

Attachment 11

to Operations Group Factual Report

DCA05MA04

RESPONSE TO GPWS WARNINGS

31. Departing Clearance Limit Fix

A. At an approach fix:

When the clearance limit is a fix from which an approach begins, commence descent and/or approach as close as possible to the "expect further clearance" (EFC) time if one has been received. If an EFC has not been received, commence as close as possible to the estimated time of arrival, as calculated, using the filed or amended (with ATC) estimated time en route.

B. Other than approach fix:

If the clearance limit is not a fix from which an approach begins, proceed from the clearance limit to a fix from which an approach does begin. The rules for departing the clearance limit fix are the same as those stated in para A. above.

32. Transponder Codes (Code 7600 indicates two-way radio failure)

In the event of a two-way airborne radio failure, the following transponder code procedures will be utilized:

- A. Change to Code 7600 and remain on 7600 for the remainder of the flight.
- B. It should be understood that the aircraft may not be in an area of radar coverage. Many radar facilities are not presently equipped to automatically display Code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of the failure.
- C. Replying on Code 7700 first is indicative of an emergency associated with a radio failure condition and should not be used unless an emergency exists.

33. Response to GPWS Warnings

A. Mode 1 through 4

If a Mode 1 through 4 occurs, immediately increase pitch attitude, and simultaneously add power to alter the aircraft's flight path sufficiently to stop the warning. If on approach in visual flight conditions, continue the approach only if the aircraft is in the proper landing configuration (gear and flaps), and the altered flight path will still produce a safe approach and landing. If the approach cannot be safely continued, crewmembers shall execute a missed approach.

B. Mode 5

If a Mode 5 (GLIDESLOPE) warning occurs, immediately initiate corrective action (fly "up" to glideslope) to stop the warning. The alert will cease when the aircraft is within 1 1/3 dot below the glide slope.

- C. Crewmembers should refer to AM or systems manual as applicable for definitions of GPWS Modes.

34. TCAS II Operational Use and Policies (Advisory Circular AC120-55A)