Attachment 4

to Operations Group Factual Report

DCA05MA04

NORMAL NON PRECISION APPROACH PROFILE NOTES

Normal Non Precision Approach - Profile Notes

When established on a course inbound to the Final Approach Fix (FAF), select flaps 10° and begin slowing to 130 KIAS. Approximately 3 - 4 miles prior to the FAF, at a maximum airspeed of 160 KIAS, the Flying Pilot will call "GEAR DOWN, FLAPS 20°, BEFORE LANDING CHECKLIST". All efforts should be made to stabilize the aircraft in the landing configuration prior to reaching the FAF.

At the FAF, start timing and reduce power to maintain the briefed approach speed and approximately 1,000 fpm rate of descent (as necessary), until reaching MDA. If possible, plan to arrive over the FAF with airspeed stabilized at 130 knots, or the briefed approach speed.

If the missed approach point is reached without establishing visual contact, a missed approach must be initiated.

In the event that visual contact is attained that will allow the descent to continue to 100' above TDZE, (i.e., approach lights in sight), the NFP will call "APPROACH LIGHTS IN SIGHT, CONTINUE". The Non Flying Pilot will then continue to make the appropriate altitude calls.

In the event that visual contact is made with the runway, the Non Flying Pilot will call "RUNWAY IN SIGHT" and will continue to make the appropriate altitude callouts, referenced to Airport Elevation.

Upon hearing the "Runway In Sight" call by the Non Flying Pilot, the Flying Pilot will transition to visual cues outside the cockpit, and upon seeing the runway/airport will state "GOING VISUAL, LEAVING MINIMUMS, FLAPS 35°".

The Non Flying Pilot will continue to monitor the approach and all flight instruments, and will callout any abnormalities.

Upon reaching the Missed Approach Point, if the Non Flying Pilot has not stated "Runway In Sight", or if transition to visual cues is not possible, or if the aircraft is not in position for a normal landing, the Flying Pilot will initiate a missed approach by stating "MISSED APPROACH".