

Docket No. SA-538

Exhibit No. 20-F

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

FOM Excerpt – Standards of Performance

(2 pages)



04.07.01 STANDARDS OF PERFORMANCE

04.07.01.01 REQUIREMENTS

The following standards of performance are applicable for all flight operations, including simulator training and checking. Operation within the allowable parameters below is considered the minimum acceptable level of performance. Any time the Pilot Flying (PF) allows the aircraft to approach or begin to exceed the limits of these standards, the Pilot Monitoring (PM) must alert the PF through the use of standard callouts. Additional information on these standards can be found in the UPS Advanced Qualification Procedures Manual (AQPM).

| MANEUVER | AIRSPEED | HDG/BRG OR COURSE | ALTITUDE/GLIDEPATH |
|---|---|---|---|
| TAKEOFF normal and engine inoperative | ±10 KIAS from target/climb speed | ±10° HDG (3) | ±100' when level-off required (5) |
| INSTRUMENT DEPARTURE AND ARRIVAL | ±10 KIAS | ±10° HDG (4) | ±100' |
| INSTRUMENT APPROACH outside FAF | ±10 KIAS | ±5° HDG (4) | ±100' |
| PRECISION APPROACH FAF inbound (1) | ±5 KIAS from target approach speed (2) | 1/4 SCALE on CDI | 1/4 SCALE on GSI (6) |
| NON-PRECISION APPROACH FAF inbound (1) | ±5 KIAS from target approach speed (2) | 1/4 SCALE on CDI or ±5° BRG | +50'/-0' from MDA to MAP (6) |
| VISUAL APPROACH | ±10 KIAS from target | ±10° HDG | ±100' |
| MISSED APPROACH normal and engine inoperative (7) | ±10 KIAS from target climb speed | 10° HDG (4) | ±100' (6) |
| LANDING normal and engine inoperative | ±5 KIAS from desired V-APPCH (2) | A/C aligned with runway centerline ±5°, centerline between main gear throughout landing roll | Land in touchdown zone, 500-3000 feet past threshold, not to exceed 1/3 of runway length |

NOTE: (1) Minimum cross track deviation not to exceed specific RNP, if applicable.

NOTE: (2) Not less than V_{REF} .

NOTE: (3) With an engine inoperative, heading must be appropriate for climb performance, and terrain or obstacle clearance.

NOTE: (4) Must accurately track course, radial or bearing.

NOTE: (5) No sink prior to reaching level-off altitude and must not descend below level-off altitude.

NOTE: (6) No descent below DA/DH before transition to landing or initiation of missed approach.

NOTE: (7) Descent below DA/DH/MDA, as appropriate, prior to initiation of a missed approach is considered unsatisfactory performance. However, if a missed approach is properly initiated and the aircraft descends below minimums only because of the descending momentum of the aircraft as it transitions from a stabilized approach to a missed approach, performance may be considered satisfactory. In this case, the descent must not exceed 50' below DA/DH/MDA.