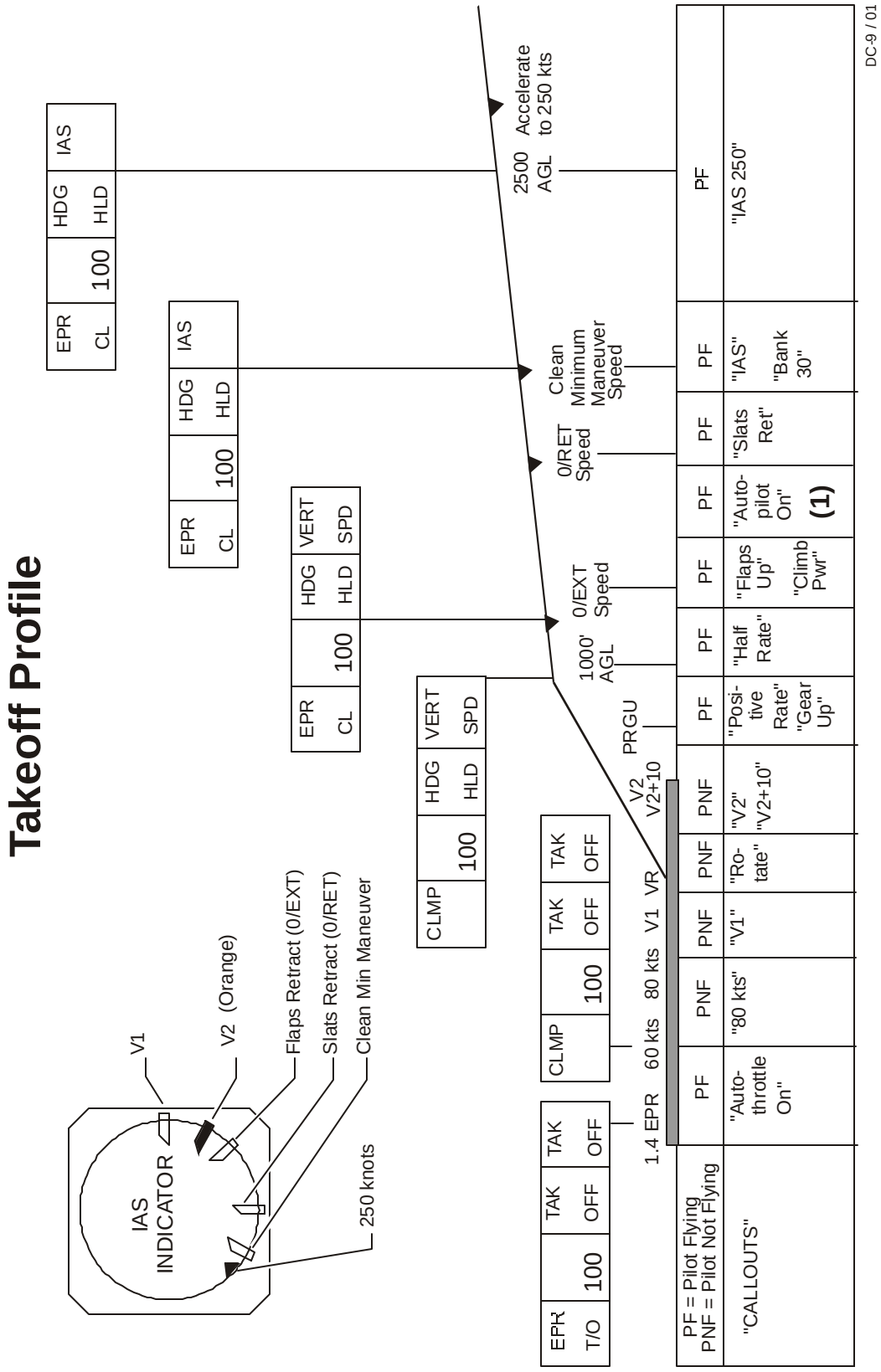
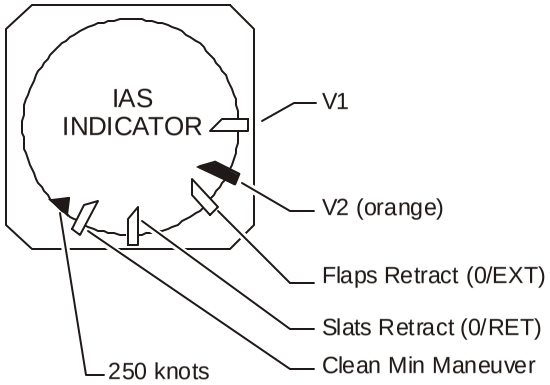
Takeoff Profile

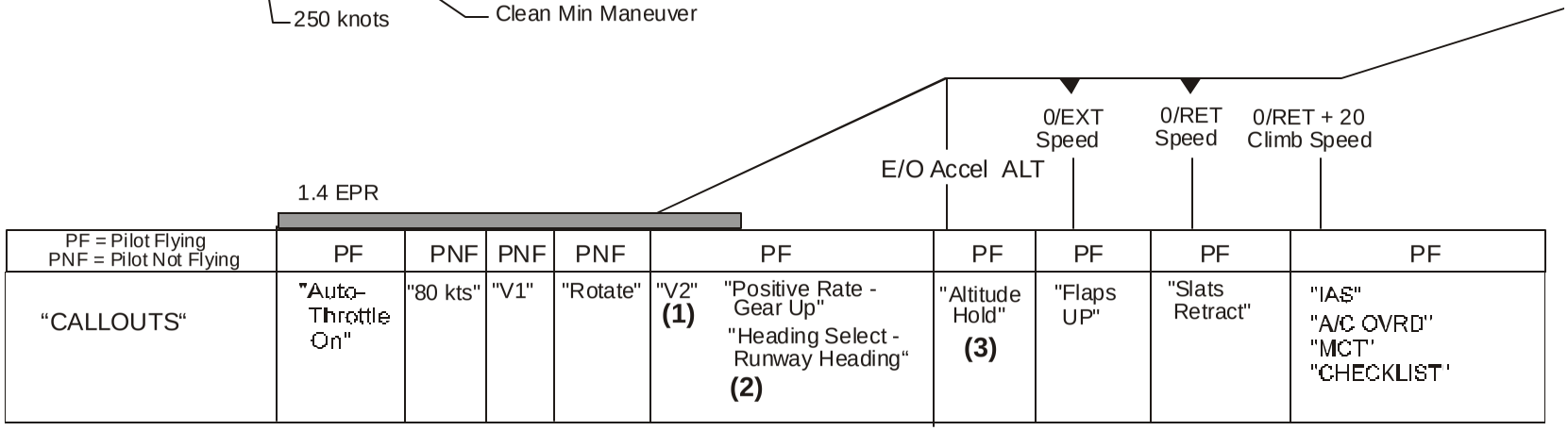


(1) Airfoil Anti-Ice On (if required).

Note: If CLMP not annunciated by 60 knots, disconnect autothrottle.

Takeoff Engine Failure Profile





PF = Pilot Flying PNF = Pilot Not Flying	PF	PNF	PNF	PNF	PF	PF	PF	PF	PF
"CALLOUTS"	"Auto-Throttle On"	"80 kts"	"V1"	"Rotate"	"V2" **(1)** "Positive Rate - Gear Up" "Heading Select - Runway Heading" **(2)**	"Altitude Hold" **(3)**	"Flaps UP"	"Slats Retract"	"IAS" "A/C OVRD" "MCT" "CHECKLIST"

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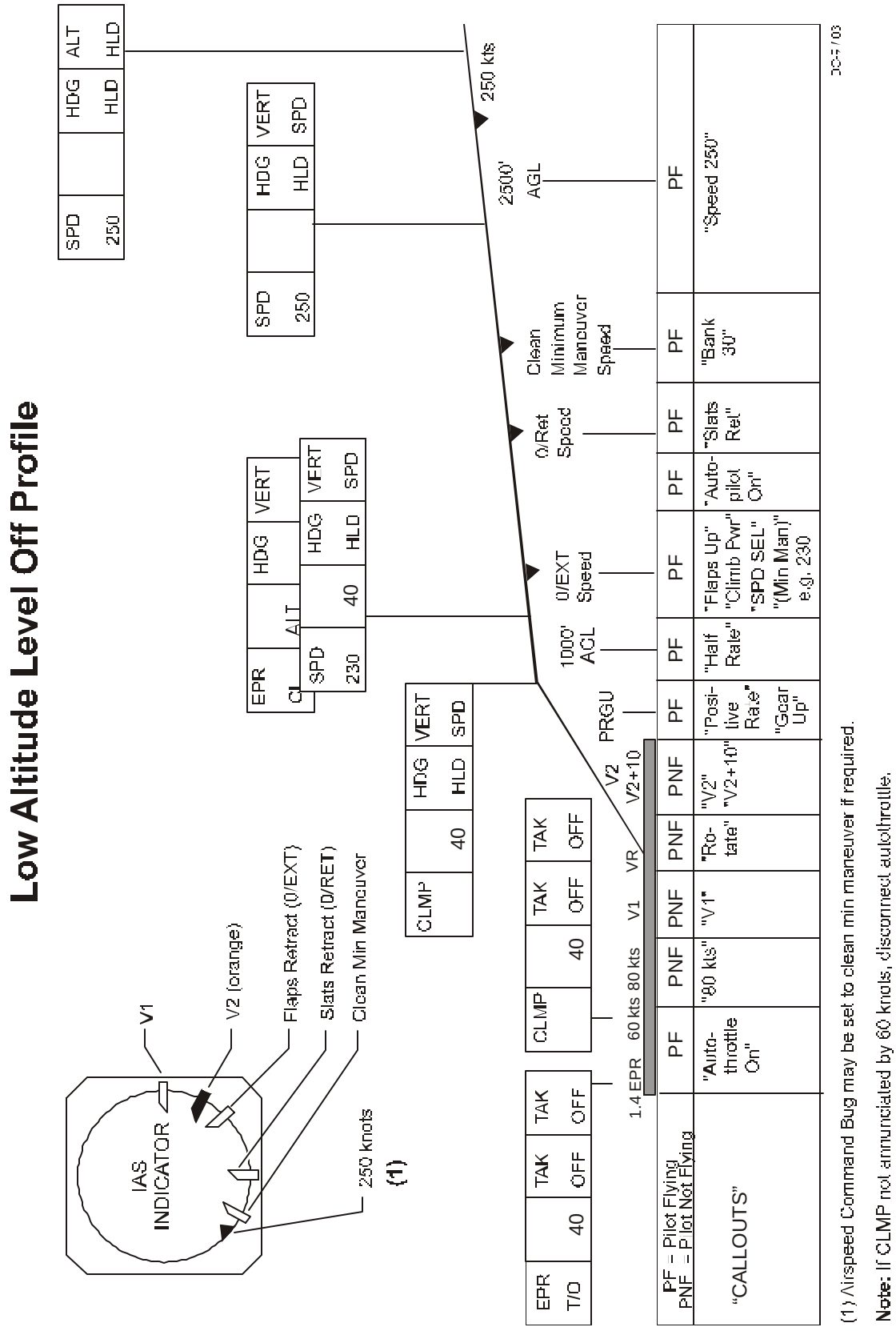
(1) If engine failure occurs:
- After V1, but not above V2, maintain V2.
- After V2, Maintain speed attained at time of failure not to exceed V2+10.
- At greater than V2+10, reduce to and maintain V2+10.

(2) If engine fails in turn, select Heading Hold. Select Alt. Hold if at or above E/O Accel Alt.

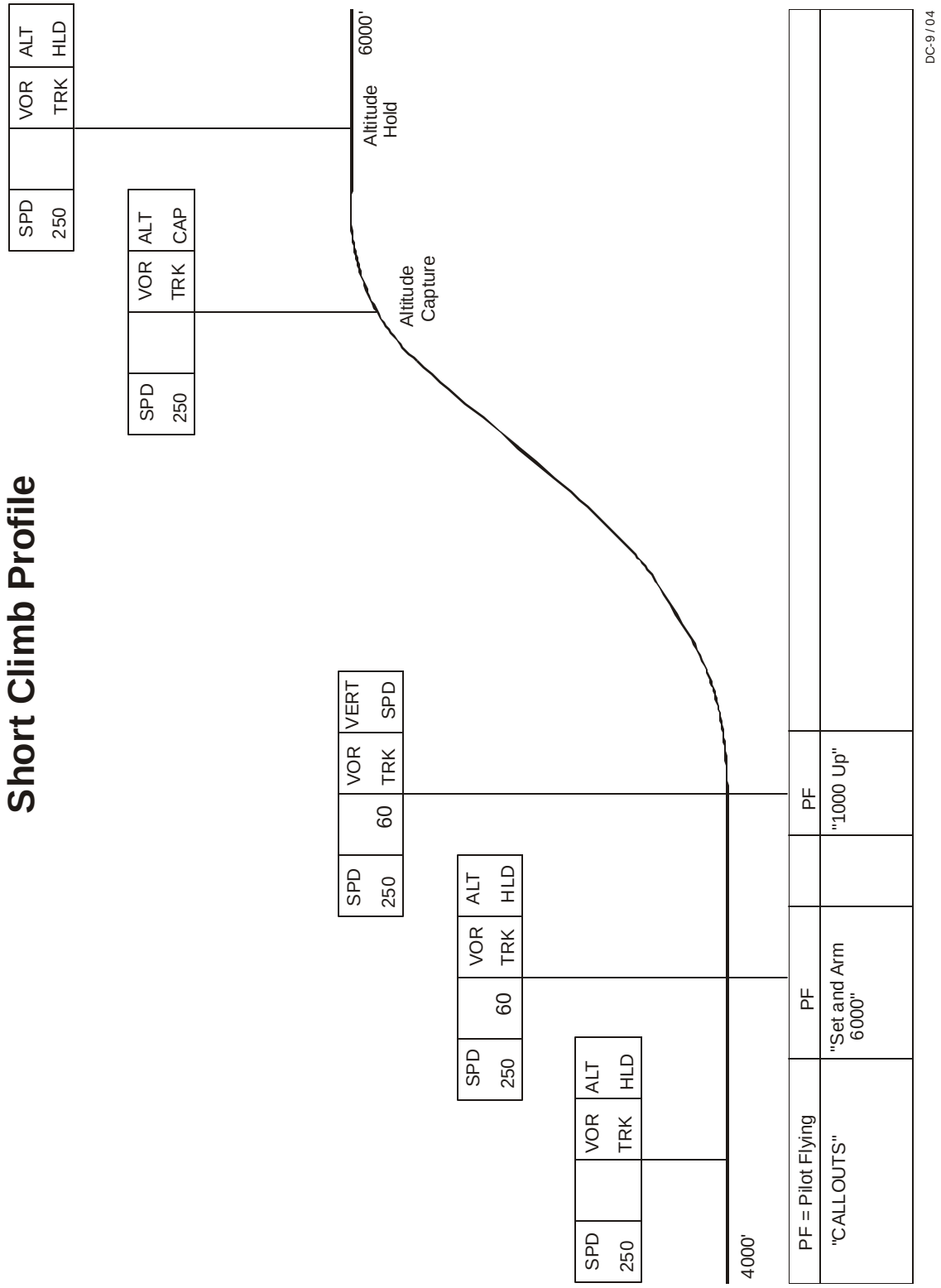
(3) Level and accelerate - Retract Flaps / Slats on Schedule.

Note: In the event of an engine fire after V1: If the affected engine continues producing thrust, silence the bell and fly the normal takeoff profile until Slats Ret+20. Then, select IAS, A/C Override, and MCT. Accomplish the Engine Fire/Damage/Separation checklist no sooner than aircraft under control nor later than shortly after beginning climb.

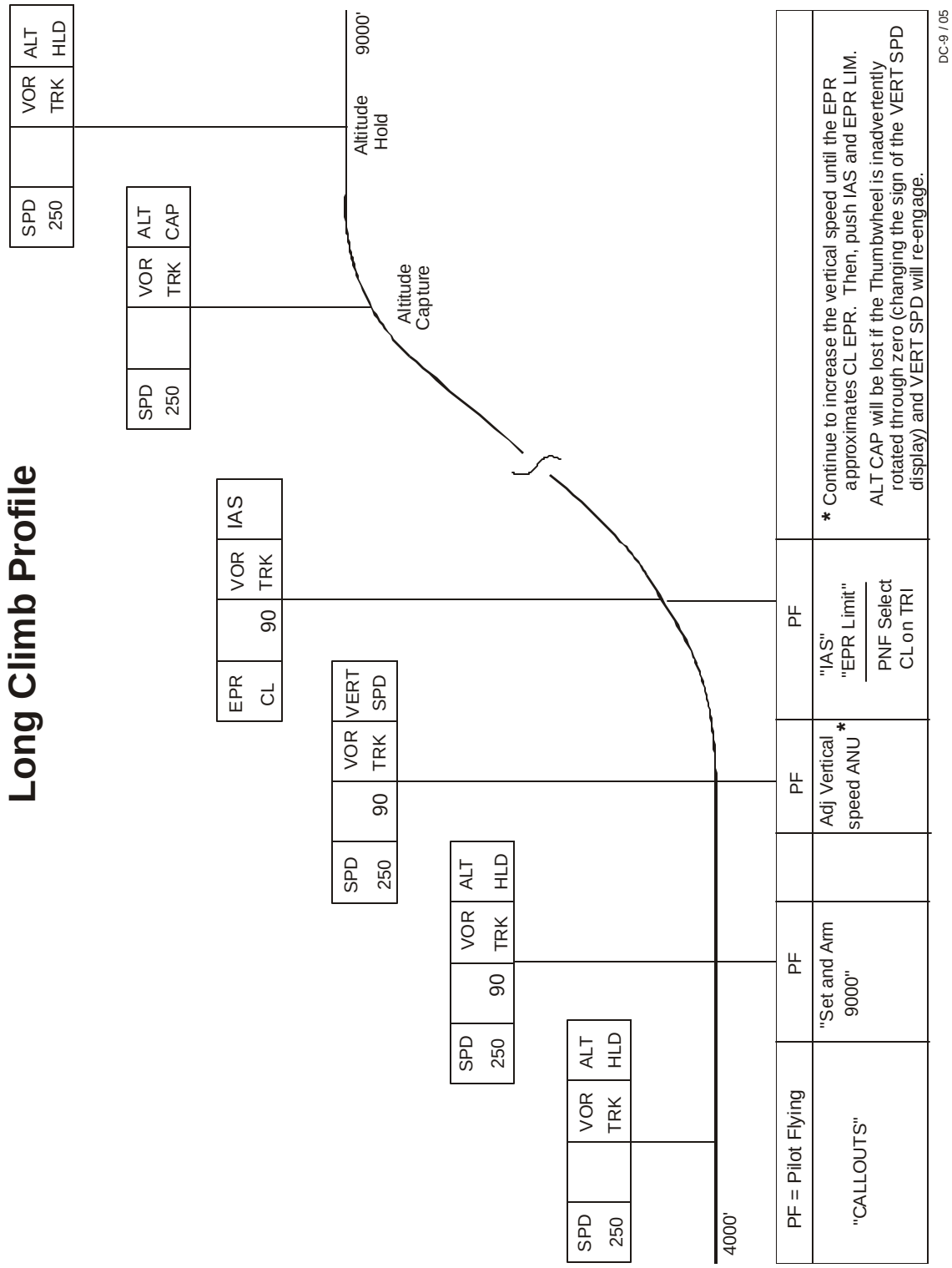
Low Altitude Level Off Profile



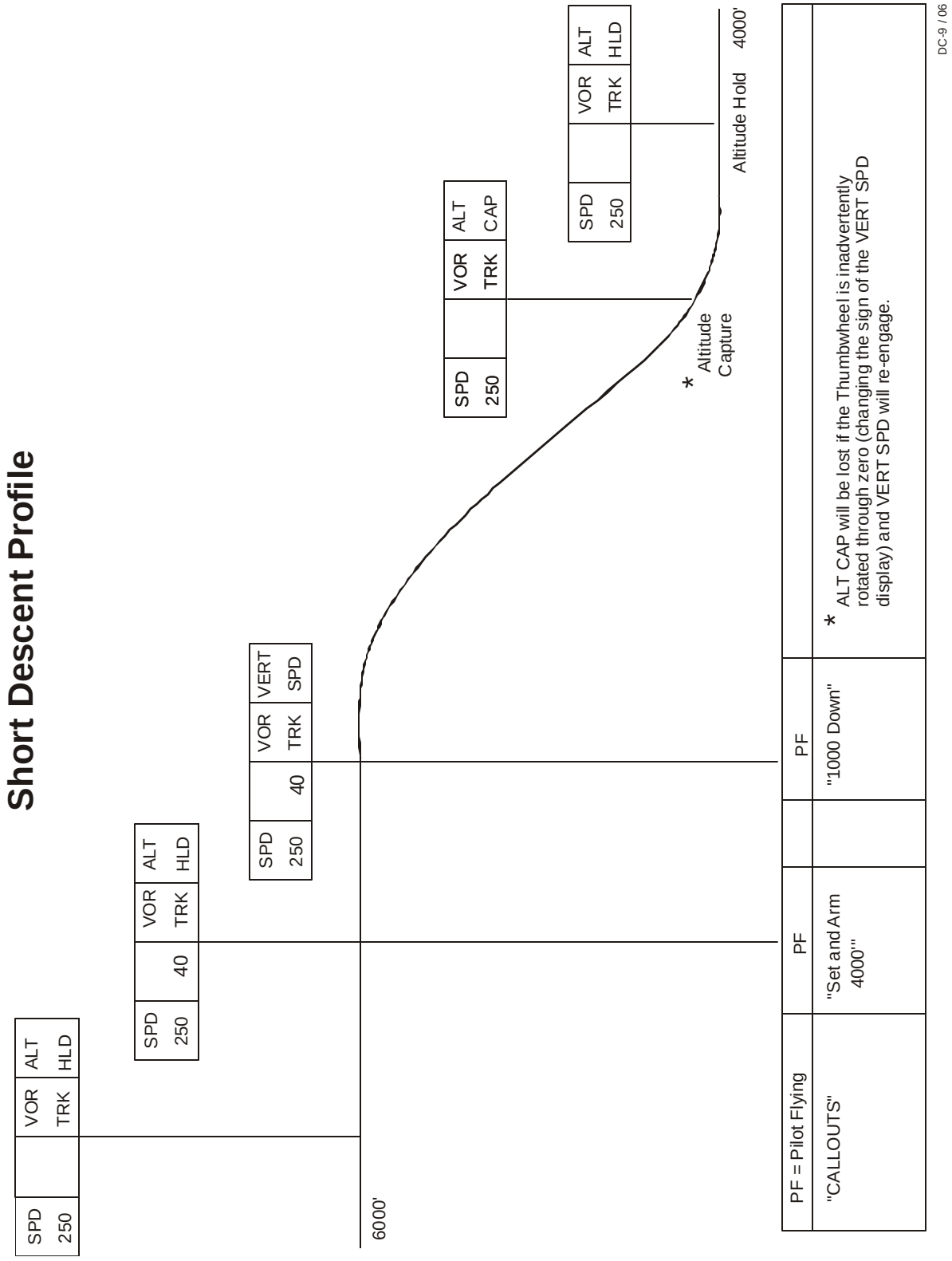
Short Climb Profile



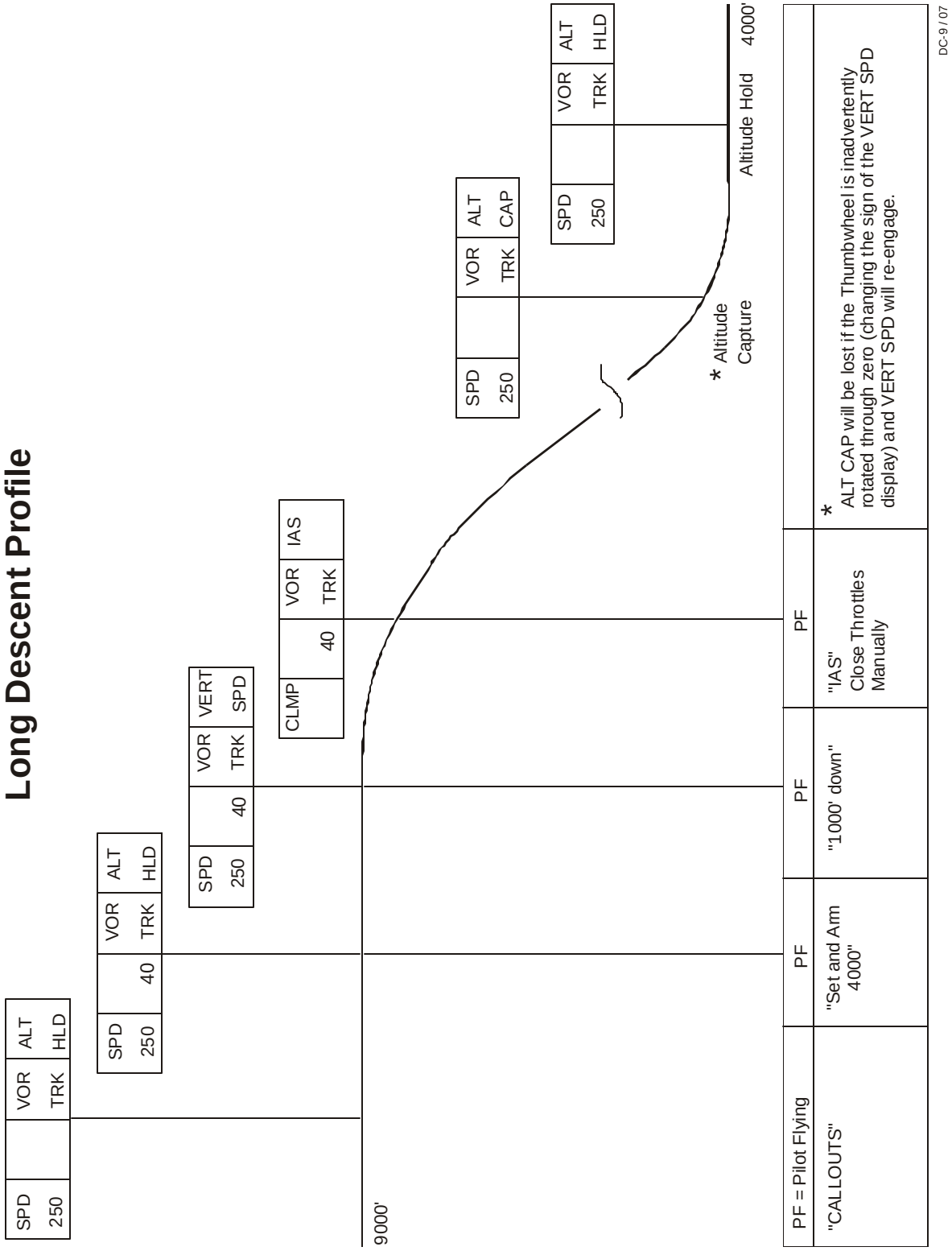
Long Climb Profile



Short Descent Profile



Long Descent Profile



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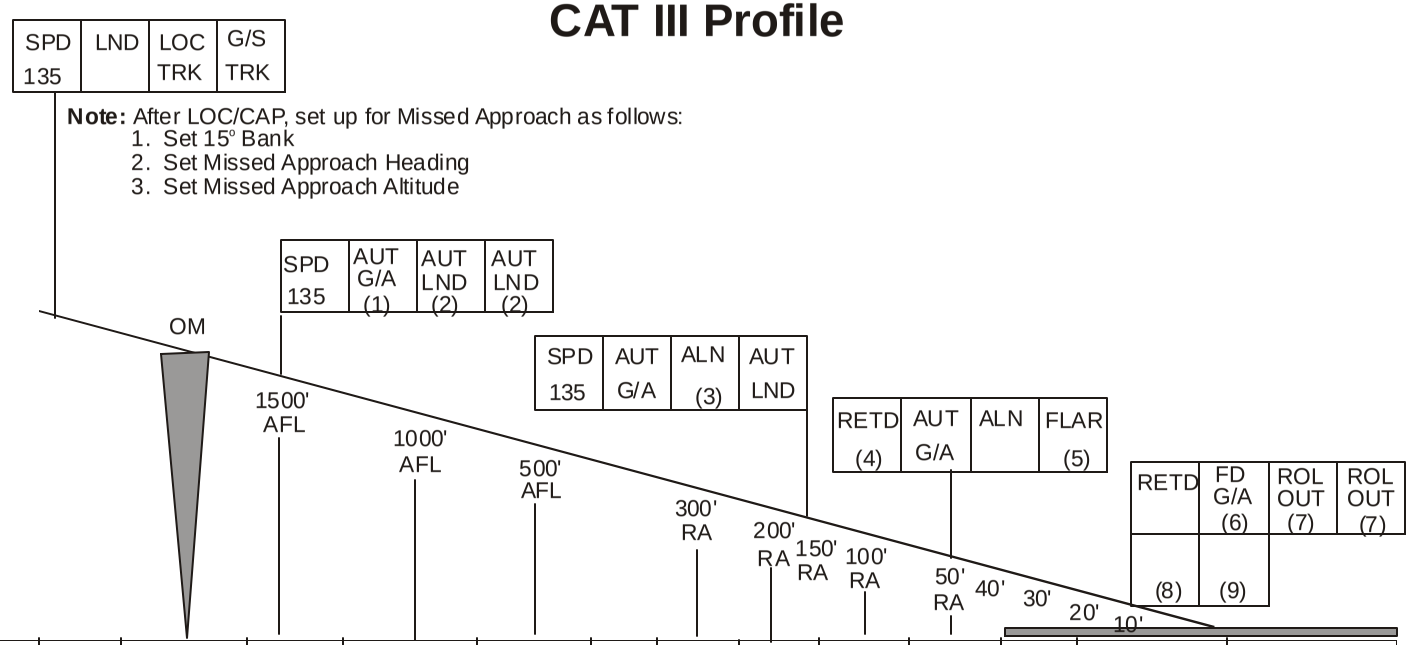
CAT III Profile



	Capt	Capt	Capt	FO	FO *		FO	FO	FO	FO	FO *		Capt or FO
"CALLOUTS"	"Track Track" (10)	"OM & MSL crossing altitude" Verify MIS APP ALT	"Auto Go Auto Land" (11)	"1000' " "__/__/Land" (Flaps/Slats setting)	"500' " Approach Speed +/- Sink Rate		"300' " (12)	"200' "	"100' "	"DH" (13)	"40 30 20 10"		If not tracking within 1/3 dot: " Centerline" (14)

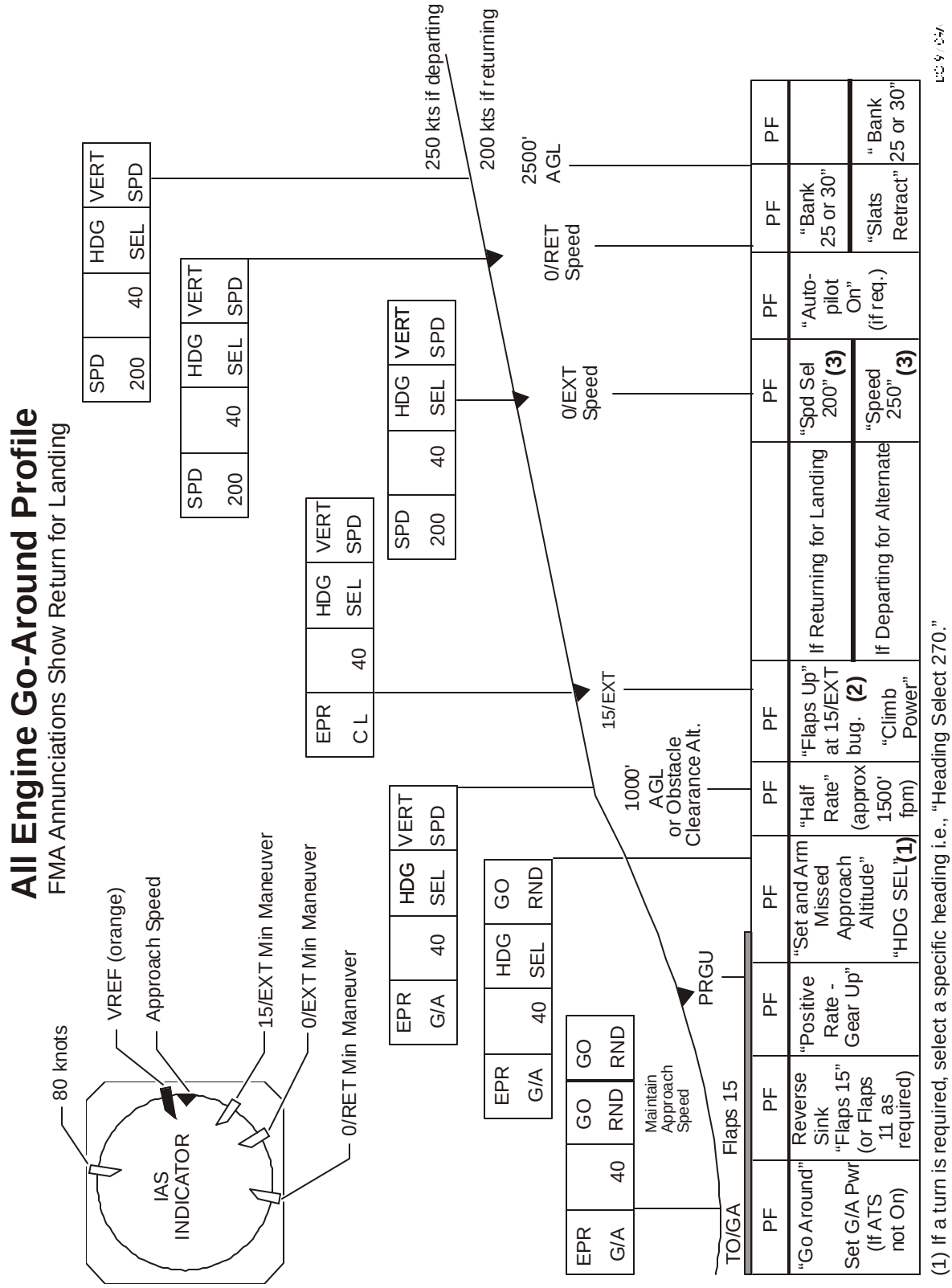
Notes:

(1) AUT G/A between 1500'-300' RA and landing flaps/slats are set
(2) AUT LND at 1500' RA
(3) ALN at 150' RA
(4) RETD at 50' RA
(5) FLAR at 50' RA
(6) FD G/A on touchdown
(7) ROL OUT on touchdown
(8) During rollout-reverse thrust, the autothrottle system disconnects (no lights) ATS FMA goes blank.
(9) During Rollout, 20 seconds after wheels spin-up, Arm FMA goes blank.
(10) When FMA's annunciate TRK/TRK (localizer track and glide slope track logic satisfied)
(11) When FMA's annunciate AUT G/A and AUT LND. (Airplane at or below 1500' RA and autoland logic satisfied).
(12) While descending to 300 ft. (RA), check that the tracking performance requirements for a successful landing are satisfied.
Either pilot noting that the airplane is not tracking within 1/3 dot on ADI will call out "Centerline" and the Captain will disconnect the autopilot and manually control the airplane on the runway.
(13) If the required visual references for a successful landing are satisfied - Call out "Landing." If the required visual reference for a successful landing is not satisified, or is subsequently lost, call out "Go around" and execute a missed approach.
(14) Capt. check: Speed +/- 5 knots, LOC tracking within 1/3 dot, G/S tracking within ½ dot on ADI

***** With EGPWS, altimeter callouts are automatic.

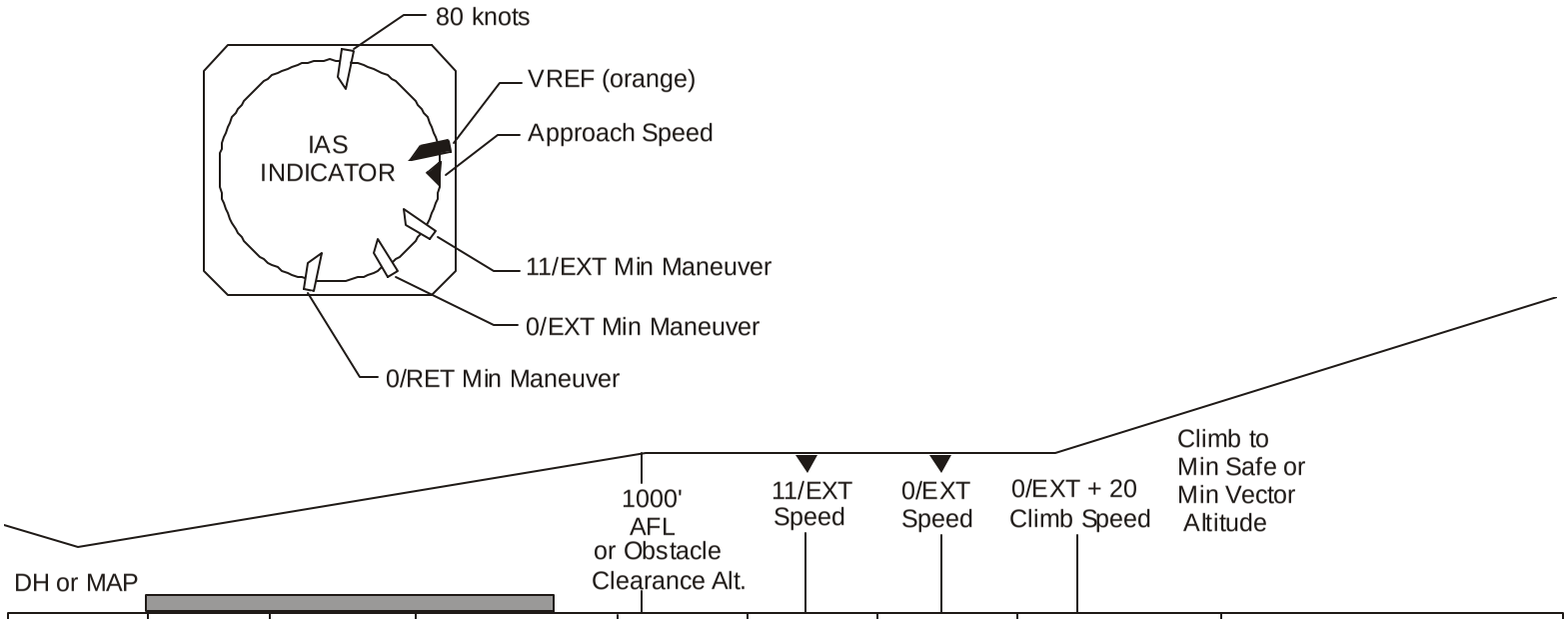
CAT III Profile

All Engine Go Around Profile



(1) If a turn is required, select a specific heading i.e., "Heading Select 270."
(2) Delay flaps up until 15/EXT (or 11/EXT as required) Min Maneuver.
(3) Speed Select 200 if entering holding. Set 250 if departing for alternate. (For departing FMA annunciations, see "Takeoff Profile.")

One Engine Go-Around Profile



PF	PF	PF	PF	PF	PF	PF	PF	PF = Pilot Flying
"Go Around" **(1)**	"Flaps 11"	"Positive Rate Gear Up"	"Set and Arm Missed Approach Altitude" "HDG Select" **(2)**	"Altitude Hold" **(3)**	"Flaps Up"	"Slats Retract"	"IAS" "A/C OVRD" "MCT"	"CALLOUTS"

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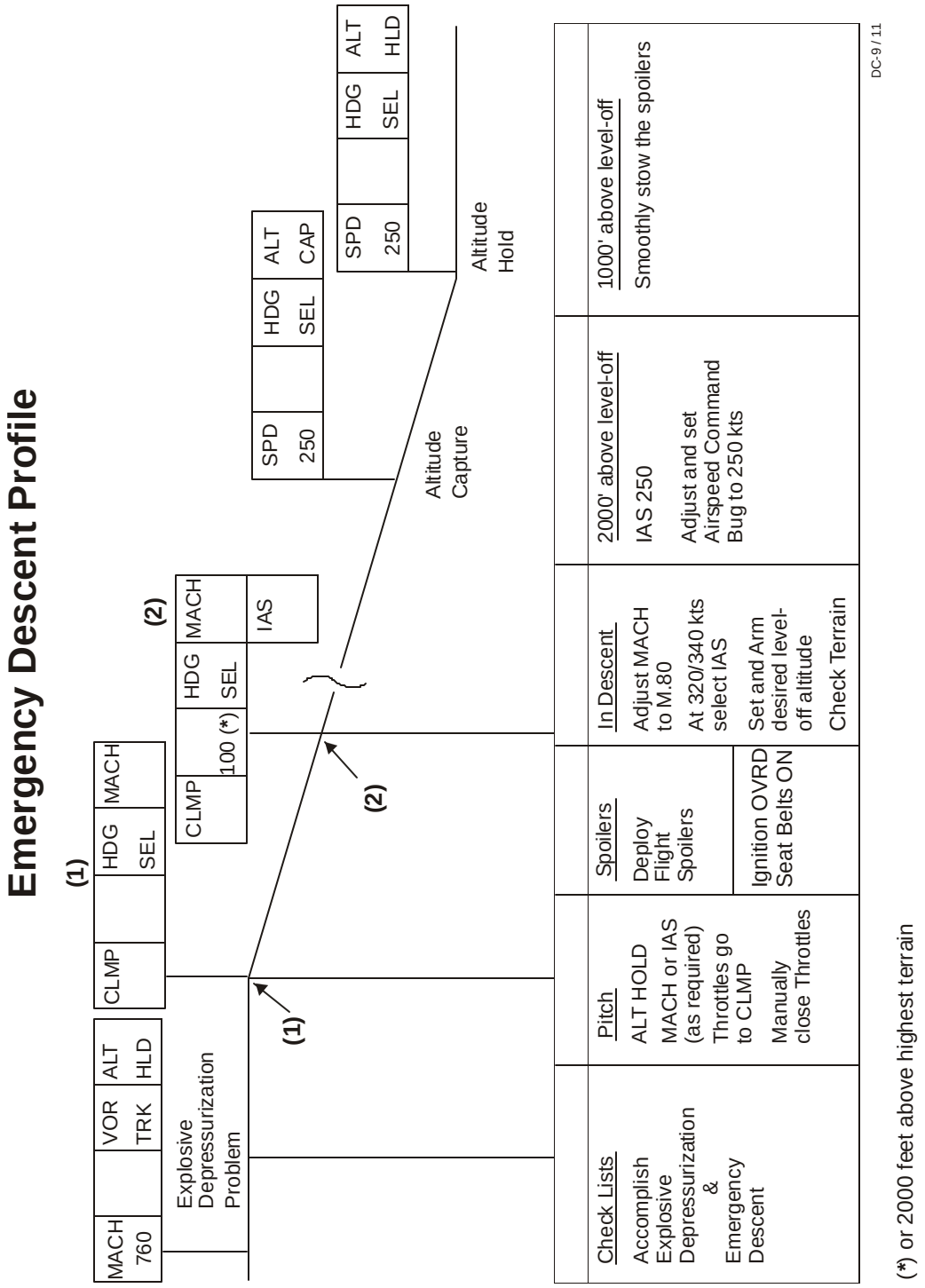
(1) At DH or MAP, PF calls "Go-Around Thrust." Manually advance throttles and push TO/GA button. TRI switches to GA EPR if not previously selected.

Stop descent, Flaps 11, maintain Approach Speed (Vref + 5 minimum) until 1000' AFL or Obstacle Clearance Altitude, which ever is higher.

(2) Runway Heading or Engine Out departure procedure.

(3) Level and Accelerate - Retract Flaps/Slats on Schedule

Emergency Descent Profile



(*) or 2000 feet above highest terrain

DC-9 Speeds and Power

MD-82/83: 128,000 LBS

Note: this ***is not*** Performance Manual data. These are approximate values for training /orientation purposes.

Flight Conditions	Gear	Flaps/Slats	Pitch Attitude	Airspeed	EPR (N1) 2 Eng.	EPR (N1) 1Eng
Level flight	UP	0/RET	3.5º	250 Kts	1.25 (62%)	
Level flight	UP	0/EXT	5.5º	210 Kts	1.25 (66%)	
Level flight	UP	15/EXT	7.0º	160 Kts	1.30 (67%)	
Level flight	Down	15/EXT	7.0º	160 Kts	1.34 (69%)	
Descending on G/S	Down	28/EXT	4.0º	140 Kts	1.25 (63%)	
Descending on G/S	Down	40/EXT	2.5º	136 Kts	1.30 (67%)	
Levelflight	Down	15/EXT	7.0º	160 Kts		1.65 (83%)
Descending on G/S	Down	28/EXT	4.0º	140 Kts		1.41 (73%)