

Bulletin 19-28 Touchdown Zone Definition and Go-Around Guidance Updates

Date: 11/27/2019

Effective Date: Upon receipt.

Overview

This bulletin aligns manual guidance to help improve understanding of when a go-around is required as a result of either touching down past the touchdown zone (TDZ) or touching down when adequate stopping margin is no longer assured.

The definition of TDZ was added to align with regulatory and manufacturer guidance to be the area of the runway 500 ft to 3,000 ft beyond the landing threshold not to exceed the first one-third of the runway.

Do not confuse the TDZ with current *B737NG AOM/B737MAX AOM* guidance regarding planned point of touchdown (1,000 ft to 1,500 ft from the landing threshold on centerline). The intent to touchdown between 1,000 ft and 1,500 ft from the landing threshold has not changed; however, a go-around must be executed if the aircraft touches down beyond the most restrictive of the following distances:

- First one-third of the available runway length.
- First 3,000 ft of the available runway length.
- 1,500 ft plus the planned PWB System-computed stopping margin.

This guidance will be emphasized during 2020 CQ.

Affected Sections

This bulletin supersedes information in the following subsections and chapters:

- [B737NG AOM 11.8.1 Go-Around/Missed Approach Requirements \(Partial\)](#)
- [B737NG AOM Glossary \(Partial\)](#)
- [B737MAX AOM 11.8.1 Go-Around/Missed Approach Requirements \(Partial\)](#)
- [B737MAX AOM Glossary \(Partial\)](#)
- [FOM Glossary \(Partial\)](#)

B737NG AOM 11.8.1 Go-Around/Missed Approach Requirements (Partial)

The Pilot Flying must execute a go-around/missed approach if any of the following occur:

- Any Flight Deck Crew Member directs or calls for a go-around.
- ATC directs a go-around.
- The approach does not meet stabilized approach criteria.
- The CDI exceeds a 2-dot deflection while on the FAS in IMC.
- The expanded LOC pointer becomes “unfilled” while on the FAS in IMC.

- A 2-dot low glideslope deflection on the FAS in IMC is exceeded.
- The VOR pointer exceeds 10° from the desired course on a VOR approach inside the FAF in IMC.
- Sufficient visual references for landing are not present and any of the following occur:
 - (ILS) Radio Altitude display flashes and turns amber.
 - The aircraft altimeter indicates that the DA or DDA is reached.
 - The missed approach point, if applicable, is reached.
- The Pilot initially has sufficient visual references but then loses them below DA, DDA, or MDA.
- A landing in the touchdown zone cannot be safely accomplished.
- The aircraft touches down beyond 1,500 ft with an insufficient PWB System-computed stopping margin.
- Before reaching DA, DDA, or MDA, any required portion of ground equipment/system elements become inoperative, unless adequate and appropriate backup exists for the type of approach being flown.

B737NG AOM Glossary (Partial)

TDZ

Abbreviation for *touchdown zone*.

touchdown zone

The area of the runway 500 ft to 3,000 ft beyond the landing threshold not to exceed the first one-third of the runway. Do not confuse the planned point of touchdown (1,000 ft to 1,500 ft from the landing threshold) with the TDZ. The impact to landing performance must be considered for any touchdown past 1,500 ft from the landing threshold.

B737MAX AOM 11.8.1 Go-Around/Missed Approach Requirements (Partial)

The Pilot Flying must execute a go-around/missed approach if any of the following occur:

- Any Flight Deck Crew Member directs or calls for a go-around.
- ATC directs a go-around.
- The approach does not meet stabilized approach criteria.
- The CDI exceeds a 2-dot deflection while on the FAS in IMC.
- The expanded LOC pointer becomes “unfilled” while on the FAS in IMC.
- A 2-dot low glideslope deflection on the FAS in IMC is exceeded.
- The VOR pointer exceeds 10° from the desired course on a VOR approach inside the FAF in IMC.

- Sufficient visual references for landing are not present and any of the following occur:
 - (ILS) Radio Altitude display flashes and turns amber.
 - The aircraft altimeter indicates that the DA or DDA is reached.
 - The missed approach point, if applicable, is reached.
- The Pilot initially has sufficient visual references but then loses them below DA, DDA, or MDA.
- A landing in the touchdown zone cannot be safely accomplished.
- The aircraft touches down beyond 1,500 ft with an insufficient PWB System-computed stopping margin.
- Before reaching DA, DDA, or MDA, any required portion of ground equipment/system elements become inoperative, unless adequate and appropriate backup exists for the type of approach being flown.

B737MAX AOM Glossary (Partial)

TDZ

Abbreviation for *touchdown zone*.

touchdown zone

The area of the runway 500 ft to 3,000 ft beyond the landing threshold not to exceed the first one-third of the runway. Do not confuse the planned point of touchdown (1,000 ft to 1,500 ft from the landing threshold) with the TDZ. The impact to landing performance must be considered for any touchdown past 1,500 ft from the landing threshold.

FOM Glossary (Partial)

TDZ

Abbreviation for *touchdown zone*.

touchdown zone

The area of the runway 500 ft to 3,000 ft beyond the landing threshold not to exceed the first one-third of the runway. Do not confuse the planned point of touchdown (1,000 ft to 1,500 ft from the landing threshold) with the TDZ. The impact to landing performance must be considered for any touchdown past 1,500 ft from the landing threshold.

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