

- (a) The purpose of this GM is to provide operators with supplemental information regarding the criteria for a successful approach and landing to facilitate fulfilling the requirements prescribed in SPA.LVO.105.
- (b) An approach may be considered to be successful if:
- (1) from 500 ft to start of flare:
 - (i) speed is maintained as specified in AMC-AWO 231, paragraph 2 'Speed Control'; and
 - (ii) no relevant system failure occurs;
 - and
 - (2) from 300 ft to DH:
 - (i) no excess deviation occurs; and
 - (ii) no centralised warning gives a missed approach procedure command (if installed).
- (c) An automatic landing may be considered to be successful if:
- (1) no relevant system failure occurs;
 - (2) no flare failure occurs;
 - (3) no de-crab failure occurs (if installed);
 - (4) longitudinal touchdown is beyond a point on the runway 60 m after the threshold and before the end of the touchdown zone light (900 m from the threshold);
 - (5) lateral touchdown with the outboard landing gear is not outside the touchdown zone light edge;
 - (6) sink rate is not excessive;
 - (7) bank angle does not exceed a bank angle limit; and
 - (8) no rollout failure or deviation (if installed) occurs.
- (d) More details can be found in CS-AWO 131, CS-AWO 231 and AMC-AWO 231.