

Risultati sondaggio VDP

Considerazioni risposta A

FIGURA 1

Sondaggio Visual Descent Point

Questo Sondaggio, assolutamente ANONIMO, ha lo scopo di approfondire l'argomento VDP. Si compone di sole 2 domande: 1-durante un volo sull'aereo dove lavorate; 2-se foste da soli a bordo di un aereo a noleggio, dove potete scegliere come comportarvi.

Se avete colleghi che possano dare il loro contributo, vi saremo grati se invierete loro il link. Molte grazie per la collaborazione!

SCENARIO: Vi trovate a bordo del vostro aereo e state effettuando un avvicinamento Not Precision Approach.

DATI DI VOLO: Vapp 140Kts, MDA 700ft, FAF 1500ft, FAF>THR/MAP 4,71NM, FAF>MAP time 02'02", Slope 3°

METAR: Wind calm, 2000m, Mist, Scattered 800ft, 15°/12°, 1013, Nosig

INSTRUMENTAL MISSED APPROACH: Start a Left turn of 90° climbing 2500ft then

FIGURA 2

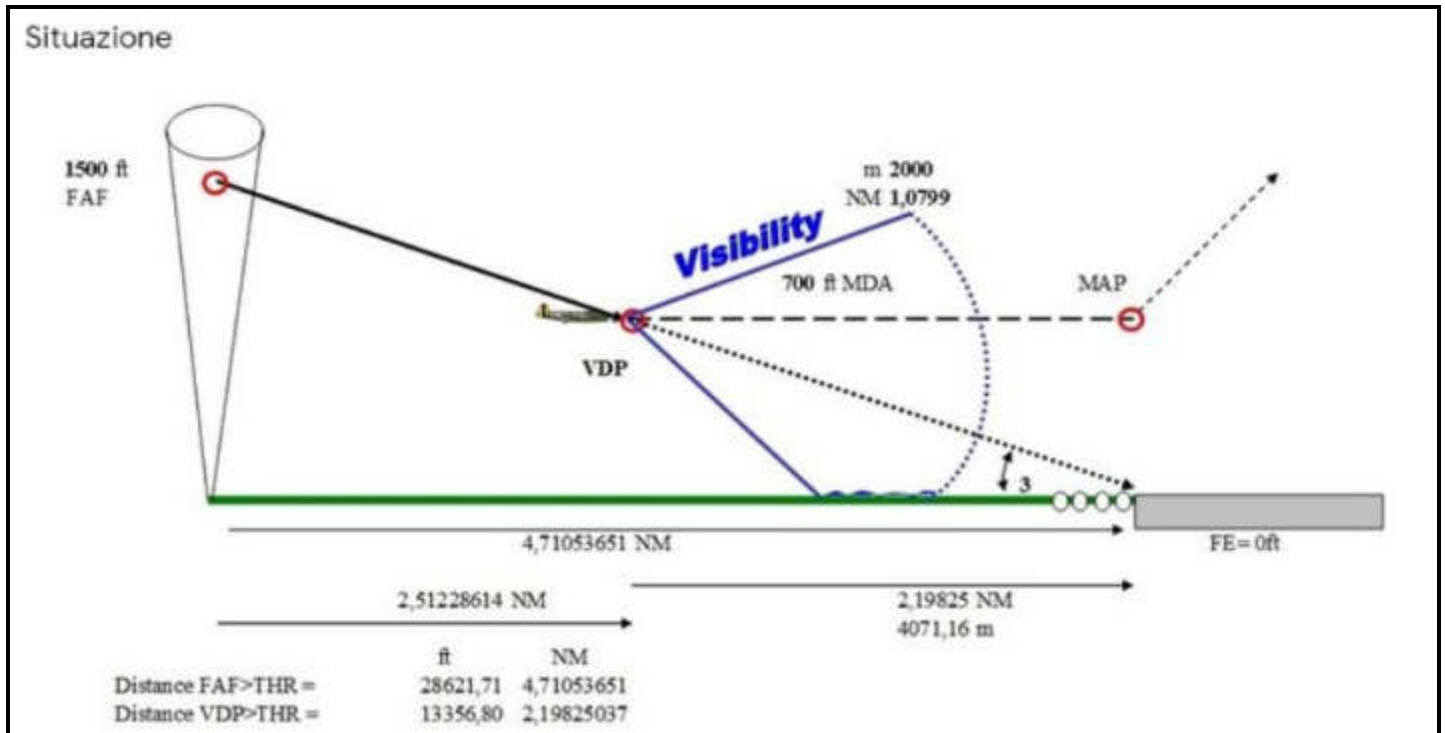


FIGURA 3

TABELLA RISULTATI al 13-Dic-2021			
RISPOSTA	TESTO	LAVORO	PRIVATO
	® Gianni Guiducci	%	%
A	Riattaccate al raggiungimento del VDP, virando a sinistra di 90° e salendo a 2500ft, quindi.	19	17
B	Riattaccate al raggiungimento del VDP; salendo a 2500ft e, allo scadere dei 02'02" sorvolando il MAP, iniziate la virata a sinistra di 90°, quindi.	47	27
C	Livellate e mantenete 700ft, allo scadere del tempo di 02'02", raggiunto il MAP, iniziate il Missed Approach Strumentale	21	24
D	Livellate mantenendo 700ft, e, quando in vista della Pista o delle ALS, riprendete la discesa fino all'atterraggio	5	20
E	Continuate la discesa per l'atterraggio mantenendo lo Slope perché siete in grado di mantenere il contatto visivo con il terreno; la pista/ALS sarà in vista dopo pochi secondi	2	6
F	Non ho idea di cosa sia il VDP	5	7

FIGURA 4

A	Riattaccate al raggiungimento del VDP, virando a sinistra di 90° e salendo a 2500ft, quindi.	19	17
	® Gianni Guiducci		

FIGURA 5

Flight Safety Foundation

Approach and Landing Accident Reduction 7.2

Approaching the MDA(H)

At an altitude corresponding to the MDA(H) plus 1/10 the rate of descent (typically MDA[H] plus 50 feet to 100 feet), anticipate a go-around decision to avoid descent below the MDA(H), as required by applicable regulations.

At the MDA(H)

If adequate visual references are acquired:

- Disconnect the AP and continue the approach visually (the autothrottles may remain engaged in speed mode down to the retard point, as applicable).

If adequate visual references are not acquired:

- Initiate a go-around climb; and,
- Overfly the MAP (to guarantee obstacle clearance during the go-around) and fly the published missed approach procedure.

(ICAO says that although the flight crew should overfly the MAP before conducting the published missed approach procedure, "this does not preclude flying over the [MAP] at an altitude/height greater than that required by the procedure"

} **DDA**



FIGURA 6 - 7

FAA

Just a side note, TERPS do not account for obstacle clearance with the missed approach turn is initiated before the missed approach point. So if you decide to go missed climb on course and pass the MAP before turning.

Advisory Circulars

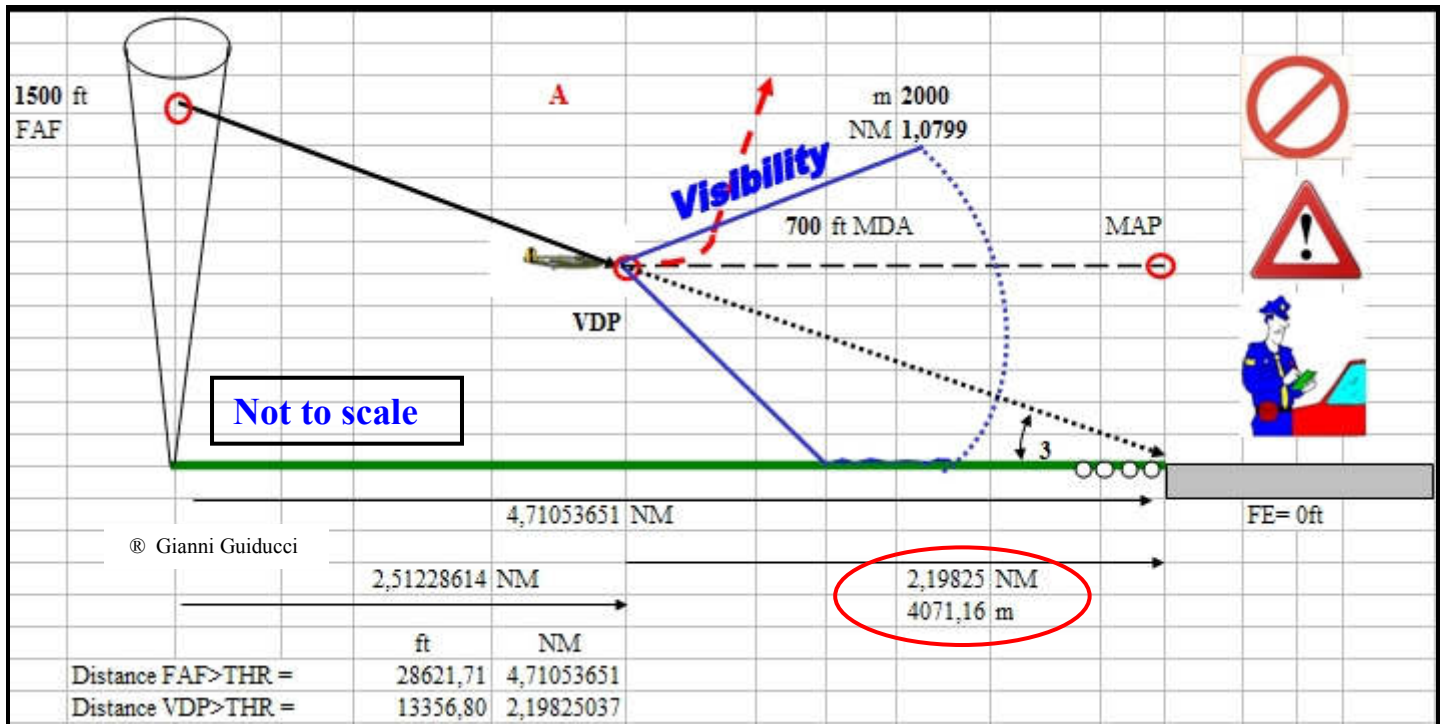
AC 120-108 1/20/11

published missed approach procedure. Proceed on track to the MAP before accomplishing a turn, comply with published altitude restrictions between the FAF and the MAP, and continue on or climb to the altitude specified in the missed approach procedure.

FIGURA 8
EASA-JarOps 1.430

3.8 Missed Approach - The manoeuvre associated with the vertical profile of the missed approach should be initiated not later than reaching the MAPt or the DA(H) specified for the approach, whichever occurs first. The lateral part of the missed approach procedure must be flown via the MAPt unless otherwise stated on the approach chart.

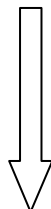
FIGURA 9



In base ai dati forniti, si ricava che:
il pilota inizia il Missed Approach 4071,16 metri prima del MAP.



DDA continuazione da: Considerazioni risposta F, Pagina 13, FIGURA 34



Derived Decision Altitude

Continuazione da: Considerazioni risposta F - Pagina 13, Figura 34 e seguenti

FIGURA 10

flightsafety - Cpt E. Tarnowski - From nonprecision approach to precision-like approaches - Methods and Operational Procedures

- Continuous Descent Final Approach – CDFA
- Constant Descent from Final Approach Fix – CDFAF\
- Constant Angle Non-Precision Approach - CANPA

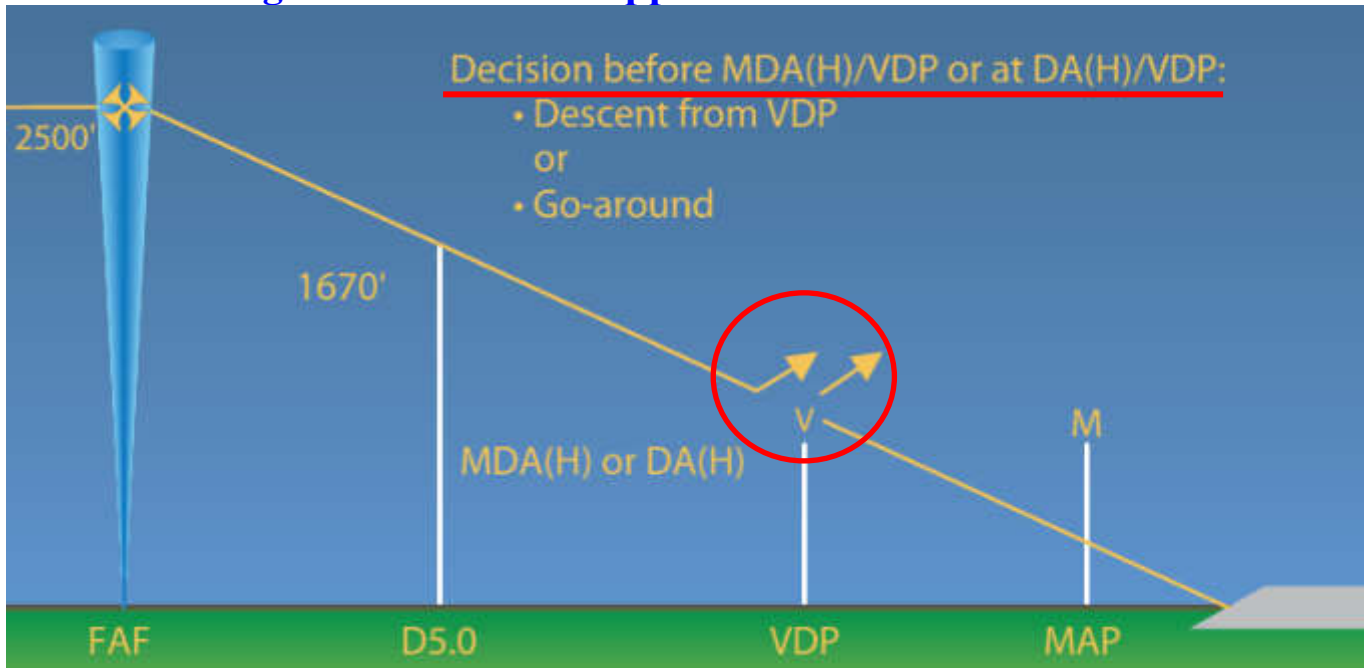


FIGURA 11

Flight Safety Foundation – ALAR

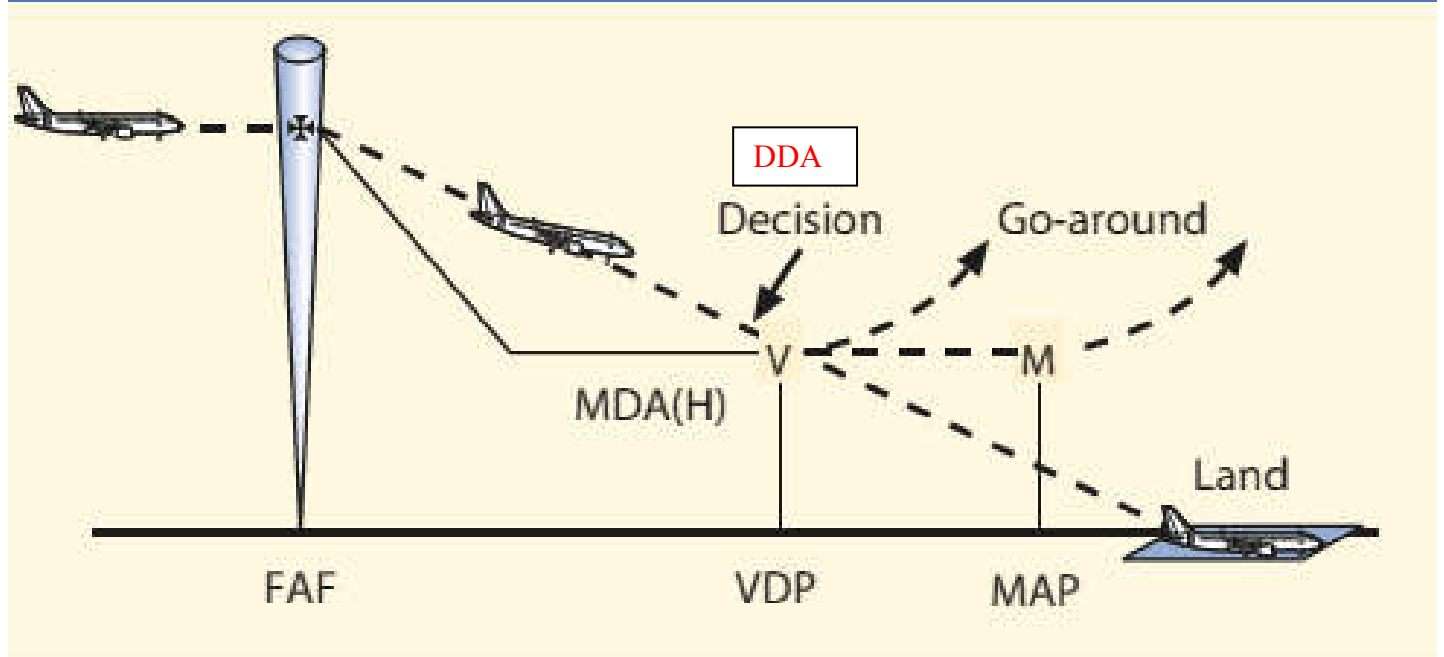
Approaching the MDA(H)

At an altitude corresponding to the MDA(H) plus 1/10 the rate of descent (typically MDA[H] plus 50 feet to 100 feet), anticipate a go-around decision to avoid descent below the MDA(H), as required by applicable regulations.

DDA

FIGURA 12

Fliht Safety Foundation – Approach and Landing Accident Reduction – briefing note 7.2



FAF = final approach fix ; MDA(H) = minimum descent altitude/height;
VDP = visual descent point; MAP = missed approach point

Source: FSF ALAR Task Force

FIGURA 13

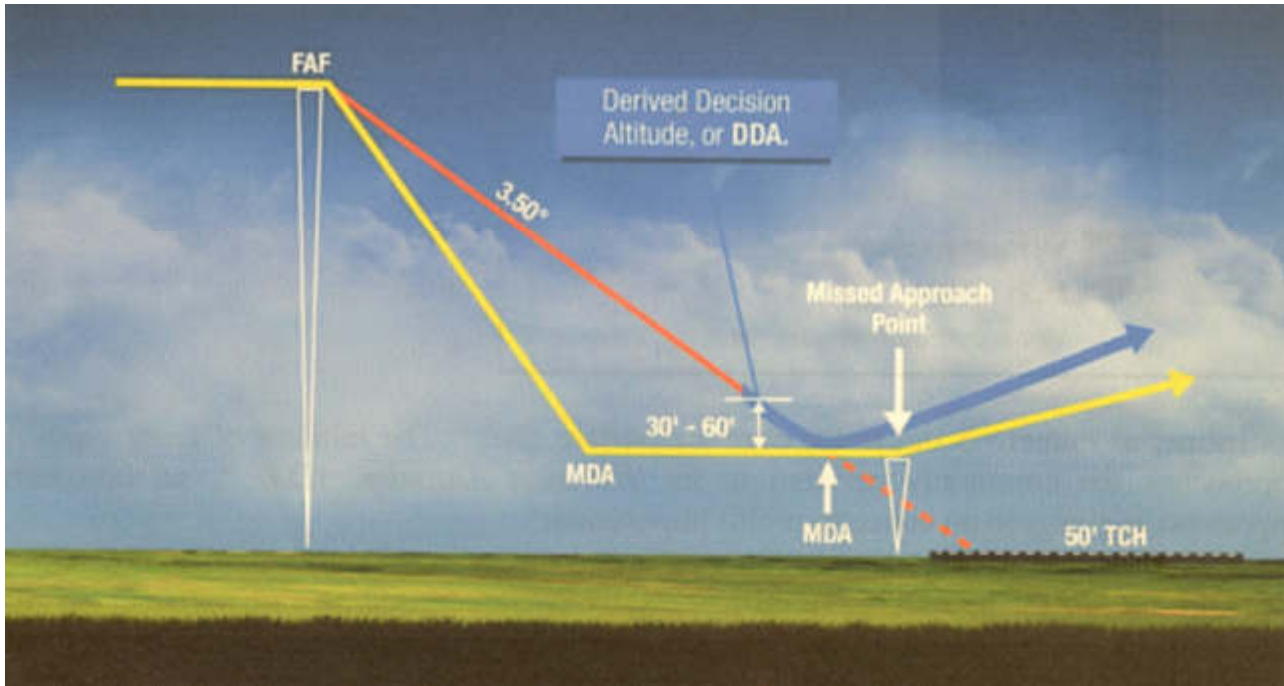
FAA AC 120-108

f. Derived Decision Altitude (DDA). Pilots must not descend below the MDA when executing a missed approach from a CDEA. Operators should instruct their pilots to initiate the go-around at an altitude above the MDA (sometimes referred to as a DDA) to ensure the aircraft does not descend below the published MDA. Operators conducting approaches authorized by operations specification (OpSpec) C073, Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH), may use MDA as a DA.

FIGURA 14

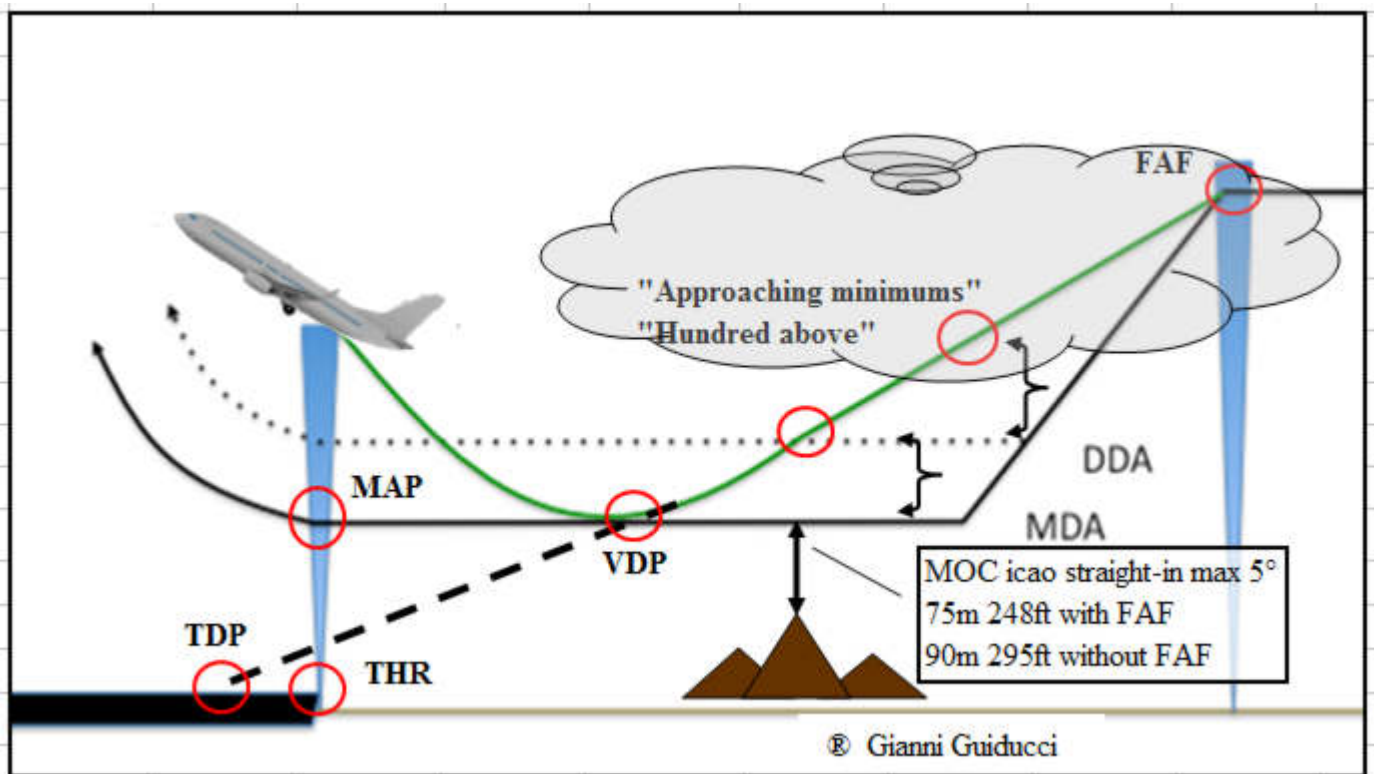
Some people – and aviation authorities – have argued that as the design of a 2D procedure assumes that the aircraft doesn't descend below the MDA/H, the DA/H used with a CDEA approach can't simply be set equal to the MDA/H. Instead, a derived decision altitude/height (DDA/H) should be determined by adding a margin to the MDA/H to ensure that the aircraft never gets below the MDA/H on a go-around.

FIGURA 15



Il contatto con gli “ adeguati riferimenti visivi “

FIGURA 16



Pagina 8

**Quanti secondi per la valutazione: riferimenti in vista e traiettorie dinamiche?
Quanti feet prima della DDA?**

Approach speed Kts = 135

Slope ° = 3

Rate of descent ft/min = 716,479

From First Contact to DDA

Time sec =	2	3	4	5	6
Descent ft =	23,88	35,82	47,76	59,71	71,65



FIGURE 17 – 18 – 19 - 20

Esempio di forata di due Segment Minimum Altitude

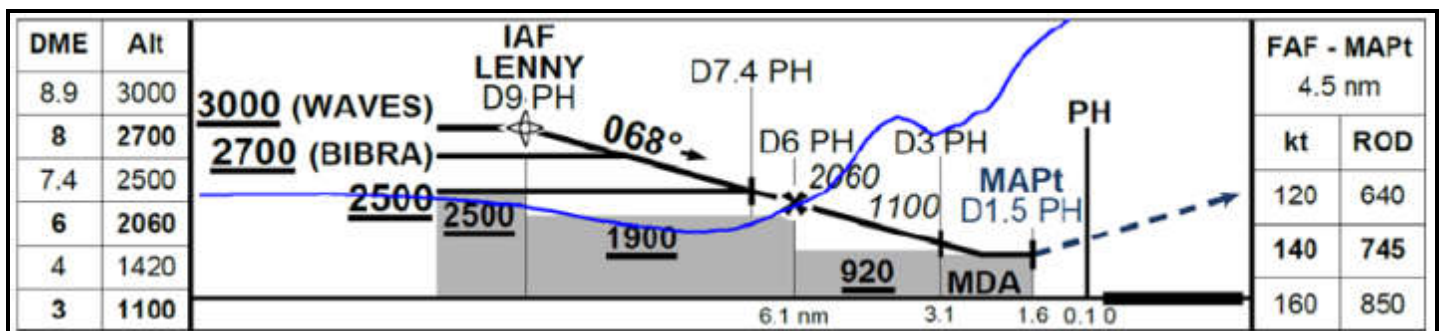
Da una Commissione d'inchiesta

Vedi: 0003 Sondaggio VDP considerazioni risposta F, Pagina 11, Figura 30

On the evening of 19 February 2016, an Airbus A320 aircraft, registered PK-AXY and operated by PT Indonesia AirAsia was on a scheduled passenger service from Denpasar, Indonesia to Perth, Australia. The aircraft was operated by two flight crew, four cabin crew and carried 96 passengers. For the flight to Perth, the captain was the pilot flying (PF), with the first officer the pilot monitoring (PM).¹ A late requirement to change aircraft delayed the departure of the flight by 2 hours and the updated arrival time into Perth was estimated to be about 2130 Australian Western Standard Time.²

After the go-around and vectoring for the runway 06 VOR approach

Figure 3: Profile view of first runway 06 VOR approach with aircraft flight profile (blue). The flight profile shows the crew descending the aircraft below the 2,500 ft segment minimum safe altitude and continuing below the 1,900 ft segment minimum safe altitude before conducting a go-around.



Gianni Guiducci

Segrate, 07/01/2022