

Docket No. SA-538

Exhibit No. 2-I

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Attachment 8 – Approach and Landing Briefing
(5 Pages)



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 8 – Approach and Landing Briefing

OPERATIONAL FACTORS

DCA13MA133

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APPROACH AND LANDING BRIEFING¹

03.01.01.04 APPROACH AND LANDING BRIEFING

The approach and landing briefing (hereafter referred to as the "Approach Briefing") should prepare the crew for approach, landing, and taxi operations and include sufficient detail to ensure that both crewmembers are familiar with the operation to be conducted. The briefing should include sufficient detail so that both crewmembers fully understand the utilization of aircraft automation, instrument procedures, airport layout, equipment, and facilities.

The approach briefing should be accomplished as early as possible, once the landing runway and approach in use are known. ATIS or ACARS weather may be used to receive airport information so that the approach and landing briefing may be accomplished in a timely manner.

The approach briefing should include the following:

- Type of approach to be flown
 - Nav aids to be used to back-up visual approach
 - Applicable NOTAMs
 - Anticipated use of aircraft automation (FMC, AFDS, Autobrakes, etc.)
 - Field and touchdown zone elevation (verify landing elevation set)
 - Minimum Sector Altitudes and other terrain/obstruction clearance information
 - Use of EGPWS terrain display
 - Landing runway and relevant runway information
 - Anticipated runway turnoff and taxi route/procedures
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- Discontinued/Go-around procedures (required first flight of day)
 - Missed Approach procedure
 - Effect of MEL items (if applicable)
 - Special arrival considerations which may impact approach, landing, or taxi procedures
 - Transition level

¹ Source: UPS A300 AOM, Section 03.01.01.04 APPROACH AND LANDING BRIEFING.



EXAMPLE: "Plan for a visual approach to runway 35L, backed up by the ILS, localizer frequency is 109.35, inbound course 348°. Field elevation is 500 feet. TDZE is 461. MSA is 3600 feet. Plan on use of autopilot until established on final.

In the event of a discontinued approach, I will call "Discontinued Approach, ALT HOLD, Speed _____."

In the event of a go-around, the call will be "Go-Around Thrust/Flaps", Gear up at positive rate, and Heading Select at 400 feet. We'll plan on flying runway heading and selecting climb thrust at 1500 feet. We'll set Green Dot at ALT* and clean up on schedule.

Runway 35L is 10,000 feet long and 150 feet wide, 8880 feet available beyond glideslope. Plan on a right turn-off on taxiway Bravo-5 or Bravo-6, then a right turn onto taxiway Charlie and back to ramp 7; transition level is _____. Any questions or additions?"

If an instrument approach is anticipated, the following information should also be included:

- Approach chart name, chart number, and effective date
- Navigation radio and instrument setup
 - Radio frequencies
 - Inbound course
 - Fix/waypoint identification procedures
 - Use of aircraft automation including FMC and AFDS
 - Aircraft limitations
 - Special aircraft or IAP procedures (i.e., GPS procedures)
- Approach altitudes and terrain/obstruction clearance
 - Minimum sector altitudes
 - High terrain/obstructions in terminal area
 - Use of EGPWS terrain display (if applicable)
 - Approach altitudes and step-down fixes (as applicable)
 - Visual Descent Point (Non-precision approach)
 - DA/DH or MDA (as applicable)
- Missed approach point identification
- Approach and runway lighting
- Missed approach procedure
 - Navigation radio and instrument setup
 - Missed approach altitudes
 - Holding pattern entry and procedures
 - Use of aircraft automation



A300 AIRCRAFT OPERATING MANUAL
NORMAL
STANDARD CREW BRIEFINGS

03.01-5

- Anticipated runway turnoff and taxi routes
 - SMGCS procedures and chart
 - Frequency changes
 - Airport lighting, signage, and other installed equipment
 - ATC procedures and airport layout

EXAMPLE: "Plan for an ILS approach to runway 35L, chart 11-4, dated 28 Feb 2003. Localizer frequency is 109.35, inbound course 348°. MSA is 3600 feet, glideslope intercept is 2400 to cross CRDNL at 2396 feet. DH is 663 feet, 200 feet HAT. Visibility minimum is 1/2 mile visibility or 1800 RVR. Field elevation is 500 feet. TDZE is 461. Plan on use of autopilot until established on final, then hand-flown using flight director.

In the event of a discontinued approach, I will call "Discontinued Approach, ALT HOLD, Speed _____."

The missed approach procedure is: Climb to 1600 feet, then climbing left turn to 3000 feet via a 230° heading to join the IIR 279 radial to DAMEN intersection and hold. Plan on a parallel entry. In the event of a missed approach, the call will be "Go-Around Thrust/Flaps", Gear up at positive rate, and NAV mode at 400 feet. We'll plan on flying the published procedure and selecting climb thrust at 1500 feet. We'll set Green Dot at ALT* and clean up on schedule.

Runway 35L is 10,000 feet long and 150 feet wide, 8880 feet available beyond glideslope. 35L has ALSF-II, HIRL, CL, and PAPI on the left side. Plan on a right turn-off on taxiway Bravo-5 or Bravo-6, then a right turn onto taxiway Charlie and back to ramp 7; transition level is _____. Any questions or additions?"