

Criteria for Stabilized Approaches Conducted in GA Airplanes. Under most circumstances, the airplane must be stabilized by 1,000 feet above airport elevation in instrument meteorological conditions (IMC) and by 500 feet above airport elevation during straight-in approaches in visual meteorological conditions (VMC). Pilots must monitor at least seven major elements that define a stabilized approach in GA airplane. The FAA considers an approach to touchdown stabilized when the airplane meets all of the following criteria, with only minor deviations.

(1) **Glide Path.** The airplane is on the correct flight path. Typically, the glide path is 3 degrees to the runway touchdown zone (TDZ) (obstructions permitting).

(2) **Heading.** The airplane is tracking the extended centerline to the runway with only minor heading/pitch changes necessary to correct for wind or turbulence to maintain alignment. Bank angle should not exceed 15 degrees on final.

(3) **Airspeed.** The airplane maintains a constant airspeed within +10 knots indicate air speed (KIAS)/-5 KIAS of the recommended landing speed specified in the pilot's operating handbook (POH) or on approved placards/markings.

(4) **Configuration.** The airplane is in the correct landing configuration with flaps as required, landing gear extended, and the airplane is in trim.

(5) **Rate of Descent.** Descent rate is a constant and no greater than 500 feet per minute (fpm). If a descent greater than 500 fpm is required due to approach considerations, it must be reduced prior to 300 feet above ground level (AGL) and well before the landing flare and touchdown phase.

(6) **Power Setting.** Power setting is appropriate for the airplane configuration and is not below the minimum power for approach as defined by the POH.

(7) **Checklists/Briefings.** All briefings and checklists (except the landing checklist) completed prior to initiating the approach.