

Risultati sondaggio VDP

Considerazioni risposta E

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

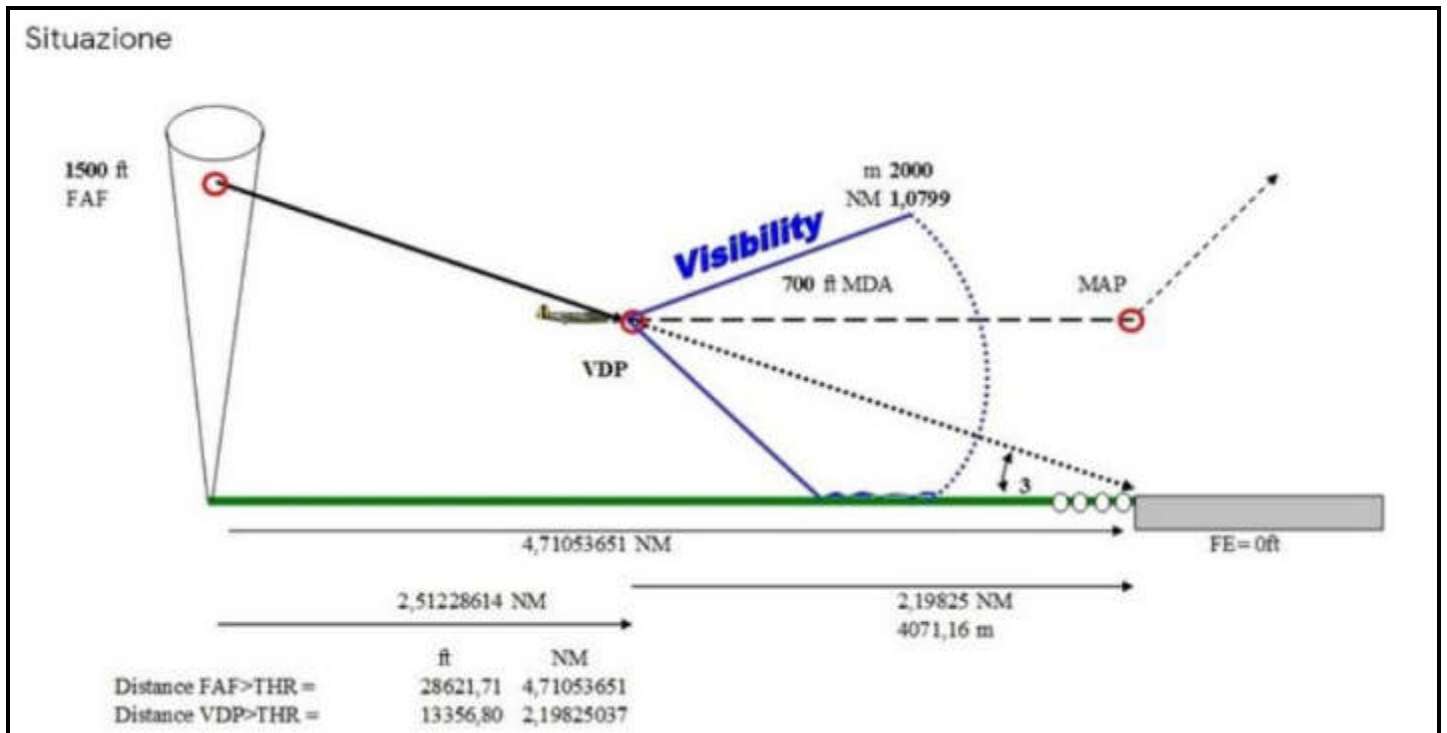


FIGURA 3

TABELLA RISULTATI al 13-Dic-2021			
RISPOSTA	TESTO	LAVORO %	PRIVATO %
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

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
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FIGURA 5

JEPPESEN - Glossary

MINIMUM DESCENT ALTITUDE/HEIGHT (MDA/H) (ICAO) — A specified altitude or height in a non-precision approach or circling approach below which descent may not be made without visual reference.

MINIMUM DESCENT ALTITUDE (MDA) (USA) — The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering in execution of a standard instrument approach procedure where no electronic glide slope is provided.

FIGURA 6

JEPPESEN - Glossary

VISUAL DESCENT POINT (VDP) — A defined point on the final approach course of a non-precision straight-in approach procedure from which normal descent from the MDA to the runway touchdown point may be commenced, provided the approach threshold of that runway, or approach lights, or other markings identifiable with the approach end of that runway are clearly visible to the pilot.

FIGURA 7
FSF 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.

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”

FIGURA 8
EASA – JarOps 1.430

4.8 Operators should establish a procedure to ensure that an appropriate callout (automatic or oral) is made when the aeroplane is approaching DA(H). If the required visual references are not established at DA(H), the missed-approach procedure is to be executed promptly. Visual contact with the ground alone is not sufficient for continuation of the approach. With certain combinations of DA(H), RVR and approach slope, the required visual references may not be achieved at the DA(H) in spite of the RVR being at or above the minimum required for the conduct of the approach. The safety benefits of CDFA are negated if prompt go-around action is not initiated.

FIGURA 9

FAA - Runway environment in sight: FAR 91-175(c)

To leave the MDA:

- The approach light systems's red terminating bars or red side row bars (used on ALSF-1 and ALSF-2 systems)
- The runway threshold
- The threshold lights
- The runway end identifier lights (they're the flashing strobes on the corners of the runway's approach threshold)
- The visual approach slope indicator (this includes both VASIs and PAPIs)
- The touchdown zone or touchdown zone markings
- The touchdown zone lights
- The runway or runway markings
- The runway lights

FIGURA 10

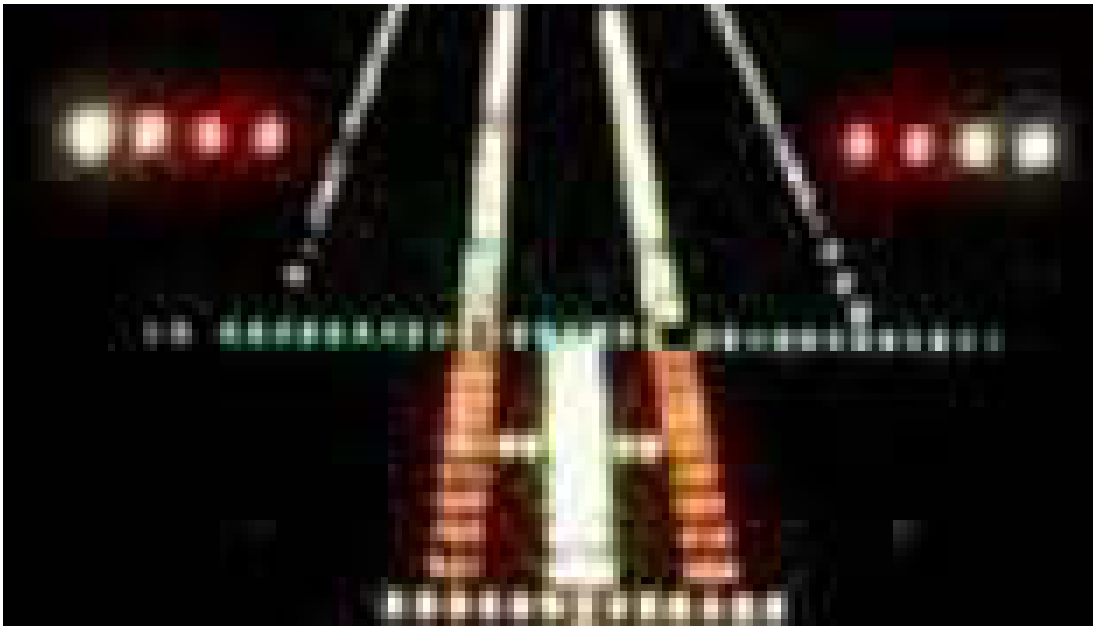


FIGURA 11 ICAO

The International Civil Aviation Organization says that required visual reference “means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position in relation to the desired flight path.”

When using external references, the visual references must be adequate for the pilot to assess horizontal flight path and vertical flight path.

After adequate visual references have been acquired to allow descent below the MDA(H) or DA(H), the different elements of the various ALSs provide references for position, drift angle, distance and rates of change for the final phase of the approach.

FIGURA 12 EASA

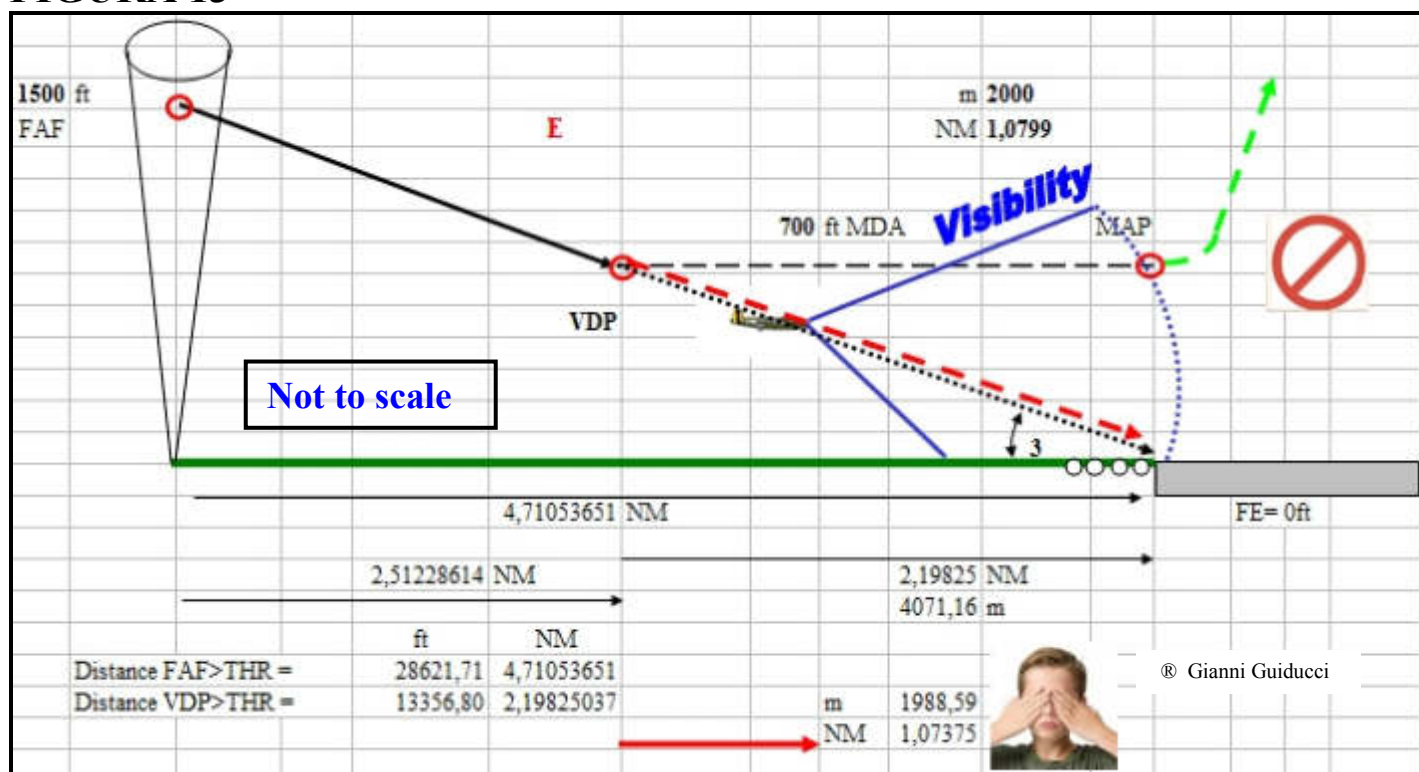
European Regulations

[AMC1 to IR-OPS CAT.OP.MPA.305\(e\)](#) and Appendix 1 to EU-OPS 1.430 define the required visual references for continuation of a precision approach or a [non-precision approach](#) as follows:

Non-Precision Approach A pilot may not continue an approach below [Minimum Descent Altitude/Height](#) unless at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:

- (i) Elements of the approach light system;
- (ii) The threshold;
- (iii) The threshold markings;
- (iv) The threshold lights;
- (v) The threshold identification lights;
- (vi) The [visual glide slope indicator](#);
- (vii) The touchdown zone or touchdown zone markings;
- (viii) The touchdown zone lights;
- (ix) Runway edge lights; or
- (x) Other visual references accepted by the Authority.

FIGURA 13



In base hai dati forniti:

Visibility = 2000m

Vref 140Kts = 72,02223 m/sec.

Rateo di discesa = 743,02 ft/min = 12,3836667 ft/sec.

1 - Se presenti Approach Lights System (Calvert o ALSF) di 900m, il pilota vede la prima luce percorrendo 1171,16m pari a 16,26sec di volo.

In base al Rateo di discesa, l'altitudine persa sarà di 201,36ft, pari a ad una altezza sul suolo di 498,64ft.

2 - Se presente ALS Calvert di 900m, vede le barre rosse (300m) del calvert dopo aver percorso 1771,16m pari a 24,59sec di volo.

In base al Rateo di discesa, l'altitudine persa sarà di 304,51ft, pari a ad una altezza sul suolo di 395,49ft.

3 - In assenza di ALS, vede la Testata pista (e le luci verdi) a 2000m da essa, dopo aver percorso 2071,16m pari a 28,76sec di volo.

In base al Rateo di discesa, l'altitudine persa sarà di 356,24ft, pari ad una altezza sul suolo di 343,76ft.

Gianni Guiducci

Segrate, 23/12/2021