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NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Attachment 24 – Descent Preparation
(3 Pages)

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

February 3, 2014

Attachment 24 – Descent Preparation

OPERATIONAL FACTORS

DCA13MA133

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DESCENT PREPARATION[1]

03.09.01 DESCENT AND ARRIVAL PROCEDURES

03.09.01.01 DESCENT PREPARATION

PILOT FLYING	PILOT MONITORING
	Prior to Top of Descent, modify FMC route as required to include proper STAR and TRANSITION for arrival and approach. If destination airport or landing conditions have changed enroute (e.g., landing runway, available landing distance) or the runway is wet or contaminated, reference the MINIMUM LANDING FIELD LENGTH tables in the QRH or AOM. If no AA data is available, reference the CLIMB LIMIT WEIGHT FOR LANDING in AOM, Chapter 05. Enter altitude constraint if desired to provide Profile descent path. Example: 10,000 feet 30 miles from airport.
Review FMC approach for accuracy.	Load anticipated approach into FMC if available and review for accuracy.
Set flight instruments and radios in preparation for approach. Ensure V/N/I switch is in NAV until required for approach to allow FMC to auto-tune VORs for position updating if GPS PRIMARY is lost. Compute approach speed and Green Dot speed from QRH, speed cards or FMC. Set V_{APP} and Green Dot speed on standby airspeed indicators.	
Select LOW or MED autobrakes for landing if desired.*	
	Verify landing elevation is set in Landing Elevation selector. Select High Landing Elevation switch if necessary
	Send ACARS in-range message approximately 30 minutes prior to ETA.
	Enter anticipated descent winds into FMC DES FORECAST Page if required to increase accuracy of Profile descent path predictions.
Complete approach briefing. **NOTE:** The A300 is in Approach Category "C" for all straight-in approaches, regardless of actual landing weight.	

Monitor fuel transfer from trim tank to center tank below FL200. De-select Fuel Page prior to approach so that Wheel Page is displayed for landing.

*Use of autobrakes is recommended when landing with a strong crosswind, on a contaminated runway, during low visibility, or with an inoperative engine. Use of MAX autobrakes is not recommended.

NOTE: If entire flight has been performed below FL200, verify that there is less than 4400 pounds of fuel in trim tank. If there is more than 4400 pounds of fuel in trim tank, verify that both Trim Tank Pump switches are ON and select TRIM TANK MODE switch to FWD position to manually transfer fuel to center tank.

[1] Source: UPS A300 AOM.