

Attachment 21

Operational Factors Group Chairman's Factual Report

DCA00MA030

Deviation Callouts for All Approaches

- Transfer of aircraft control will be positive with the pilot assuming control stating clearly, "I have the aircraft." The pilot relinquishing control should confirm transfer by stating, "You have the aircraft."
- Southwest Airlines aircraft are always Approach Category C.
- Aircraft approaching to land on a runway served by a VASI will maintain an altitude at or above the glidepath until a lower altitude is necessary for a safe landing.
- Contact approaches are not authorized (OpSec C53).

Deviation Callouts for All Approaches

If any of the following parameters are exceeded, the pilot not flying will make the corresponding callout and verify that the pilot flying takes appropriate corrective action. The pilot flying will acknowledge the callout verbally or with immediate corrective action. Added callout parameters are required for HGS CAT IIIA approaches. CAT IIIA call out parameters are listed later in this chapter.

Parameter	Limit	Callouts
Airspeed	Target speed minus 5 knots Target speed plus 10 knots Anytime below V_{REF}	Airspeed
Localizer	±1 DOT displacement	Localizer
Glideslope	±1 DOT displacement	Glideslope
Sink Rate	2000 fpm (when below 2000') 1000 fpm (when below 1000') Significant change (when below 50')	Sink Rate

High Minimums Pilot in Command (OpSpec C54)

Southwest Airlines is granted an exemption to the high minimums requirements of FAR 121. Therefore, there are no high minimums requirements. This exemption remains in effect until January 31, 2001, unless extended.

Visual from an Instrument Approach

Once an instrument approach is started, it will be flown using instrument procedures throughout the entire approach. However, if visual meteorological conditions are subsequently encountered and the runway is in sight above 1000 feet AGL, visual approach procedures and callouts may be used at the Captain's discretion.