

Attachment 5

To Operations/Human Performance Group Factual Report

DCA11IA015

Landing Procedure



Landing

Landing Procedures

Pilot-Flying	Pilot-Monitoring
<p>NOTE</p> <p>Close throttles within 2 seconds after touchdown or auto brake system will disarm.</p>	
	<p>Speedbrake</p> <p>Handle CHECK FULL AFT</p> <p>Call out – <i>“Deployed”</i> when spoilers deploy or <i>“No spoilers”</i> if the spoilers do not deploy (or fail to remain deployed), the Captain will manually deploy the spoilers.</p>
<p>Reverse Thrust Levers REVERSE</p> <p>The pilot making the landing will normally operate the Reverse Thrust Levers. Move the levers smoothly and without delay (approx. 1 - 2 seconds). If either engine fails to enter reverse, e. g., Reverse Thrust Lever does not move into reverse range, use caution in applying reverse on remaining engine.</p>	<p>If the green reverse thrust annunciation (REV) is not displayed on either engine, call out – <i>“No reverse __ engine.”</i></p> <p>Call out – <i>“100”, “80”, and “60”</i> knots.</p>
<p>Auto Brakes AS REQUIRED</p> <p>On a dry runway, normally revert to manual braking between 80 and 60 knots, depending on deceleration rate and runway remaining. If runway is wet or contaminated, continue auto braking until reaching taxi speed. Release auto braking by gently applying manual braking.</p>	<p>Call out – <i>“Auto Brakes off”</i> if the AUTO BRAKES Light illuminates during the landing roll.</p>
<p>Reverse Thrust Levers STOW</p> <p>By 60 knots, initiate movement of Reverse Thrust Levers to reach idle detent prior to taxi speed. Move the levers smoothly and without delay (approx. 1 - 2 seconds).</p>	