

DAHER Airplane Business Unit FLIGHT INFORMATION LETTER

FIL.2015-T1: STABILIZED APPROACH CRITERIA TBM700 - TBM850 - TBM 900

May 13, 2015

Dear TBM pilots, instructors, operators, and network members,

The Flight Information Letter (FIL) will serve as a communication channel from DAHER to TBM operators, pilots, training institutions, instructor pilots, and mentors. The aim is to enhance the pilot's operational situational awareness when flying the TBM. At no time does this information replace the procedures within the POH or PG. Below is a list of topics that will be gradually broadcasted throughout the TBM fleet.

- Introduction
- Stabilized approach criteria
- Risks associated with engine speed (Ng) low idle
- Inertial separator & foreign object damage (FOD)
- Propeller beta range and brake management
- CAS panel "CABIN ALTITUDE" / warning panel "CAB PRESS"
- Advisory panel
- Weather radar
- Winter operations
- Summer operations
- Prop overspeed test
- Flight director modes
- Before autopilot on
- Flap configuration
- Energy management and speed control
- Trimming
- Pilot-induced oscillations on landing (PIO; a.k.a. Porpoise)
- Unsealed aerodrome taxiways and airstrips
- Landings
- Minimum Stabilized ITT
- Engine shutdown

The list of topics, brought to you via the Flight Information Letter, will grow and evolve with varying priorities. DAHER introduces the Flight Information Letter with *Stabilized Approach Criteria*.

This letter is part of Flight Information communications transmitted to TBM pilots and operators that focuses on specific flying tasks. This letter is not intended to replace the Pilot Operating Handbook (POH) and Pilot Guide (PG) which are the only official documents. This letter is for information only.



FIL.2015-T1 : Stabilized approach criteria

This Flight Information Letter provides guidelines and parameters necessary to define a stabilized approach during final descent. Pilots flying approaches, under POH normal procedures, not continuously meeting the stabilized approach criteria, should consider executing either a go-around and/or missed approach as a prudent action.

A stabilized approach will be placed into one of two weather categories: Visual Meteorological Conditions (VMC) and Instrument Meteorological Conditions (IMC).

VMC CATEGORY Criteria shall be met no later than 500 feet Above Field Elevation (AFE)

- Landing Configuration
 - o Gear down and landing flaps indicated
 - Exception: Emergency procedure
- Profile
 - o ON flight path (visual cue and / or instrument back-up)
- Speed
 - o +10 KIAS / -5 KIAS of target speed (Vref increased for wind/gust)
 - o Elevator trim neutral elevator control pressure
- Minimum power (torque)
 - 10% TRQ
- Maximum rate of descent
 - o 1,000 ft. / min.

IMC CATEGORY

Criteria shall be met no later than 1000 feet Above Field Elevation (AFE)

• Landing configuration

- Gear down and landing flaps indicated
- Exception: Emergency procedure or delayed flap extension due circling approach
- Profile
 - o ON ILS glideslope, ON LPV vertical guidance OR
 - ON non-precision profile OR
 - ON visual flight path
- Speed
 - +10 KIAS / -5 KIAS of target speed (Vref increased for wind/gust)
 - o Elevator trim neutral elevator control pressure
 - Minimum power (torque)
 - 10% TRQ
- Maximum rate of descent
 - o 1,000 ft. / min.

NOTE: Landing gear should be indicated down prior to glide slope intercept on an ILS, the FAF/FAP on a non-precision approach.

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