



SAFE-TO-LAND Cue Card

Approach/Landing Gates	Gate Callout	Status Call If Stable	Status Call If Unstable
			Repeat Offending Item ▼
1000 ft Configuration Gate	"1000"	"CONFIGURED"	"GEAR, GEAR..." or "FLAPS, FLAPS..."
500 ft Stable Gate	"500"	"STABLE"	"AIRSPEED...200" or "CENTERLINE...200" or "GLIDE PATH...200" or "THRUST...200" or "BANK ANGLE...200" or "VERTICAL SPEED...200"
IFR Minimums Gate	"MINIMUMS"	"GOING VISUAL" or "GOING AROUND"	▼ ▼
200 ft Go-Around Gate	"200"	"CONTINUE"	(If offending parameter still not corrected) "LIMIT, GO AROUND"
Touchdown Zone Gates		Call if Outside Green Zone	Call if At or Past TPL
Down-the-Runway TPL		"FLOATING, FLOATING..."	"LIMIT, GO AROUND..."
Lateral TPL		"DRIFTING, DRIFTING..."	"LIMIT, GO AROUND..."

- NOTES:**
- 10 knots excess speed at threshold increases landing distance required by 20+%.
 - High at threshold adds 200 ft for each 10 feet high.
 - Floating takes up 180 feet per second.
 - Delayed braking uses up 180 feet per second.
 - TPL = LDA – Factored Distance Required +1000 ft.; with a Maximum of 3500 ft.
 - LDA = Landing Distance Available (found in A/FD Chart Supplement).
 - Factored Distance Required = Computed AFM distance for conditions x 1.67 or x 1.25.
 - Can use 1.25 if vertical guidance available and CJP SOP experience/ proficiency requirements met, 1.67 otherwise.

	GOAL
	CAUTION ZONE
	LIMIT

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Approach Criteria (The "Limits")	Stable Approach Criteria (The "Goals")
<p>• Limit (latest decision point) is 200 feet above field elevation. Any approach parameter that is not stable by 200 ft, Go Around.</p> <p>NOTE: Continue below 500 feet only if in the judgment of the crew stability will be achieved by 200 feet.</p> <p>NOTE: Call to 'Continue' does not mean Safe to Land. Landing is always contingent on the pilot's continuous assessment that: 1) Runway is Clear, and 2) TPL is Visually Identified (if visibility allows).</p>	<p>• Configured = Gear Down, Final Flaps Set</p> <p>• Airspeed VREF -5 to +10</p> <p>• Bank Angle within 15 deg.</p> <p>• Vertical Speed 1000 fpm max</p> <p>• Thrust N1 Stable for descent rate</p> <p>If Visual App</p> <p>• Lateral – Stable within the extended runway edge lines</p> <p>• Glide Path – Between Slightly High and Slightly Low</p> <p>PAPI or VASI</p> <p>If Inst App</p> <p>• Lateral and Vertical < 1 dot deviation</p>
Landing Criteria (The "Limits")	Stable Landing Criteria (The "Goals")
<p>• Down-the-runway touchdown point limit (TPL) is the maximum air distance (normal flare + float) from the threshold to touchdown. If not down before the TPL, Go Around or a runway excursion is likely.</p> <p>• Lateral Touchdown Point Limit (LTP):</p> <p>Go Around If: Left Drift: Centerline of runway on center post of windscreen. Right Drift: Centerline of runway on glared side tangent in lower left of windscreen. Consider also rate of drift prior to LTP.</p>	<p>• "Green" Touchdown Zone</p> <p>500 – 1500 feet down the runway</p> <p>Laterally, centerline between main gear</p>

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GOALS AND LIMITS:

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