

Approach segments for non-precision approach procedure

Wherever terrain clearance considerations permit, the final approach segment of a non-precision approach should be at a constant slope, ideally 3 degrees, from a height above touch-down of at least 1,000 ft. The deriving of a 3 degree glide slope during a non-precision approach should not result in the removal of obstacle data or the minimum terrain clearance stepdown altitudes from the approach chart.

Multi step-down profiles should be replaced by one or more continuous segments at constant slope, of which the final segment should be as specified above. The slope of any final segment should not exceed a value at which the aircraft can fly a stabilized approach

Non-precision approaches should be flown primarily with FMS LNAV and VNAV to achieve closer adherence to the track and profile, with raw data information as back-up (when available). The published navigational aids for the approach shall be used to verify position, altitude and track.