

Attachment 16

Operational Factors Group Chairman's Factual Report

DCA00MA030

Visual Approach Procedure and Crew Coordination Callouts

Visual Approach

The Captain or First Officer may plan and fly a visual approach when an instrument approach is not required.

Back up the visual approach with an instrument approach procedure if one is available.

Plan to be configured landing gear down, landing flaps, Final Descent Checklist, radio tuning completed by 1000 feet above TDZE, and stabilized on final approach with engines "spooled up" no later than 500 feet above TDZE.

- High idle thrust is considered "spooled up."
- (-200) 55% N₁ is considered the minimum engine speed to be "spooled up"

Flight Rules: Limitations and Provisions (OpSpec B33)

Visual approaches or charted visual approaches are authorized with the following restrictions:

- VMC weather exists and the flight can remain VMC.
- The aircraft is under the control of an ATC facility.
- The aircraft is within 35 nautical miles of the destination airport and has visual contact with the traffic to follow, the landmarks on the charted visual flight procedure, and/or the airport.
- The aircraft is in controlled airspace, or beneath the designated transition area.

Visual Crew Coordination and Callouts

	Captain	First Officer
1000 feet above TDZE.	Call out, "1000 feet." Airspeed Sink rate	Call out, "1000 feet."
On Final Approach	Radio altimeter callouts below 200 feet are at the Captain's discretion when the First Officer is flying.	Altitudes above TDZE: "500" feet "400" feet "300" feet "200" feet If Captain lands the aircraft continue callouts on radio altimeter. "100" feet "50" feet "30" feet "10" feet