

# **Attachment 8**

**to Operations Group Factual Report**

**DCA05MA04**

**REQUIREMENTS FOR A MISSED APPROACH**

- 1) Approaches under Visual Flight Rules (VFR) are permitted, however, prudent judgment on the part of the captain must be exercised when canceling an IFR flight plan. All requirements of subparagraph B., below must be complied with.
  - 2) Flight crews shall remember that ATC traffic information to aircraft operating under VFR is on a "work load permitting" basis, Therefore, *extreme caution and a most diligent traffic watch must be maintained.*
- B. *[If operating under the VFR enroute provisions of B51 or if canceling an IFR flight plan, the flight crew may operate under VFR in the terminal area under the following provisions. In addition, the flight crew may not conduct VFR operations in the terminal area unless the limitations and provisions of subparagraph E. of these Operations Specifications are met:*
- 1) *All of the following provisions and weather conditions at the airport at the time of approach must be met:*
    - a) *Reported visibility must be as specified in Section 91.155, but not lower than the visibility criteria specified in Section 121.649.*
    - b) *Reported ceiling must be 1,000 feet or greater.*
    - c) *The flight crew must be able to maintain the basic cloud clearance as specified in Section 91.155.*
    - d) *Ceiling and cloud clearance must be as such to allow the flight crew to maintain the minimum altitudes prescribed in Section 91.129, 91.130, or 91.131, as applicable for the Airspace Class in which the flight is operated.*
  - 2) *In addition the conditions in one of the following subparagraphs must be met:*
    - a) *Controlled airports. The flight is operated within Class B, C, or D airspace, or within 10 miles of the designation airport in Class E airspace; and remains within controlled airspace. The flight crew requests and uses radar-monitored traffic advisories provided by ATC when such advisories are available, and is in direct communication with the appropriate ATC facility.*
    - b) *Uncontrolled airports. The flight crew is in direct communication with an air/ground communication facility or agent of the certificate holder that provides airport traffic advisories and information that is pertinent to conditions on and around the landing surface during the terminal phase of flight; and the flight is operated within 10 nautical miles (nm) of the destination airport, or visual reference with the landing surface is established and can be maintained through the approach and landing.*
  - 3) *If there is a question that the weather conditions at the time of arrival may not allow the flight crew sufficient seeing conditions, the flight crew must have in its possession and use an approved charted visual procedure which assures obstacle clearance or avoidance. The minimum altitudes under Section 121.657, Section 91.119, or those prescribed in the charted visual procedure, whichever are higher, apply.]*

### 38. Missed Approach (FAR 121.651)

The flight crew shall use the missed approach procedure specific to the applicable aircraft type as prescribed in the AM. A missed approach is required when:

- A. Directed by ATC to do so, or;
- B. The flight visibility (as judged by the pilot) is not equal to or greater than the visibility requirements published on the Jeppesen/NOS approach chart, or;
- C. Radio or approach instrument failure occurs below 1,000 feet above the DA or MDA, as appropriate, and visual contact has not been attained, or;
- D. The aircraft is not continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers, and that descent rate will allow the pilot to touchdown in the touchdown zone of the intended runway, or;

- E. At MAP or DA as applicable, none of the following visual aids are identifiable:
- 1) The approach light system, however, if the approach light system is visible, descent below 100 feet above the touchdown zone is not permitted unless the red terminating bars or the red side row bars are also visible
  - 2) The Visual Approach Slope Indicator (VASI).
  - 3) The Runway End Identification Lights (REIL).
  - 4) The threshold, the threshold markings, or the threshold lights.
  - 5) The runway lights.
  - 6) The touchdown zone lights.
  - 7) The touchdown zone, or touchdown zone markings.
  - 8) The runway or runway markings

#### 39. Missed Approach While Circling (AIM)

- A. Each pilot operating an aircraft shall immediately execute an appropriate missed approach procedure whenever an identifiable part of the airport is not distinctly visible to the pilot during a circling maneuver at or above MDA, unless the inability to see an identifiable part of the airport results only from a normal bank of the aircraft during the circling approach.
- B. If visual reference is lost while circling to land from an instrument approach, the missed approach specified for that particular procedure must be followed (unless an alternate missed approach procedure is specified by Air Traffic Control). To become established on the prescribed missed approach course, the pilot should make an initial climbing turn toward the landing runway and continue the turn until he is established on the missed approach course. In as much as the circling maneuver may be accomplished in more than one direction, different patterns will be required to become established on the prescribed missed approach course, depending on the aircraft position at the time visual reference is lost. Adherence to the procedure will assure that an aircraft will remain within the circling and missed approach obstruction clearance areas.

#### 40. Diversions to Alternate Airports (FAR 121.652)

- A. If a flight is diverted to the alternate an instrument approach may be executed to the lowest published minima for the approach used.
- B. *[A restricted captain need not increase the DA or MDA and visibility landing minimums above those applicable to the airport when used as an alternate airport. But in no case, may the landing minimums be less than 300-1.]*
- C. When a flight is being diverted to an alternate airport, the dispatcher shall issue a release message to the airport of alternate landing and the airport of scheduled landing, and will include in the message, the disposition of the flight on arrival at the alternate airport. If the flight is canceled on arrival at the alternate airport, or will be excessively delayed, specific instructions such as "Forward Passengers to Destination via Surface Transportation" will also be included. The preceding information will also be transmitted verbally via VHF company radio communication to the flight crew.
- D. If the diversion to the alternate is merely for the purpose of refueling and then continuing to the scheduled destination, such information will be included in the message.
- E. Upon receipt of the above message, the captain shall advise the passengers of the planned alternate airport operation. This announcement should include the estimated arrival time at the alternate airport. If cancellation