

Attachment 3

to Operations Group Chairman's Factual Report

DCA06FA058

and/or the reported visibility is less than 3 miles. The appropriate Company Flight Manual must contain a description of monitored non-precision approach procedures before this type of approach can be conducted.

For PAR approaches in visibility conditions less than 3/4 mile or RVR 4000, use of an auto coupled, monitored approach is recommended. Under these conditions a manually flown approach is permissible provided the entire flight crew has been briefed on the specific duties and responsibilities each is to perform during the approach.

For CAT I ILS approaches in visibility conditions less than 3/4 mile or RVR 4000, use of an auto coupled, autoland, monitored approach is recommended. Under these conditions a manually flown approach is permissible provided the entire flight crew has been briefed on the specific duties and responsibilities each is to perform during the approach.

For CAT I ILS approaches with lower minimums labeled "Special Aircrew and Aircraft Certification Required", use of an auto-coupled, monitored approach is mandatory. Autoland is recommended.

For CAT II approaches, use of an auto-coupled, monitored approach is mandatory.

- Autoland is recommended for approaches as low as 1200 RVR.
- Autoland is mandatory for CAT II approaches less than 1200 RVR.

For CAT III approaches, use of an auto-coupled, monitored approach and autoland is mandatory.

NOTE

For all autolands closely monitor autopilot performance for localizer and glideslope beam anomalies. Review approach charts for any restrictions that may prohibit an autoland.

6.45 STABILIZED APPROACH CORRIDOR

A stabilized approach is essential for the safe operation of transport category aircraft and is mandatory for all FedEx operations. The stabilized approach corridor

shall begin at 1000 FT AGL. It shall apply to both VMC and IMC conditions. The stabilized approach is defined by the following criteria:

- The aircraft must be in its final landing configuration.
- All briefings and checklists must be accomplished.
- The engines shall be operating at a power setting commensurate with the aircraft flight conditions.
- Descent angle and rate must be appropriate for the type of approach being flown. All available landing aids (ILS, VASI, PAPI, etc.) must be used. At no time may the vertical speed exceed 1500 fpm.
- Airspeed must be no greater than $V_{app} + 15$ and no less than $V_{app} - 5$. Momentary and minor deviations are only tolerated if immediate corrections are made.

If at any time any of these parameters are exceeded and timely corrections are not made, the PM or S/O shall state that the aircraft is not stable and identify the condition. The Captain shall command or initiate a go-around unless in his judgment this would create a greater hazard to flight safety.

6.47 GO-AROUND PHILOSOPHY

The decision to execute a go-around is both prudent and encouraged anytime the outcome of an approach or landing becomes uncertain. FedEx considers the use of the go-around under such conditions as an indication of good judgement and cockpit discipline on the part of the flight crew.

6.49 CONCEPT OF MDA / DA / DH

The decision a pilot must make before descending below the minimum altitude for the approach is not a commitment to land. In marginal visibility conditions it is a decision to continue the approach using authorized visual cues. Since visual cues may become inadequate or the aircraft may deviate from the flight path to a point where a safe landing cannot be assured, pilots must be prepared to execute a