

Category II / III Approach Brief / Monitoring

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Condition: Autopilot Approach

Category III Brief with a Category II Backup:

1. Aircraft qualified:
 - Required equipment
2. Runway qualified:
 - Lighting
3. Approach criteria verify:
 - Minimums (Cat III 100' "AH" radar altimeters is set)
 - Limitations (Max X-wind 15 knots)
4. At 1,500' on Final:
 - Verify: Land 3
 - Verify: "Auto Callouts" **Note:** (*listen* for "1,000" auto-callout req. Cat III)
 - Verify: at 100' AH RA = FMA's do not say: "No Autoland"
 - Monitor: Lateral & vertical guidance: (Within approach criteria)
 - Localizer: 1/3 dot and GS ½ dot
 - Note: Needles will turn amber and will blink if out of approach parameters.
 - **AH Announce:** "Landing" or "Go-around flaps 20" (as situation dictates)
 - Below (AH): "FIR" --- Capt. monitors / FO backup
 - 50' **F**lare Green
 - 25' **I**dle
 - 5' **R**ollout
 - Reminder: The FO will monitor: --- (inside)
 - **R**ollout
 - Stopping the A/C --- Braking / Speed-brake / Reverse monitor---

If unable to do a Cat III approach: Revert to a Cat II approach criteria (as long as weather meets Cat II minimums, remember **DH Mins will now apply**)

- Land 2 --- (DH) Requires visual reference:
 - (REIL)
 - Runway Environment (insight)
 - Position to land

After Landing Intentions:

- Turn off at xxx Taxiway or
- Take it to the end Runway.

Any questions?

Check 1,500' on Final: (Thinking NOT announced)

- Land 3 **OR** Land 2 ----- (as appropriate)
- Landing Criteria:
 - Verify: “Auto Callout” and *listen* for “1,000” callout ---- (req. Cat III not Cat II)
 - Verify: AH 100’ RA and make sure that our FMA’s do not say “No Autoland”
 - Verify: *Lateral & Vertical* criteria is monitored
 - Verify: Rollout and Flare *armed*
 - ***AT AH Announce:*** “Landing: or “Go-around flaps 20” ---- (as situation dictates)
- If unable Cat III then we are going to revert to Cat II:
 - Cat II requires a (DH)
 - Visual reference (REIL)
 - Runway Environment insight
 - Position to land

Considerations:

- If ATC gives us any weather criteria *change within FAF* we will continue and take a look...
- If a go-around occurs we will tell ATC why we went around and then let them know of our landing criteria...