NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 9 – Approach Briefing

OPERATIONAL FACTORS

DCA17LA145

Approach

The acronym “NATS” identifies each major category of the approach briefing. For all approaches, the pilot flying should consider and brief these items.

N	NOTAMS
A	Arrival/Approach Chart/Automation
T	Transition level/height/Terrain/Taxi
S	Specific Company information (Company Pages)

When conducting an approach briefing, the PF will:

- Include all pilots
- Brief the approach as soon as adequate information is available and workload is at a minimum
- Complete the briefing prior to top of descent, if able
- Verbalize the highest threats to the approach segment (e.g., weather, security, terrain, degraded aircraft systems) as well as a mitigation strategy.

If an approach is to be flown in actual instrument conditions or night VMC:

- Conduct a full approach plate briefing
- Review the relevant items of the NATS brief

If the approach is flown in day VMC, review the relevant items of the NATS brief.

If a runway change occurs and the approach briefing has been completed, re-brief the approach accordingly:

- Positive confirmation of the new runway must be established
- Re-tune navigation aids and set the inbound course
- Confirm the FMS is programmed correctly
- Altimeter bugs may need to be changed to reflect a modified approach clearance to the same runway
- If transfer of control is required due to the approach requirement (e.g., CAT II/III), accomplish in conjunction with the approach brief
- Refer to Vol. 1, NP.11 and NP.20 for additional guidance on runway change items.

Category	Briefing Items
NOTAMS	• ATIS advisories • Flight plan remarks • Chart changes notices

Arrival/Approach Chart/Automation	• Weather/wind considerations
	• Arrival airspeed and altitude restrictions
	• Designated approach/runway
	• Pertinent runway information (reference 10-9A page, or similar):
	  • approach and runway lighting
	  • usable landing distance
	  • runway conditions affecting stopping distance (ungrooved/contaminated)
	  • non-standard runway width
	• Type of approach, include level of automation to be used
	• Jeppesen approach chart number and date
	• Navigation aid(s) frequency/runway identification
	• Inbound course
	• Initial approach altitude, as required
	• FAP or FAF altitude
	• Barometric altitude at the marker, as required
	• Approach minima (MDA, DA, DDA, DH, AH)
	• Radio/barometric altimeter bug settings
	• Missed approach plan
	  • go-around procedure
	  • callouts
	  • execution of maneuver

Category	Briefing Items
Transition Level/ Terrain/ Taxi Plan	Transition level/height other than 18,000 feet. Terrain considerations if applicable. Taxi plan: • Use the taxi chart to brief the expected taxi route • Anticipated runway exit point • Hot spots • Hold short points • Abnormalities (NOTAMs, construction, 10-8 page etc.) • Anticipated runway crossings • When visibility is less than RVR 1200, review Surface Movement Guidance & Control System (SMGCS) Low Visibility Taxi Routes Chart, if applicable
Specific Company Information	• Engine out procedures • Company Pages