CHECK	

CTR INSTRUMENT PANEL	
PF	PM
ISIS/STBY INSTRUMENTS CHECK	
CLOCK CHECK/SET	
A/SKID & N/W STRG sw ON	

PEDESTAL	
PF	PM
ACP CHECK ON/SET	
COCKPIT DOOR sw NORM	
SWITCHING PANEL NORM	
THRUST LEVERS IDLE	
ENG MASTER LEVERS OFF	
ENG MODE selector NORM	
ACCU PRESS CHECK	
PARK BRK handle AS RQRD	
BRAKES PRESS CHECK	
GRAVITY GEAR EXTN CHECK STOWED	
ATC STBY	
FMS PREPARE	
	FMS PREPARATION CROSSCHECK
	EFB/MCDU GEEN DOT COMPARE

COCKPIT PREPARATION

PF	PM
GLARESHIELD	
When both flight crew members are seated	
BAROMETRIC REFERENCE SET/CROSSCHECK FDCHECK ON LS/ILS AS RQRD ND mode and range AS RQRD VOR/ADF selector AS RQRD FCU SET	BAROMETRIC REFERENCE SET/CROSSCHECK FDCHECK ON LS/ILS AS RQRD ND mode and range..... AS RQRD VOR/ADF selector AS RQRD
LATERAL CONSOLE AND PF/PM INSTRUMENT PANELS	
OXYGEN MASK TEST PFD ND brightness AS RQRD LOUDSPEAKER knob SET PFD ND CHECK LDG ELEV (ECAM) CHECK AUTO ECAM STATUS CHECK FOB CHECK	OXYGEN MASK TEST PFD ND brightness..... AS RQRD LOUDSPEAKER knob..... SET PFD ND CHECK IRS ALIGN CHECK FOB CHECK
DEPARTURE BRIEFING	
PF	PM
PF asks PM to identify Threats and validates.	Aircraft, Weather, Airport
	PLAN:
	- Takeoff Runway (intersection) - SID Generator - First cleared altitude and MSA - Extra fuel and time
PLAN:	
- Hotspot - Stop margin for RTO - EOSID - Potential return Considerations - Non-standard operation	
COCKPIT PREPARATION C/L COMPLETE	COCKPIT PREPARATION C/L COMPLETE

BEFORE PUSHBACK OR START

BEFORE PUSHBACK/START CLEARANCE	
PF	PM
FINAL LOADSHEET CHECK	FINAL LOADSHEET CHECK
FUEL ON BOARD CHECK	FUEL ON BOARD CHECK
If takeoff conditions changed: FINAL T.O PERF DATA RECOMPUTE FMS T.O DATA REVISE	FINAL T.O PERF DATA RECOMPUTE
SEATING POSITION ADJUST FMS PERF T.O pageSELECT	FINAL T.O PERF DATA..... CHECK EFB/MCDU GREEN DOT COMPARE SEATING POSITION ADJUST FMS F-PLN pageSELECT AIR CONDITIONING UNITS..CHECK DISCONNECT EXT PWRCHECK AVAIL EXT PWR DISCONNECTION REQUEST

AT PUSHBACK/START CLEARANCE	
PF	PM
	PUSHBACK/START CLEARANCE OBTAIN
BEACON swON	
	ATCSET FOR OPERATIONS
WINDOWS/DOORS CHECK CLOSED SLIDES CHECK ARMED THRUST LEVERS IDLE ACCU PRESS CHECK	WINDOWS/DOORS CHECK CLOSED SLIDES CHECK ARMED
If push back is not required: PARK BRK handle ON BEFORE START C/L COMPLETE	BEFORE START C/L COMPLETE
If pushback is required: NW STEER DISC MEMO CHECK DISPLAYED BEFORE START C/L COMPLETE PARK BRK handle OFF When pushback is completed: PARK BRK handle ON	BEFORE START C/L COMPLETE

ENGINE START

PF	PM
THRUST LEVERS IDLE ENG MODE selector IGN/START ENGINE 1 START ANNOUNCE ENG 1 MASTER LEVER ON ENG IDLE PARAMETERS CHECK REPEAT THE START SEQUENCE FOR ENG 2	

AFTER START

PF	PM
ENG MODE selector NORM APU BLEED pb sw OFF ANTI ICE AS RQRD	GND SPLRS ARM RUD TRIM CHECK ZERO FLAPS SET
If APU is not required: APU MASTER SW pb sw OFF	PITCH TRIM SET
ECAM STATUS CHECK	ECAM STATUS CHECK
NW STEER DISC MEMO . CHECK NOT DISPLAYED	
CLEAR TO DISCONNECT ANNOUNCE	
AFTER START C/L COMPLETE	AFTER START C/L COMPLETE

TAXI

PF	PM
EXTERIOR LIGHTS SET PARKING BRK handle.....OFF BRAKES CHECK F/CTL CHECK PFD/ND.....CHECK	TAXI CLEARANCE OBTAIN BRAKE FAN pb AS RQRD F/CTL CHECK ATC CLEARANCE.....CONFIRM FMS F-PLN/SPD.....CHECK FCU ALT/HDG..... SET BOTH FD..... CHECK ON PFD/ND.....CHECK
DEPARTURE BRIEFING..... CONFIRM	
TERR ON ND AS RQRD CABIN REPORT RECEIVE TAXI C/L COMPLETE	AUTO BRAKE MAX pb sw ON TERR ON ND AS RQRD ATC CODE/MODE CONFIRM/SET FOR TO ENG MODE selector AS RQRD WEATHER RADAR ON PREDICTIVE WINDSHEAR SYSTEM AUTO T.O CONFIG pb TEST T.O MEMO CHECK NO BLUE CABIN REPORT RECEIVE TAXI C/L COMPLETE

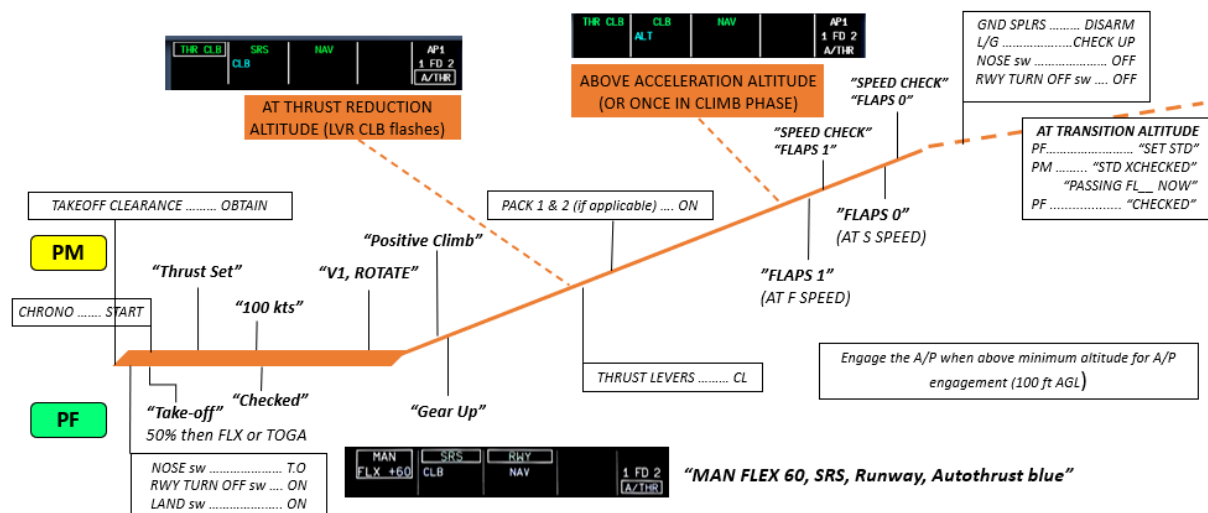
DEPARTURE CHANGE

PF	PM
FINAL T.O PERF DATA RECOMPUTE FMS REVISED T.O PERF DATACROSSCHECK EFB/MCDU GREEN DOT..... COMPARE	FINAL T.O PERF DATA RECOMPUTE FINAL T.O DATA REVISE FLAPS lever AS APPROPRIATE FMS F-PLN/SPD CHECK
RE-BRIEFING..... COMPLETE	
DEPARTURE CHANGE C/L COMPLETE	DEPARTURE CHANGE C/L COMPLETE

BEFORE TAKEOFF

PF	PM
TAKEOFF RUNWAY CONFIRM APPROACH PATH CLEAR OF TRAFFIC EXTERIOR LIGHTS SET SLIDING TABLE.....STOW All EFB (with no mounted equipment).....STOW	If the brake fans are set to ON and the temperature of all brakes is below 150 °C: BRAKE FAN pb.....OFF LINE-UP CLEARANCE OBTAIN TCAS TA ONLY or TA/RA TAKEOFF RUNWAY CONFIRM APPROACH PATH CLEAR OF TRAFFIC PACK 1 and 2AS RQRD SLIDING TABLE.....STOW All EFB (with no mounted equipment).....STOW CABIN CREW..... ADVISE
LINE UP C/L COMPLETE	LINE UP C/L COMPLETE

TAKEOFF/CLIMB



PF	PM
At 10 000ft AAL: EFIS OPTIONS..... AS RQRD	LAND sw.....RETRACT SEAT BELTS sw.....AS RQRD EFIS OPTIONS..... AS RQRD ECAM MEMO..... REVIEW NAVAIDS..... CLEAR SEC F-PLN..... AS RQRD OPT FL/REC MAX FL.....CHECK

DESCENT PREPARATION

PF	PM
LANDING PERF DATA..... COMPUTE FMS.....PREPARE GPWS LDG FLAP 3.....AS RQRD LDG ELEVCHECK AUTO BRK..... AS RQRD	WEATHER AND LANDING INFORMATION OBTAIN STATUS page.....CHECK LANDING PERF DATA..... COMPUTE FMS PREPARATION.....CROSSCHECK

ARRIVAL BRIEFING

PF	PM
PF asks PM to identify Threats and validates	Aircraft, Weather, Airport
	PLAN
	- STAR & MSA - Runway and approach type - Minima - Go-around trajectory - Extra fuel and time
PLAN	
- Landing flaps setting - Stop margin - Planned runway exit - Hotspots for taxi-in - Non-standard operation	

DESCENT

PF	PM
When the aircraft approaches the transition level, and when cleared for an altitude: BAROMETRIC REFSET/CROSSCHECK	BAROMETRIC REFSET/CROSSCHECK

WHEN CLEARED TO AN ALTITUDE

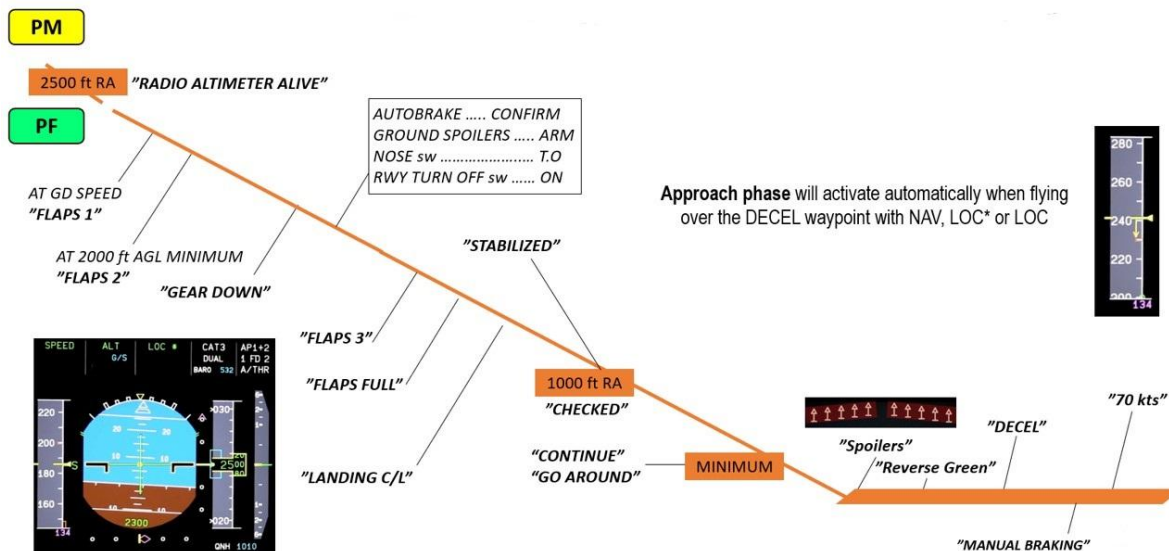
PF..... "SET QNH"

PM "QNH XCHECKED" "PASSING ALTITUDE __ NOW"

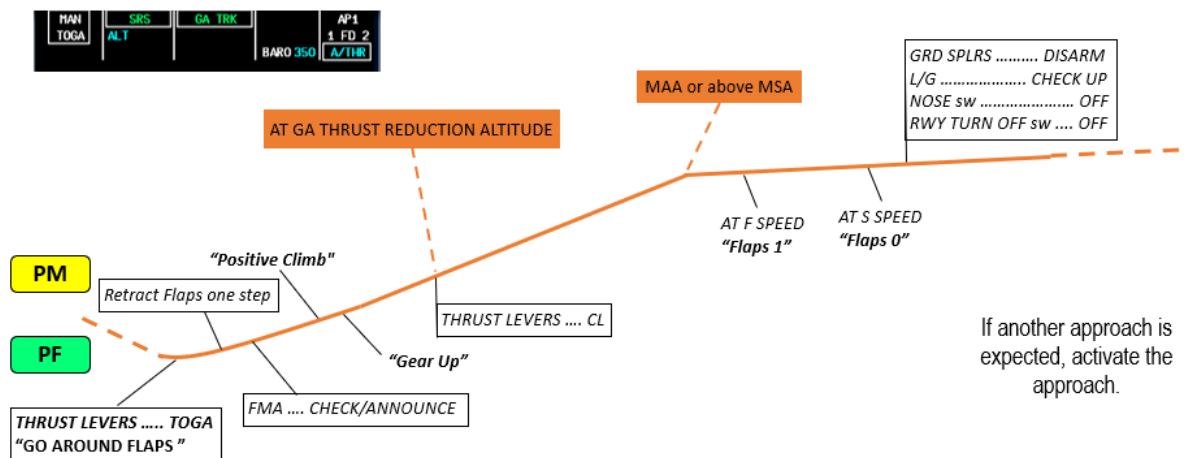
PF "CHECKED"

PF	PM
At 10 000ft AAL: EFIS option pb.....CSTR LS pb.....AS RQRD NAVAIDS..... AS RQRD/CHECK If GPS PRIMARY LOST: NAVIGATION ACCURACY.....MONITOR	LAND sw..... ON SEAT BELTS sw.....ON EFIS option pb.....CSTR LS pb.....AS RQRD ENG MODE selector.....AS RQRD
APPROACH C/L..... COMPLETE	APPROACH C/L..... COMPLETE

APPROACH USING LOC G/S GUIDANCE



GO AROUND



AFTER LANDING

PF	PM
GND SPLRS.....DISARM	RADAR.....OFF
EXTERIOR LIGHTS..... SET	PREDICTIVE WINDSHEAROFF
	ENG MODE selector.....NORM
	FLAPS..... RETRACT
	TCAS.....STBY
	ATC.....AS RQRD
	APU.....START
	ANTI ICE.....AS RQRD
	BRAKE TEMPERATURE..... MONITOR
	BRK FAN pb →AS RQRD
AFTER LANDING C/L..... COMPLETE	AFTER LANDING C/L..... COMPLETE

PARKING

PF	PM
ACCU PRESS..... CHECK	ANTI ICE.....OFF
PARK BRK handle.....ON	APU BLEED pb-sw.....ON
BRAKES PRESS indicator..... CHECK	
ALL ENG MASTER LEVERS.....OFF	
WING sw.....OFF	
BEACON sw.....OFF	
OTHER EXTERIOR LIGHTS.....AS RQRD	FUEL PUMPS/CTR XFR VALVES..... OFF
SLIDES..... CHECK DISARMED	
SEAT BELTS sw.....OFF	
GROUND CONTACT..... ESTABLISH	
PARK BRK handle.....AS RQRD	BRAKE FAN pb AS RQRD
PARKING C/L..... COMPLETE	PARKING C/L..... COMPLETE
DUs..... DIM	ATC..... STBY
	IRS PERFORMANCE.....CHECK
	FUEL QUANTITY.....CHECK
	DUs..... DIM

SECURING THE AIRCRAFT

CM1	CM2
PARK BRK handle.....ON	OXYGEN CREW SUPPLY pb-sw.....OFF
All IR MODE selectors.....OFF	EXTERIOR LIGHTS.....OFF
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw.....OFF
	EMER EXIT LT sw.....OFF
	SIGNS sw.....OFF
	BAT 1 pb-sw + BAT 2 pb-sw.....OFF
SECURING THE AIRCRAFT C/L..... COMPLETE	SECURING THE AIRCRAFT C/L..... COMPLETE

APPROACH USING FINAL APP GUIDANCE

APPR pb on FCU PRESS
FINAL CHECK ARMED



FINAL APP CHECK ENGAGED



APPROACH USING FPA GUIDANCE

At 0.3 NM from the Final Descent Point:
FPA PULL



CROSS-REFERENCE TABLE

This table provides Guidance Modes that may be used depending on the Approach Types.

	Guidance Modes per Approach Types				
	LOC G/S	FINAL APP	LOC FPA	NAV FPA	TRK FPA
ILS / MLS  / GLS	refer to APPR using LOC G/S	N/A	N/A	N/A	N/A
LOC ONLY ILS G/S OUT	N/A	N/A	refer to APPR using FPA Guidance	N/A	N/A
LOC B/C	N/A	N/A	N/A	N/A	refer to APPR using FPA Guidance
RNP or RNAV(GNSS) with LNAV/VNAV minima	N/A	refer to APPR using FINAL APP	N/A	Not Authorized	Not Authorized
RNP or RNAV(GNSS) with LNAV minima	N/A	refer to APPR using FINAL APP (1)	N/A	refer to APPR using FPA Guidance	Not Authorized
RNP or RNAV(GNSS) with LPV minima	N/A	Not Authorized	N/A	Not Authorized	Not Authorized
VOR VOR- DME NDB NDB- DME	N/A	refer to APPR using FINAL APP (1)	N/A	refer to APPR using FPA Guidance	refer to APPR using FPA Guidance

(1) The FINAL APP is the recommended guidance mode for this type of approach.

For Visual Approach, refer to [Visual Approach](#)

For Circling Approach, refer to [Circling Approach](#)

Note : The names of the approach and departure charts evolve. For convenience purposes the Cross-Reference table provides both names.

RNP is equivalent to RNAV(GNSS).

//END

APPROACH USING FINAL APP GUIDANCE

GENERAL

The following items are to be performed in addition to previous SOP chapters in the following cases:

- RNAV(GNSS) approaches with LNAV and LNAV/VNAV minima
- Conventional approaches based on VOR or NDB using FINAL APP guidance.

DESCENT PREPARATION

WEATHER AND LANDING INFORMATION OBTAIN

- The FMS vertical profile does not take into account the effect of low OAT. Therefore, vertical managed guidance:
 - Must not be used when the actual OAT is below the minimum temperature indicated on the approach chart or defined by the Operator, or
 - May not be used when temperature corrections are required (FINAL APP mode may not engage)
- For RNAV (GNSS) approach with LNAV VNAV minima, use of QNH from a remote station is prohibited.

F-PLN A page CHECK

- If a TOO STEEP PATH is displayed after the FDP, do not use FINAL APP guidance for approach. Use NAV FPA , TRK FPA or FLS  for approach
- 0.1 degree of difference between the MCDU and the charted final vertical path is acceptable
- 1 degree of difference between the MCDU and the charted final lateral track is acceptable.
Note : A higher lateral track value can be acceptable if the navigation database has been validated to exclude potential coding error
- 3 degree of difference between the MCDU and the charted final lateral track is acceptable for conventional radio NAVAID approach.

INITIAL/INTERMEDIATE/FINAL APPROACH

POSITION MONITOR

Check that ATC clearances enable the aircraft to fly through the capture area of the vertical profile. After a radar vectoring, consider a DIR TO RDL IN to sequence the F-PLN.

APPR pb on FCU PRESS

Press the APPR pb when all of the following conditions are satisfied:

- The aircraft is cleared for approach
- TO waypoint is the FDP.

APP NAV CHECK ARMED or ENGAGED

FINAL CHECK ARMED

- Check that the V/DEV scale is displayed on the PFD.
- At the FDP, a blue arrow on ND indicates that FINAL APP engagement conditions are satisfied.

At the Final Descent Point :

FINAL APP CHECK ENGAGED

GO-AROUND ALTITUDE SET

FLIGHT PARAMETERS MONITOR

- Monitor XTK error on ND
 - Monitor V/DEV on PFD
 - Check altitude crossing at FAF and waypoints of the final approach, as published on the chart
 - If approaching on a conventional radio NAVAID procedure, monitor the lateral and vertical guidance using raw data
 - The PM calls out if excessive deviation occurs:
 - XTK > 0.1 NM
 - V/DEV > ½ dot
 On the vertical scale, one dot corresponds to 100 ft. Therefore ½ dot is 50 ft.
- For additional information on the associated standard callouts, refer to [PRO-NOR-SCO Flight Parameters in Approach](#).

AT ENTERED MINIMUM +100 FT

ONE HUNDRED ABOVE MONITOR OR ANNOUNCE

AT ENTERED MINIMUM

MINIMUM MONITOR OR ANNOUNCE

Below minimum, the visual references must be the primary references until landing.

For more information regarding transition to visual references, refer to [FCTM/Transition to Visual References](#).

🔊 If visual references are sufficient:

CONTINUE ANNOUNCE

At the latest at the MAP or Minimum Use Height of the AP (whichever occurs first):

AP OFF

- *For Minimum Use Height of the AP, refer to [Autopilot Function](#)*
- *At minimum -50 ft, if the AP is still engaged, the message **DISCONNECT AP FOR LDG** pulses on the FMA to remind the flight crew that automatic landing is not available.*

FD AS RQRD

CAUTION

- *From minima down to the MAP, the FD provides an additional guidance. The FD must be switched off if the guidance is not relevant or not followed*
- *After the MAP, disregard the FD as it reverts to HDG V/S.*

🔊 If visual references are not sufficient:

GO-AROUND ANNOUNCE

Initiate a go-around.

MANAGEMENT OF DEGRADED NAVIGATION

⚠ For VOR and NDB approaches, be prepared to continue the approach with reference to appropriate raw data by reverting to:

- NAV - FPA , if the vertical guidance is not satisfactory
- TRK - FPA , if the lateral guidance is not satisfactory.

⚠ For RNAV(GNSS) approaches with LNAV minima:

- Use the appropriate remaining AP/ FD in the following cases:
 - GPS PRIMARY LOST on one ND
 - NAV ACCUR DOWNGRAD on one ND.
- Discontinue the approach in the following cases, if external visual references are not sufficient to proceed visually:
 - GPS PRIMARY LOST on both NDs
 - XTK > 0.3 NM
 - NAV FM/GPS POS DISAGREE
 - NAV ACCUR DOWNGRAD on both NDs.
- Be prepared to continue the approach by reverting to NAV - FPA , if the vertical guidance is not satisfactory.

⚠ For RNAV(GNSS) approaches with LNAV/ VNAV minima:

- Use the appropriate remaining AP/ FD in the following cases:
 - GPS PRIMARY LOST on one ND
 - NAV ACCUR DOWNGRAD on one ND.
- Discontinue the approach in the following cases, if external visual references are not sufficient to proceed visually:
 - GPS PRIMARY LOST on both NDs
 - XTK > 0.3 NM
 - NAV FM/GPS POS DISAGREE
 - NAV ACCUR DOWNGRAD on both NDs.
- Discontinue the approach in the case of deviation of 75 ft below the vertical path (V/DEV > ¾ dot).

//END

APPROACH USING FPA GUIDANCE

GENERAL

The following items are to be performed in addition to previous SOP chapters in the following cases:

- RNAV(GNSS) approaches with LNAV minima using mixed NAV FPA guidance
- RNAV(GNSS) approaches with LP minima (with SLS ) using mixed LOC FPA guidance
- Conventional approaches based on VOR and NDB using selected TRK FPA or mixed NAV FPA guidance
- ILS G/S OUT, LOC ONLY and LOC B/C  approaches.

The approach is flown in TRK FPA when:

- The approach is not stored in the database, or
- NAV accuracy is LOW.

DESCENT PREPARATION

F-PLN A page CHECK

- If a **TOO STEEP PATH** message is displayed after the FDP, disregard the V/DEV or yoyo information on the PFD
- For approaches using NAV FPA :
 - 1 degree of difference between the MCDU and the charted final lateral track is acceptable.
Note : A higher lateral track value can be acceptable if the navigation database has been validated to exclude potential coding error.
 - 3 degree of difference between the MCDU and the charted final lateral track is acceptable for conventional radio NAVAID approach
- In all other cases, use TRK FPA mode for approach.

GO-AROUND STRATEGY REVIEW

The briefing should include a review of the "Management of Degraded Navigation" chapter.

DESCENT

At 10 000 ft AAL :

NAV ACCURACY CHECK

If NAV accuracy is LOW , use TRK mode for approach.

🔴 For RNAV(GNSS) approach:

GPS PRIMARY CHECK

GPS PRIMARY must be available on at least one FMS.

BAROMETRIC REFERENCE SET/CROSSCHECK

The vertical guidance requires a precise BARO setting.

INITIAL/INTERMEDIATE/FINAL APPROACH

LATERAL GUIDANCE MODE _____ SET FOR APPROACH
Arm **NAV** or **LOC** mode as appropriate.

🔊 For **LOC ONLY**, **ILS G/S OUT**, or **LP** (with **SLS** ) approaches:

LOC pb-sw _____ PRESS

Press the LOC pb-sw when:

- Cleared for the approach
- On the intercept trajectory for the final approach course
- LOC deviation is available.

Note :In **NAV** mode, the aircraft may leave the **F-PLN** to capture the **LOC**.

LOC _____ CHECK ARMED

CAUTION Do not press the APPR pb

🔊 For **LOC B/C** approaches:

TRK FPA MODE _____ USE FOR APPROACH

For back course localizer approaches, refer to [FCTM/Back Course Localizer Approach](#).

LATERAL PATH _____ INTERCEPT

Monitor **NAV** or **LOC** engagement as appropriate.

TRK FPA pb (Bird) _____ SELECT

FPA FOR FINAL APPROACH _____ SET

At 0.3 NM from the Final Descent Point:

FPA selector _____ PULL

FPA MODE _____ CHECK ENGAGED

Check that **NAV FPA** , **TRK FPA** or **LOC FPA** is engaged.

POSITION/FLIGHT PATH _____ MONITOR/ADJUST

GO-AROUND ALTITUDE _____ SET

Set when below the go-around altitude to avoid not expected altitude capture.

FLIGHT PARAMETERS _____ MONITOR

- Crosscheck distances versus altitudes as published on the charts
- If approaching on a conventional radio **NAVAID** procedure, monitor the lateral and vertical guidance using raw data
- For approaches using **NAV FPA** , monitor **XTK** error on **ND** to check the lateral guidance
- - The **PM** calls out if excessive lateral deviation occurs:
 - Approach using **NAV** mode: **XTK** is more than 0.1 NM
 - Approach using **LOC** mode: **LOC** ½ dot
 - - Approach using **TRK** mode:
 - **VOR**: ½ dot or 2.5 °
 - **NDB**: 5 °

refer to [PRO-NOR-SCO Flight Parameters in Approach](#).

AT ENTERED MINIMUM +100 FT

ONE HUNDRED ABOVE _____ MONITOR OR ANNOUNCE

AT ENTERED MINIMUM

MINIMUM _____ MONITOR OR ANNOUNCE

Below minimum, the visual references must be the primary references until landing.

For more information regarding transition to visual references, refer to [FCTM/Transition to Visual References](#).

🔴 If visual references are sufficient:

CONTINUEANNOUNCE

APOFF

At minimum -50 ft, if the AP is still engaged, the message **DISCONNECT AP FOR LDG** pulses on the FMA to remind the flight crew that automatic landing is not available.

FDOFF

The PF orders the PM to set both FDs OFF.

RUNWAY TRACKCHECK/SET

If needed, the PF orders the PM to set the runway track.

🔴 If visual references are not sufficient:

GO-AROUNDANNOUNCE

Initiate a go-around.

MANAGEMENT OF DEGRADED NAVIGATION

🔴 For VOR and NDB approaches in NAV - FPA , if lateral guidance is not satisfactory:

- Be prepared to continue the approach with reference to appropriate raw data by reverting to TRK - FPA .

MANAGEMENT OF DEGRADED NAVIGATION

🔴 For VOR and NDB approaches in NAV - FPA , if lateral guidance is not satisfactory:

- Be prepared to continue the approach with reference to appropriate raw data by reverting to TRK - FPA .

🔴 For RNAV(GNSS) approaches, with LNAV minima:

- - Use the appropriate remaining AP/ FD in the following cases:
 - GPS PRIMARY LOST on one ND
 - NAV ACCUR DOWNGRAD on one ND.
- - Discontinue the approach in the following cases, if external visual references are not sufficient to proceed visually:
 - GPS PRIMARY LOST on both NDs
 - XTK > 0.3 NM
 - NAV FM/GPS POS DISAGREE
 - NAV ACCUR DOWNGRAD on both NDs.

//END

VISUAL CIRCUIT

