PREPARATION FOR DESCENT PROCEDURE

1. ATIS PNF
   Acquire the destination weather information from destination ATIS or other appropriate source.
2. MCDU ACT F-PLN PAGE
   (1) Select the ACT F-PLN page by pushing the F-PLN key. Page up with the ↑ key on the MCDU until the arrival airport is in view.
   (2) Pushing the LS key adjacent to the waypoint prior to the destination selects the LAT REV page.
   (3) To select the STAR page push LS key 1R.
   (4) On the STAR page select the appropriate approach and landing runway on the right then select the appropriate STAR (if applicable) with the left LS keys. To return to the ACT F-PLN page push " * INSERT" (LS key 6L).
   (5) If the approach selected has a transition option the MCDU will automatically display the options for pilot selection.
   (6) After picking the appropriate transition push "*INSERT" line select key 6L or "ACT F-PLN" line select key 6R to return to the ACT F-PLN page.
3. MCDU APPROACH PAGE
   Select the Approach Page, verify the landing field LENGTH and ELEV, select the desired flap setting for landing and crosscheck MCDUs for correct VREF speed.

NOTE

Landing field altitude is normally entered into the pressurization controller by the FMS. In the event of an emergency return after climbing through 5000 feet above takeoff field altitude or diverting to an airport other than planned. Landing field altitude must be inserted by turning the MANUAL LDG ALT knob on the Cabin Pressurization Panel.

4. WINDSHIELD ANTI-ICE PNF
   Use of windshield anti-ice when descending into high humidity conditions will prevent window fogging.
5. GLARESHIELD PF/PNF
   On the EIS Control Panel rotate the RA/BARO Selector to RA or BARO as required and rotate the Minimums Control Knob to the correct Decision Height or Minimum Descent Altitude as appropriate for the approach being flown.
6. CREW BRIEFING PF
   Please refer L/D briefing formats as followed:

FLIGHT CREW BEFORE L/D BRIEFING

(1) WX:
LANDING A/P_____
ALTERNATE A/P_____
(2) TIME OF DESCENT_____
(3) TRANSITION LEVEL_____
MSA_____
(4) RUNWAY IN USE_____
FIELD ELEVATION_____
(5) STAR & MISS APPROACH PROCEDURE
(6) GO-AROUND PROCEDURE

PREPARATION FOR DESCENT PROCEDURE (CONT'D)

PUSH G/A BUTTON, ADVANCE THROTTLES
FLAPS 28, POSITIVE RATE, GEAR-UP.
ALT_____LEVEL CHANGE
ALT_____SPEED SELECT
THEN FLAP SKJ & CONTINUE CLIMB.

(7) FMS & NAV RADIO SET UP

(8) REMARK:

MD11 FLIGHT CREW CAT II APPROACH BRIEFING

1. WX :
   LANDING AIRPORT ATIS_____
   ALTERNATE AIRPORT_____
2. TIME OF DESCENT_____
3. TRANSITION LEVEL_____
   MSA_____
4. RUNWAY IN USE_____
   FIELD ELEVATION_____
   ILS FRQ & CRS_____
   LANDING CAT Ⅱ OR Ⅲ. DH OR AH_____
   AUTOLAND OR MANUAL LAND.
5. STAR & MISS APPROACH PROCEDURE_____
6. MINIMUM DIVERSION FUEL
7. GO-AROUND PROCEDURE.
   PUSH G/A BUTTON, ADVANCE THROTTLES.
   FLAPS 28, POSITIVE RATE, GEAR-UP.
   LEVEL CHANGE PROFILE
   HEADING SELECT OR NAV
   SPEED SELECT MAP
   MAP
   THEN FLAPS SKJ & CONTINUE CLIMB.
8. FMS & NAV RADIO SET-UP.
9. REMARK :

PREPARATION FOR DESCENT PROCEDURE (CONT'D)

7. SEAT BELTS SWITCHES PF
   Move SEAT BELTS switch to ON when beginning the descent from cruise altitude.
8. SHOULDER HARNESS PF/PNF
   PF and PNF should fasten their shoulder harness before descend.
9. DESCENT/APPROACH CHECKLIST PNF
   Begin the DESCENT/APPROACH checklist by accomplishing the check list through SEAT BELTS.

NOTE

Refer to supplemental procedures and procedures and techniques sections of the FCOM for operation of AUTO FLIGHT and MCDUs during descent phase of flight.

DESCENT TECHNIQUES

• STANDARD DESCENT PROCEDURE

1. The FMS will consider the optimum point to begin an unrestricted descent to a landing, however, in actual operations, when it is necessary to compute a TOD point, use the following rule-of-thumb:
   (1) Determine the altitude difference.
   (2) Drop the last three digits.
   (3) Multiply by three.
   (4) For an unrestricted descent to a landing, add 10 n.m.
   (5) For a descent to an intermediate altitude above 10000 feet, no additive required.
   (6) Adjust TOD point for wind (tailwind-earlier TOD headwind-later TOD):