

Attachment 9

to Operations Group Factual Report

DCA05MA04

MINIMUM ALTITUDES DURING APPROACH

b) The landing runway environment is in sight.

- B. Landing minima on the "landing runway" will be higher than the minima to the "approach runway." ATC will not clear an aircraft for landing on a "landing" runway unless weather conditions will permit successful completion of the sidestep maneuver.
- C. The sidestep limits are shown on the Jeppesen /NOS charts as a separate box next to the straight-in limits.

23. Minimum Altitudes During Approach (FAR 91.129)

- A. When approaching to land on a runway being served by an ILS, the aircraft shall be flown at or above the glide slope between the outer marker and the middle marker.
- B. When approaching to land on a runway served by a VASI, the aircraft shall be flown at or above the glide slope.
- C. If visual reference to the ground is established before completion of an approach procedure, it is expected that the entire procedure will be executed unless the pilot requests and is granted clearance to proceed directly to the airport.

24. Approach Minimums (Category I)

- A. The approach minimums for a Category I precision approach procedure shall not be lower than that prescribed by the applicable published instrument approach procedure.
- B. The approach minimums for a non-precision approach procedure shall not be lower than that prescribed by the applicable published instrument approach procedure for the aircraft category.
- C. A Category I ILS provides for a minimum decision height of 200 feet or higher above the touchdown zone.
- D. If RVR is less than 1800 feet or visibility for landing runway is less than 1/2 mile, a CAT I approach is not authorized and cannot be initiated.
- E. If the approach is based on RVR, touchdown RVR is required and is controlling. Midfield and Rollout RVR are not required; if given, they are advisory only and are not limiting. The Mid RVR report may be substituted for the TDZ RVR report if the TDZ RVR report is not available.

25. Restricted Captain Minimums (Ops Specs C54, FAR 121.652)

A "restricted captain" is a pilot who has not accumulated 100 hours as a pilot-in-command in revenue service on the type aircraft being operated. The 100 hour requirement described above may be reduced by 50 percent by substituting one landing made in part 121 operations in the same aircraft type, for one hour of required experience, if the pilot has at least 100 hours as pilot in command of another type airplane in part 121 operations.

- A. For restricted captains, the DA or MDA and visibility landing minimums for the destination airport must be increased by 100 feet and one-half mile (or RVR equivalent). RVR, if available, is controlling. In no case, however, can the DA or MDA be less than 300 feet HAT/HAA as applicable; nor will the visibility be less than one mile or RVR less than 4500 feet.