Attachment 14

Operational Factors Group Chairman's Factual Report

DCA00MA030

Procedures for All Approaches

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The following procedures apply to precision, non-precision and/or visual approaches:

- Ensure the HSI switches are in the VOR/ILS position for approach.
- Approach altitude callouts will be made above the touchdown zone elevation (TDZE) for the landing runway.
- If the altimeters are out of tolerance, the lower reading altimeter will be used for DH or MDA.
- Use the barometric altimeter for all altitude callouts down to and including 200 feet.
- Below 200 feet use the radio altimeter for all altitude callouts (unless specifically excepted, i.e., SEA 16R, CAT III).
- When the First Officer is making the landing, the First Officer will not be required to make radio altimeter callouts below 200 feet.
- Radio altimeter callouts below 200 feet are at the Captain's discretion when the First Officer is making the landing.
- Navigational aids for all instrument approaches must be identified initially. Normally, the pilot not flying will tune and identify approach navigational aids and confirm both marker switches are ON.
- Navigation receivers should be tuned and identified by the pilot not flying upon command, or in coordination with, the pilot flying.
- NDB navigational audio ident will be monitored continuously throughout an NDB approach. Failure of the NDB will only be indicated by a failure of the NDB audio ident.
- When a compass locator is available on an ILS approach, the ADF will be tuned to the locator outer marker.
- Minimum altitudes for an approach when operating at an airport with an operating control tower:
  - Enter the airport traffic area at 1500 feet AGL or higher unless otherwise required by distance from cloud criteria.
  - Remain at 1500 feet until further descent is required for a safe landing.
- At a runway served by an ILS, an aircraft will fly at an altitude at or above the glideslope between the outer marker (or point of interception with the glideslope, if compliance with the applicable distance from clouds criteria requires interception closer in) and the middle marker.
- Use all available navigation aids for the approach.
- On altimeters equipped with reference altitude markers, the marker should be set to DH, MDA, or the TDZE as appropriate.