

IIs Approach With A320 Ivao

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During normal ILS approach, you must always intercept and establish on the localizer when the glide path indicator is on top or above the middle (like the image above n²). The spoilers can be armed at this stage. The runway can be seen now (depends on the weather, distance) Establishing on the glide path

~~Perform an ILS approach (A320) —IvAO —International —~~

For the Airbus A320, we will maintain: F-speed until last turn to final, meaning about 145 IAS, and allowing a standard 25° bank angle. Final approach speed Vapp when established on final. Speed is critical, in particular when auto thrust is not used. Attention to aircraft energy is important!

~~Perform a Circling approach (A320) —IvAO —International —~~

During the approach phase of your flight, you must configure your aircraft for the ILS approach. Take the VOR frequency from charts : configure your radio navigation receiver NAV1 = 115.500; Take the VOR course and interception altitude of the localizer from charts: configure the course and; configure your descent to this altitude. Course = 222°

~~Perform a VOR/DME approach (A320) —IvAO —International —~~

This manual is dedicated only for IvAO TM ... Document ILS approach with B737/A320 Version 1.0 February 26, 2014 Page 1 ILS APPROACH WITH B737/A320 1. Introduction This documentation will present an example of Instrument landing system (ILS) approach performed with Boeing 737. This documentation will give some tips also for Airbus 320.

~~ILS APPROACH WITH B737/A320~~

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Flying the approach In-flight approach preparation. The following subtitles do not include the full Airbus procedure for approach preparation. The current IvAO documentation does not offer any aircraft-specific standard operating procedures manuals. You may refer to the manual of your aircraft add-on. FPLN page

~~Perform a LNAV approach (A320) —IvAO —International —~~

However, since we need to manoeuvre the aircraft, we will not prepare our aircraft in the landing configuration. For the Airbus A320, we will maintain: F-speed until last turn to final, meaning about 145 IAS, and allowing a standard 25° bank angle. Final approach speed Vapp when established on final.

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The instrument landing system (ILS) is the ICAO standard, non-visual aid to final approach and landing. The ILS is defined as a precision runway approach aid which provides pilots with both vertical and horizontal guidance during an approach to land.

~~Instrument Landing System —ILS (Beacon) —IvAO —~~

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