

TN: [REDACTED] (URGENT)

X: [REDACTED]
2: ONGARCH V

MD-82 MANUAL

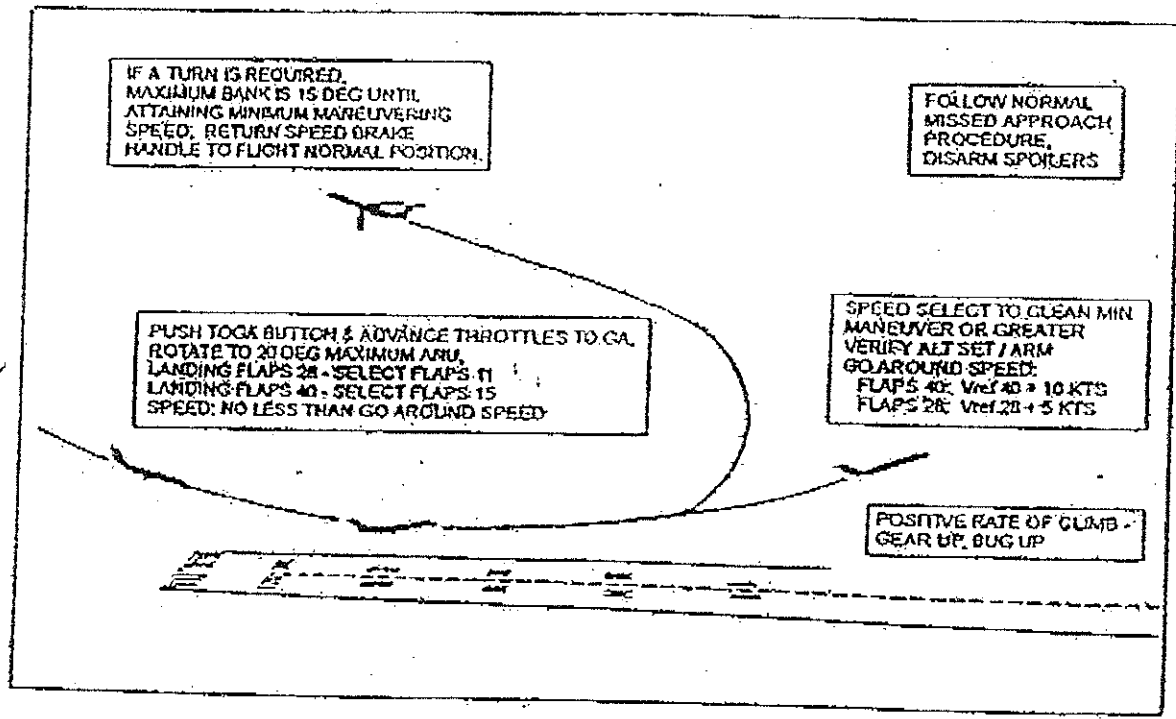
SOP PROFILES

Section 2
01 JUL 2005



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MISSED APPROACH / REJECTED LANDING




1. AUTOPILOT OFF:

PF pushes TOGA button, advances power and calls "max power, flaps 15" (flaps 11 if landing Flaps 28). PNF will repeat flaps 15 (11) and selects flaps 15 (11), verifies throttle FMA reads EPR GA and roll and pitch FMA's read GO RND. Rotate to arrest sink while advancing the throttles to go-around thrust setting. PNF confirms that thrust is set for go around.

On a rejected landing, touchdown may occur but is not desired. Rotate to 20° maximum while climbing at no less than go around speed. When a positive rate of climb is assured, the PNF calls "positive rate", the PF commands "gear up, bug up". The PNF retracts the gear on command and sets 200, 250 or clean maneuvering speed, as appropriate, in speed select window. Continue with normal missed approach procedure. Disarm spoilers when time permits.

2. AUTOPILOT ON / AUTO THROTTLE ON

PF pushes TOGA button, advances throttles and calls "max power, flaps 15" (flaps 11 if landing Flaps 28). PNF will repeat flaps 15 (11) and selects flaps 15 (11), verifies throttle FMA reads EPR GA, roll and pitch FMA's read GO RND, and throttles are set for go around. When a positive rate of climb is assured, the PNF calls "positive rate", the PF commands "gear up, bug up". The PNF retracts the gear on command and sets 200, 250 or clean maneuvering speed, as appropriate, in speed select window. Continue with normal missed approach procedure. Disarm spoilers when time permits.

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SPEED TOLERANCES

**APPROACH SPEED ADDITIVES
CARRIED ABOVE V_{REF} SPEED**

Final approach speed is the greater of V_{REF} + 5 kts for 40° or 28° flap approach, V_{REF} for all other flap configurations, but in any case V_{REF} plus wind correction. Wind corrections should be no lower than:

- * Gust reported - full gust
- * Wind above 20 kts - 1/2 the steady wind
- * Wind above 20 kts with gust - 1/2 the steady wind or full gust, whichever is greater
- * Maximum wind additive is V_{REF} + 15 kts on final

Approach or V_{REF} + 20 in Wind shear
All wind corrections are added to V_{REF}

AIRSPED BUG SETTINGS

A TOLD card (Take Off Landing speed card) is provided in the airplane, these are the minimum speeds, additives should be added accordingly with table above.
Set the salmon colored speed command bug in the airspeed indicator as follows:

Takeoff	250 kts
Two Engine Approach	V _{REF} 40 + 5 V _{REF} or V _{REF} + additives V _{REF} 28 + 5 or V _{REF} + Additives
Single Engine Approach	V _{REF} 28 + 5 or V _{REF} + additives
0 Flap Approach	See abnormal check list in-QRH, no slats/flaps LDG.

Set the White airspeed bugs as follows:

Takeoff: V1, V2, Min Flap Ret, Min Slat Ret.
Approach: Min Man Clean, Min Man Slats Ext, Min Man Flaps 15, and V_{REF}.

MINIMUM MANEUVERING / NON MANEUVERING SPEEDS

Takeoff Minimum Non-Maneuvering speeds:

Initial climb:

Flaps 0 to 24 Slats extend	V2
Flaps retraction	TOLD Card
Slat retract	TOLD Card

Two Engine Approach Min Maneuvering Speeds:

Use TOLD Card

Non Maneuvering Final Approach / Threshold Speed

Two Engine Final Approach Speed Command Bug set on V_{REF} 40 + 5 & V_{REF} 28 + 5

Flap 40 or 28 On Bug or Bug + additives

Single Engine Final Approach Speed Command bug set on V_{REF} 28 + 5
Flap 28 On Bug or Bug + additives

Missed Approach Minimum Non Maneuvering Speed:

Flaps 15	V _{REF} 40 + 10 kts V _{REF} 28 + 5 kts
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Missed Approach Minimum Flap Retract Speed:

For Flaps and Slat Retraction, use TOLD Card.

NOTE:

During approach with Head to Tail Wind shear, an IAS decrease is experienced. In this particular situation, over powering of the auto throttle might become necessary, in very rare cases even during landing flare.

8.6 Radio altimeter Bug set procedure:

For precision approach CAT 1 and non-precision approach the Radio altimeter should be set to (0) feet.

8.7 Altimeter bug set procedure:

Altimeters Bug set procedure TAKE OFF: Both Pilots Acceleration Altitude.

DATE OF APPROVAL

Check Table

MD-82 -217 ENGINE
TOLD speed cards
Revision: Original 01 JUL 2005

T/O FLAPS 11°		FLAPS 15°	LANDING	VREF / MAN
V ₁	125	124	UP/RET	227
V _R	132	130	0° T/O	177
V ₂	141	138	15° T/O	152
V _{FR}	146	153	28° MAN	142
V _{SR}	182		28° LND	132
UP/RET	227		40° LND	128
V/SEL	201			

122,000 LBS