NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

FOM Excerpt – Standard Approach Briefing

(3 pages)

02.10.01   GENERAL

02.10.01.01   MONITORING ATIS FREQUENCIES

Obtain Automatic Terminal Information Service (ATIS) from ACARS or via radio before descent for airport information. Inform Air Route Traffic Control Center (ARTCC), approach control, or tower (as appropriate) that you have the current ATIS information.

02.10.02   APPROACH/MISSED APPROACH

02.10.02.01   STANDARD APPROACH BRIEFINGS

The approach briefing prepares the flight crew for approach, landing and taxi operations and includes sufficient detail to ensure that both crewmembers are familiar with the operation to be conducted. The briefing shall include sufficient detail so that both crewmembers fully understand the utilization of aircraft automation, instrument procedures, airport layout, equipment and facilities.

NOTE: To prevent runway incursions during ground operations, brief the expected taxi route from the landing runway to the ramp. Include International Relief Officer (IRO), if applicable, in taxi route discussions so they can monitor taxi progress and hold short instructions and remain vigilant during runway crossings.

The approach briefing shall be accomplished as early as possible once the landing runway and approach in use are known. ATIS or ACARS weather may be used to receive airport information so that the Approach briefing may be accomplished in a timely manner.

The approach briefing will include the following:

- Type of approach to be flown
- Navaids to be used to backup visual approach
- Applicable NOTAMs
- Anticipated use of aircraft automation (Flight Management Computer (FMC), Autopilot Flight Director System (AFDS), Autobrakes, etc.)
- Field and touchdown zone elevation
- Minimum sector altitudes and other terrain/obstruction clearance information
- Use of Enhanced Ground Proximity Warning System (EGPWS) terrain display
- Landing runway and relevant runway information
- Anticipated runway turnoff and taxi route/procedures
- Anticipated weather
- Missed approach procedure
- Effect of MEL items (if applicable)
- Special arrival considerations which may impact approach, landing or taxi procedures
- Transition level

02.10.02.02 NO FAULT GO-AROUND
14 CFR 121.533, 121.535

UPS has a "No Fault Go-Around Policy." It can be summarized as:

- No Pride
- No Pressure
- No Hesitation
- No Jeopardy
- No Fault

Crewmembers will execute every approach anticipating a missed approach may be required and may be the best course of action. Plan each approach, to include the go-around procedure and make the decision to land only when landing criteria are satisfied. Prepare yourself mentally before each approach so that you will be prepared to go-around in accordance with approved procedures.

Go-Around Guidance:

- The PF (Capt or F/O) may initiate a go-around at any time during an approach.
- Any operating crewmember (Capt, F/O, IRO) shall make a "go-around" callout if an unsafe condition exists or as required by procedure.
- The PF response to a go-around callout shall be an immediate go-around/missed approach procedure.

  NOTE: The Captain retains ultimate responsibility and authority for the safe operation of the flight (14 CFRs 121.533, 121.535). Therefore, if the Captain determines that the execution of a go-around/missed approach presents a greater risk than continuing the approach, the approach may be continued at the Captain's discretion.

- If either pilot initiates a go-around/missed approach, it must be flown to its conclusion.

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