

Vertical Speed Approach

Set Up	DEP/ARR - Steal approach LEGS- ✓check fixes & alts (FAF) ✓check speeds ✓RWYXX waypoint CRZ- Set FL410 PERF- ✓FL410 DES- ✓check EOD point Do not change fixes inside FAF Brief App plate normally, then extra Football and V/S to use LEGS page setup DDA Raw Data and EOD Brief who will ID each point Raw Data - VOR or L DME req'd Plan DME or time to MAP	Set DDA - all Vertical Speed approaches L - LOC, LNAV, BC LOC, HDG SEL A- FAF, TCH, TDZE ^ 100', M/A V- V/S, Open 0000 S- Speed Brief V/S if VNAV lost before FAF. Change to DDA. Determine V/S to use. Use VNAV path as reference, if valid EOD		
Condition	PF	PM		
	Do	Say	Do	Say
After Brief		<i>Descent ✓ Approach ✓</i>		
On intercept Heading	Review LAVS Go PROG p2 for vertical deviation		FMS PROG page 2 for vertical deviation	
Cleared for Approach	Select Roll Mode LNAV, LOC, LOC BC, HDGSEL	<i>LNAV Go Raw data (VOR or LDME)</i>	Display Raw Data	
W/in ½ dot LOC 1 dot VOR				<i>Approaching Inbound Course</i>
3-5 Miles to FAF	✓ ALT HOLD Don't Balloon (Config before selecting VNAV)	<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>
On APP segment and FAF ALT Assured	A Set MCP Alt V/S window open (0000) Speed	<i>TDZE Alt. Set</i>	Point to altitude	<i>TDZE Alt. Set</i>
0.2 miles Before FAF	Set Vertical speed	<i>700 Down</i>	✓ Football Alive	<i>Football Alive</i>
At FAF	✓Football Hack Clock		✓Football Hack Clock Watch Green Arc Call 3-1 info	
Before 1000' AGL		<i>Set Missed Approach Alt.</i>		<i>1000, Cleared to Land, M/A Alt Set</i>
500' AGL				<i>500</i>
DDA +80'				<i>Approaching Minimums</i>

At DDA	Fly the F/D down to 50' Use football or Planned V/S	<i>AppLts in Sight or Rwy in Sight or Missed App</i>		<i>Minimums Repeat PF</i>
By DA - 50' or 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>
50'	Look outside			
MAP				<i>Missed Approach Point</i>
EOD point	Disconnect A/T	<i>A/T Off</i>		<i>A/T Off</i>

- Who will Identify each point? LOC DME, Raw Data
- 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
- After ALT CAP at FAF altitude set missed approach altitude.
- Must ID FAF and MAP using raw data
- 0.2 miles prior to FAF on raw data, can start down w/ V/S or add 100 FPM (FCTM).
- Hack clock
- 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!