

Attachment 16

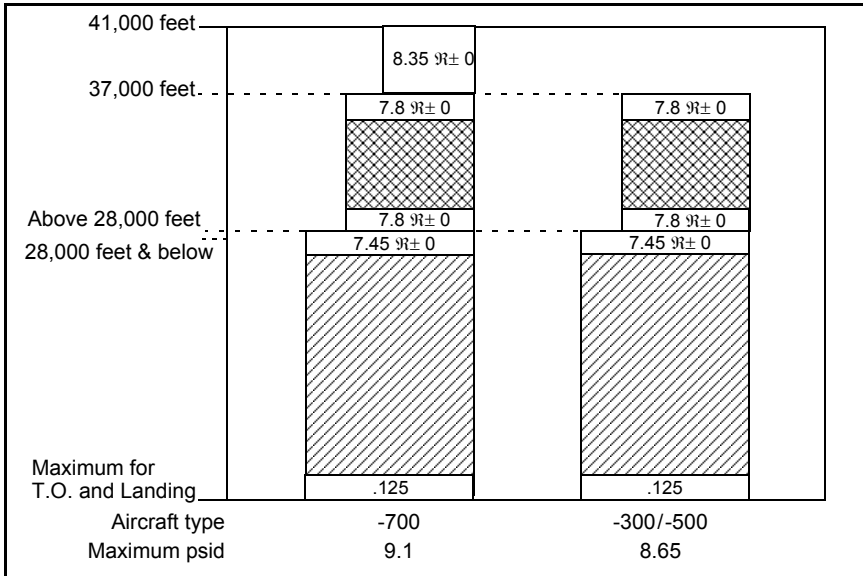
to Operational Factors / Human Performance Group Factual Report

DCA11IA047

FOM AUTOBRAKES LIMITATIONS

Air Conditioning and Pressurization

Pressurization



Caution:

- ✓ **AFM L** With engine bleed air switches ON, do not operate the air conditioning packs in HIGH for takeoff, approach, or landing.

Note: The fire protection non-normal procedures (*QRH*) take precedence over the statement regarding no air conditioning pack in HIGH during takeoff, approach, or landing. The CARGO BAY FIRE and AIRCRAFT SMOKE/FUMES REMOVAL checklists require the operating pack switch(es) to be placed in HIGH in order to increase ventilation for smoke removal.

Autobrakes

- P** Auto brakes, if operable, must be used daily by each Pilot Flying unless it is inappropriate to do so.
- P** Auto brakes, if operable, are used for landing in any of the following situations:
 - On any runway that is not DRY (i.e., WET-GOOD, WET-FAIR, WET-POOR).
 - If the reported visibility is less than 4,000 RVR or 3/4 mile.
 - If landing with less than flaps 30 (e.g., single-engine landing or abnormal configuration).
- P** Do not use a higher auto brake setting in lieu of computing new landing data if landing conditions deteriorate.

- P If braking action or runway conditions are anticipated to be worse than reported (e.g., continued snow with no additional runway treatments), select the runway condition that most accurately corresponds to the anticipated runway condition to ensure the OPC-displayed stopping margins are valid for the anticipated conditions.
- P When using auto brakes, select a setting that results in an unbracketed (positive) stopping margin.
- P Auto brake level 1 is not authorized.
- R Auto brakes, if operable, are to be used for landing in strong/gusty crosswinds or when uniform brake application due to rudder input may be affected.

Autoflight

General

- L Flight director or autopilot is required for RNAV operations with an RNP of 1.0 NM or less.

Autopilot

- AFM** L Use of the autopilot is not authorized for takeoff or landing.
- L Minimum altitude for autopilot engagement after takeoff—1,000 ft AGL.
- L Minimum altitude for autopilot disengagement during approach—50 ft below DA/DDA, but no less than 50 ft AGL.
- AFM** L **(-300/-500)** Do not use ALT HOLD mode when the Captain's alternate static source is selected.
- AFM** L Use of aileron trim with the autopilot engaged is prohibited.
- P Use of the autopilot is required for RNAV approaches with RNP less than 0.30 NM.

LNAV

- L Do not use LNAV if the message "UNABLE REQD NAV PERF-RNP" is active.
- L **(-300/-500)** Minimum altitude for LNAV engagement after takeoff or missed approach is 400 ft AGL.
- P LNAV use during the final approach segment requires the use of both flight directors.

Note: If a single failure occurs between the FAF and the MAP, execute a go-around unless a safer course of action can be taken.
- P LNAV use during the final approach segment is only allowed on RNAV approaches.