

Piper Aztec F - PA23-250 - IFR Profiles – 1 Engine

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 / Props Max Continuous
- Airspeed 145kts
- Clean Configuration
- Communicate

Initial Fix

- Pwr / Props as required for a/s
- Flaps 0
- Airspeed 110Kts

ONE DOT BELOW GLIDESLOPE

- Gear Down / Flaps 0
- Airspeed 100 Kts

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 / Props Max Continuous
- Slow to 145kts
- Clean Configuration
- Communicate

Initial Fix

- Pwr / Props as required for a/s
- Flaps 0
- Airspeed 110Kts

1 MILE TO FINAL APPROACH FIX or Prior to Final Descent

- Gear / Flaps Up until ldg assured
- Airspeed 110 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 / Props Max Continuous
- Slow to 145kts
- Clean Configuration
- Communicate

Initial Fix

- Pwr / Props as required for a/s
- Flaps 0
- Airspeed 110Kts

1 MILE TO FINAL APPROACH FIX

- Gear / Flaps Up until ldg assured
- Airspeed 110Kts
- Communicate

Circling

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