

Attachment 19

Operational Factors Group Chairman's Factual Report

DCA00MA030

Final Descent Procedures

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These procedures and the Final Descent Checklist will normally be completed prior to reaching 1000 feet AGL on final approach.

CorFO Attendant Notification Complete
If notification has been delayed until the Final Descent Checklist, make the following PA. **"Flight Attendants take your seats for landing."**

C&FO Flight and NAV Instruments..... Checked, No Flags

CorFO Landing Gear (on order).....DOWN, 3 Green Lights
The pilot not flying will repeat the command and move the landing gear lever to the DOWN position. The three landing gear red lights will illuminate while the landing gear is in transit. Check to see that the three landing gear red lights go out and the three landing gear green lights illuminate, indicating that the landing gear is extended and locked.

C Speedbrakes.....ARMED, Green Light
The Captain places the speedbrake lever to the ARMED position. The ARMED light should be illuminated and the DO NOT ARM LIGHT should be out.

Caution: Do not land with the DO NOT ARM light ON as the speedbrakes may extend automatically before touchdown if both thrust levers are retarded to idle. A dangerously high rate of descent could result.

CorFO Wing Flaps.....As Directed

- Set airspeed cursor to approach target speed if not previously accomplished
- The pilot not flying will repeat the command and move the flap lever to the requested position. Check the flap position indicator and the leading edge lights for agreement with the flap position. After operating the flaps and landing gear, observe the hydraulic pressure and quantity gauges for proper indications.

CorFO Autopilot.....Disengaged

At the time the Final Descent Checklist is accomplished, the wing flaps may not be in landing position, and the autopilot may not be disengaged. In that case, the entire Final Descent Checklist should be read, but not announced complete. After the wing flaps are in the landing position, the green LE FLAPS EXT light is illuminated with hydraulic pressure and quantity normal, and the autopilot is disengaged, the pilot not flying should announce, **"Final Descent Checklist Complete."**

It is recommended that Progress page 2 or 3 be selected on the CDU during the approach phase to provide wind information. (-700) Wind information is displayed on the lower left hand corner in most modes of the navigational display (-200: N/A).