Attachment 15

Operations Group Chairman's
Factual Report

DCA06MA009

OPC Programming For Landing

- Expected gate arrival fuel
- Time-sensitive service requests
- Verification of Gate Services

Make the transmission concise to keep the frequency open for operational needs. Routine service requests should be delayed until parked at the gate. After establishing contact with the station, a typical call would be, '123 in range, arriving at 50 with fuel 10.2.'

If the entire flight is conducted below 10,000 feet MSL, the In-Range report may be completed in cruise.

If unable to contact the arrival station via radio or ACARS, contact the station after landing. Again, the priority is completing planning tasks before beginning descent.

(PM) Make an Arrival PA to the passengers, if desired.

OPC Programming for Landing

(PM) Evaluate landing performance on the OPC.

- Select the Landing Performance module.

- Select the arrival airport.

The OPC will display a message if the selected airport is a Special Qualification Airport.

- Select all available landing runways.

Do not select every runway, only the available runways (e.g., if LAX is landing west, do not select 6R/L or 7R/L). By selecting the available runways, OPC landing data can be easily analyzed, and the best landing runway selected. Also, if ATC changes the runway assignment, the new landing data is readily available.

It is company policy to avoid noise sensitive runways, except for operational necessity.

Input NOTAM restrictions, if required.

- Enter ATIS information.

Wind conditions reported as "light and variable" may be entered into the OPC as CALM.

- Select the OPC Landing Input screen.

- Enter runway conditions.

If other than DRY, toggle to the reported runway condition. All selections are used only for braking action reports, if necessary.

If rain (RA) is reported in the observation, and no other braking action reports are indicated, select WET-GOOD.

Note: This selection is independent of visibility.

- Select landing flaps.

It is Southwest Airlines policy to land with Flaps 30, where applicable. Flap 40 landings are strongly recommended in the following situations:

- OPC stopping margin under "Min(2)" is bracketed for Flaps 30 - Example: [-240].

- Reported braking action is less than "GOOD."

- Weather is at or near minimums for the approach to be flown.

Notes:

- The Flightcrew may wish to modify the landing flap selection based on the stopping margin results of the Landing Output screen.
- Landing performance limits or non-normal conditions may require the use of less than flaps 30 or 40.

- Select HUD/AIII, if required.

If planning to fly an approach to landing using HGS AIII guidance, select the HUD/AIII toggle. This applies for both required (low visibility) and practice approaches.

This selection will increase the computed landing distance (Approx Landing Dist) by 1000 feet.

- Select RVR < 4000, if required.

If the RVR is less than 4000 feet or the visibility is below 3/4 mile, select the RVR < 4000 toggle. Do not make this selection if the visibility is greater than 4000 RVR or 3/4 of a mile regardless of runway surface conditions.

OpSpec: Pilots are not authorized to begin an approach to a runway with less than 3/4 mile or 4000 feet RVR if the actual landing weight is greater than the wet runway landing weight.

There are two situations where the FARs require an additional 15% above the dry runway landing field length. One is when the destination runway is known or forecast to be wet. This will be checked by the Dispatcher and is a function of the OPC Dispatch Landing Performance module only. The second situation is when the RVR is less than 4000 feet or the visibility is less than 3/4 of a mile. In this case, the Flightcrew is responsible for determining that the required additional landing field length is available.

Selecting the RVR < 4000 toggle ensures that the FAR landing distance field length requirement for a low visibility approach is met. Selecting the RVR < 4000 toggle will not increase the OPC "Approx Landing Dist." However, if the OPC determines that the available landing field length is less than 115% of the dry landing field length, "[RWY]" will be displayed in lieu of the "Approx Landing Dist." If this is the case, landing is not allowed on the selected runway.

Note: This selection is independent of runway conditions.

- Enter the Landing Weight.

Subtract remaining fuel burn from actual aircraft weight displayed on CDU – PROGRESS Page 1. Input the value in the OPC "Wgts" block.

- Select an Air Conditioning option, if required.

Select BLEEDS ON or BLEEDS OFF.

- Select an Anti-ice option, if required.

If enroute icing was encountered and the forecast landing temperature is below 10°C (**-300/-500**: 8°C) or the use of anti-ice is anticipated for landing, select the appropriate configuration. If anti-icing was used or icing was encountered any time prior to the approach, select ENROUTE ICING ONLY.

If expecting to use anti-icing during the approach, select ENGINE - ON or ENGINE & WING – ON.

Any selection other than OFF applies an enroute icing penalty to the maximum approach climb weight calculation.

- Evaluate the Landing Output screen.

NO SPECIFICS

The choice of landing runway should be based on factors such as stopping margin, runway condition, crosswind component, and runway length. ATC assigned runways may not always be the best choice. Flightcrews should evaluate all relevant factors and make a prudent decision.

- Highlight the anticipated landing runway on the Landing Output screen.

This action completes the computation for V_{TARGET} and Quick Turn weight and triggers the OPC to provide the "Auto brakes required" message when appropriate.

Requirements for Landing

(CA) Do not continue toward any airport if, in the Captain's or Dispatcher's opinion, the flight cannot be completed safely. If the Captain believes there is no safer procedure, exercise emergency authority and continue toward that airport.