Attachment 12

Operational Factors Group Chairman's Factual Report

DCA00MA030

APPROACH DESCENT–FINAL DESCENT CHECKLIST

B737-300/-500 NORMAL CHECKLIST

APPROACH DESCENT

Pilot not flying check & announce "Complete"	
Landing lights	On
Engine start switches	Left cont
Master caution	Check
N1 & Airspeed bugs	Auto set
Altimeters	____Set
Radio altimeters	____Set
Anti-ice	As required
Packs	Auto
Seatbelt & shoulder hrnss	Fastened

FINAL DESCENT

Attendant notification	Complete
Flight & Nav instruments	Checked, no flags
Landing gear	Down, 3 green Lts
Speedbrake	Armed, green Lt
Wing flaps	Pos ____, green Lt Press & qty normal
Autopilot	Disengaged

PARKING THROUGH FLIGHT

Parking Brake	As required
Engine start levers	Cutoff
Seatbelt sign	Off
Anti-collision light	Off
Air cond & pressurization	____Pack(s), APU bleed, ground
Window & pitot heat	Off
Anti-ice	Off
Hydraulic pumps	Electric off
Engine start switches	Off
Fuel pumps	1 on
Radios, radar, transponder	As required

TERMINATING

Parking brake	Set
IRS	Off
Galley power	Off
Emergency exit lights	Off
Oxygen regulators	100%
Ground power	As required
Radios, radar, transponder	Standby & off
APU	Off
Battery switch	Off

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Descent—Crew Procedures

Accomplish the instrument approach briefing as required.

Instrument Approach Briefing

The approach must be briefed as early as practicable when:

- The airport is not expected to be in sight by the:
  - Final approach fix
  - Glideslope intercept point
- Significant weather is expected on the approach
- Thunderstorms are reported in the vicinity of the airport

The briefing should include at least the following items:

- Approach chart to be used and date of the chart.
- Terrain and obstacle concerns.
- Touchdown zone elevation, runway, and type of approach.
- Runway and approach lighting.
- Navigation radio set up.
- FAF or GSI altitude.
- NOTAMs, FDC NOTAMs, and special notes.
- Minimums.
- Missed approach point and procedure.
- Company procedures, if required.

Level Off

Level off should be monitored closely, especially when within 2000 feet of the ground.

Approach Descent Checklist

The Approach Descent Checklist is normally commenced during descent at 18,000 feet MSL.

C Landing Lights.....ON

C or FO Engine Start switches.....Left/CONT (-200: LOW)

C or FO Master Caution..... Recall/Check

C or FO N_1 (-200: EPR) and Airspeed Bugs.....Check and Set

- The pilot flying may set the airspeed cursor to the approach target speed. Target speed should be V_{REF} + 5 knots minimum, not to exceed V_{REF} + 20 knots for wind correction.
- An airspeed reference marker (bug) should be set to indicate V_{REF} (-700: N/A).
- If an HGS approach is anticipated, setting the approach target speed may be delayed until final flaps are commanded at the Captain's discretion.
- The Onboard Performance Computer must be put in the "suspend" mode and stowed in its cradle before landing.

C & FO Altimeters.....Set

Approaching Flight Level 180, both pilots will call out, **Flight Level 180** "_____" (current altimeter setting) **Set**, while setting the current altimeter setting.

The pilot flying will normally state the final flap setting, V_{REF} and target airspeeds, the planned approach, and call for the Approach Descent Checklist.

C & FO Radio Altimeter.....Set

- Set 200 feet for all approaches except Special CAT I, CAT II, and CAT III approaches.

C & FO Anti-ice.....As Required

C or FO Packs.....AUTO (-200: ON)

C & FO Seatbelt/Shoulder Harness..... Fastened

During descent and approach, it is recommended that the following be accomplished:

- Number 1 and number 2 tank fuel pumps ON
- Crossfeed valve closed
- Hydraulics: Check pressure and quantity. Observe hydraulic brake system pressure gauges to ensure A and B systems are operating normally.

If an HGS approach will be flown, the pilot not flying will silently complete the HGS Approach Checklist prior to glideslope intercept.