

Piper Aztec F - PA23-250 - IFR Profiles – 2 Engines

GLIDE PATH APPROACHES

{ ILS, LPV, LNAV+V }

INBOUND TO APPROACH FIX

- Approach Briefing
- Pre Descent Checks

5 MIN PRIOR TO INITIAL FIX

- Pre-Landing Checks
- Pwr 22" / Props 2200rpm
- Slow to 145kts
- Clean Configuration
- Communicate

Initial Fix

- Pwr 20" / Props 2200rpm
- Flaps ¼
- Airspeed 120Kts

ONE DOT BELOW GLIDESLOPE

- Gear Down / Flaps ½
- Airspeed 100 Kts (16"/Full Fine)

1 MILE TO FINAL APPROACH FIX

- Pre-Landing Checks
- Communicate

NON PRECISION APPROACHES

{ LNAV, LOC, VOR, DME, NDB }

INBOUND TO APPROACH FIX

- Approach Briefing
- Pre Descent Checks

5 MIN PRIOR TO INITIAL FIX

- Pre-Landing Checks
- Pwr 22" / Props 2200rpm
- Slow to 145kts
- Clean Configuration
- Communicate

Initial Fix

- Pwr 20" / Props 2200rpm
- Flaps ¼
- Airspeed 120Kts

1 MILE TO FINAL APPROACH FIX or Prior to Final Descent

- Gear Down / Flaps ½
- Airspeed 100 Kts (16"/Full Fine)
- Pre-Landing Checks
- Communicate

CIRCLING APPROACHES

INBOUND TO APPROACH FIX

- Approach Briefing
- Pre Descent Checks

5 MIN PRIOR TO INITIAL FIX

- Pre-Landing Checks
- Pwr 22" / Props 2200rpm
- Slow to 145kts
- Clean Configuration
- Communicate

Initial Fix

- Pwr 20" / Props 2200rpm
- Flaps ¼
- Airspeed 120Kts

1 MILE TO FINAL APPROACH FIX

- Gear Down
- Airspeed 120Kts
- Communicate

Circling

- Communicate
- Maintain MDA until Idg assured
- Pre-Landing Checks