

DCA22LA126

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 7: FedEx Express B-757 Quick Reference Handbook [Excerpt]

757 Quick Reference Handbook

APPROACH PROCEDURE REVIEW

CAT I ILS APPROACH

Crew Review			
• Obtain current weather. • Determine landing weight (independently). • Calculate landing data, autobrake selection & complete TOLD card. • Review the approach to be conducted. • Review NOTAMS - impact on approach. • Review MELs / inop items - Required Airborne Equipment for ILS Approaches. • Set approach minimums and speeds. • Brief the approach and identify threats.			
Approach Requirements and Recommendations (FOM 6.43)			
Approach Type / Conditions	Coupled Approach		C is PF
	Req'd	Rec	Req'd
CAT I ILS < ¾ SM (4000 RVR / 1200M)		X	
CAT I ILS < 2400 RVR ¹		X	
¹ Use of FD, AP, or HUD to DA required.			
Restrictions	HUD must be used when RVR < 2400 if operable. If Autoland: • Ensure CAT I AUTOLAND selection in APS. • Flaps 25 or 30 landing only. • Refer to APS for Wind Limitations. If Manually Landing: • Ensure CAT I MANUAL landing selection in APS. • Ensure autopilot disengaged by 50' AGL.		
Minimums	DA (BARO altimeter).		
ASAs	Any ASA is acceptable.		
CAUTION: Disengaging the autopilots below 330 ft RA with LAND 2 annunciated in the ASA will result in a noticeable pitch-up attitude.			
Callouts	Review standard approach callouts (QRH).		
Considerations	• Refer to APS for Wind Limitations.		
MAP Criteria/Go-Around	• Refer to “Missed Approach” in this chapter.		

NON - ILS APPROACH

Crew Review			
- Obtain current weather. - Determine landing weight (independently). - Calculate landing data, autobrake selection & complete TOLD card. - Review the approach to be conducted. - Review NOTAMS - impact on approach. - Review MELs / inop items. - Review RNP Approach Equipment Requirements Table. - Set approach minimums and speeds. - Brief the approach and identify threats.			
Cleared: Clearance has been received by ATC for (STAR or APPROACH).			
Established: The airplane is established on a published segment of a STAR, approach transition or approach procedure when one of the following conditions occurs: When the Lateral scale becomes active (LNAV/LOC course becomes active “Case Break”),			
OR			
Cleared direct to a waypoint and within 1 mile of that point.			
Protected: Altitudes for the STAR / Approach Transition or Approach have been verified and there are NO Discontinuities on the legs page.			
When the aircraft is cleared, established, and protected:			
- Select or verify a Lateral Mode (LNAV or LOC). - Set MCP altitude to the TDZE elevation rounded up. - Select or verify a Vertical Mode. - Speed intervene as required.			
If using VNAV, confirm VNAV PTH FMA no later than FAF. (If past the FAF without VNAV PTH displayed and in IMC, Go-Around.)			
MCP Management			
Lateral	LNAV, LOC, LOC-BC, or HDG SEL		
Altitude	Set as Required		
Vertical	VNAV or V/S		
Speed	Set as Required		
Approach Requirements and Recommendations (FOM 6.43)			
Approach Type / Conditions	Coupled Approach		C is PF
	Req'd	Rec	Req'd
Non-ILS Instrument Approaches (Until adequate visual reference is achieved).	X		

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Restrictions	• Ensure CAT I MANUAL landing selection in APS. • Autopilot must be disengaged no later than 50 feet below minimums set on PFD altimeter.
Minimums Reference FOM 6.29 & 6.53 for additional Notes and Guidance.	• DA/DDA (BARO Altimeter) <u>Domestic and International:</u> For LNAV/VNAV approach or RNP AR approach minima, a published DA may be used. For all other approaches, a DDA must be used for all published DA (H)/MDA (H). <u>Domestic VNAV Exceptions:</u> • VNAV DA(H) may substitute for MDA(H) for those approaches that have the ball note “Only authorized operators may use VNAV DA(H) in lieu of MDA(H)”. • VNAV DA(H) may also substitute for LOC MDA(H) on ILS approaches with the glideslope out of service.
Considerations	• Monitor raw data for non-RNAV based approaches. • LOC (Back CRS) database approaches will be flown using LOC & BC. • LDA approaches will be flown in LOC/VNAV or in APP mode (LDA w/Glideslope).
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