

Attachment 3

to Operational / Human Factors Group Report

DCA07MA310

ONE ENGINE LANDING CHECK LIST

One Engine Landing

Approach

GALLEY POWER.....OFF
 AIR CONDITIONING SUPPLY SWITCH (failed engine).....OFF

Just prior to reaching FAF on a non-precision approach, or just prior to glide slope intercept (one dot on glideslope pointer) on a precision approach:

LANDING GEAR DOWN
 FLAPS.....28
 LANDING CHECKLIST COMPLETE

CAUTION

As airspeed is reduced for approach, it may be necessary to momentarily center rudder pedals and rudder trim releasing Rudder Throw Limiter to ensure adequate rudder travel is available for landing and go-around.

■ **If RUDDER TRAVEL UNRESTRICTED Light does not illuminate on schedule during approach:**

- Do not reduce below approach speed or 135 knots, whichever is higher, until landing is assured.
- Observe crosswind landing limitation of 12 knots.

Prior to touchdown:

Consider reducing rudder trim to zero.

(END)

Go-Around

THRUST..... GO-AROUND EPR
 TO / GA BUTTONPRESS
 FLAPS..... 11
 SPEEDVREF + 5 MINIMUM
 GEAR..... UP
 SPOILERS DISARMED

At 1000 Feet AFL or obstacle clearance altitude whichever is higher:

Level and accelerate.

FLAPS / SLATS RETRACT on SCHEDULE

- At the 11 / EXT bug, retract flaps.
- At the 0 / EXT bug, retract slats.

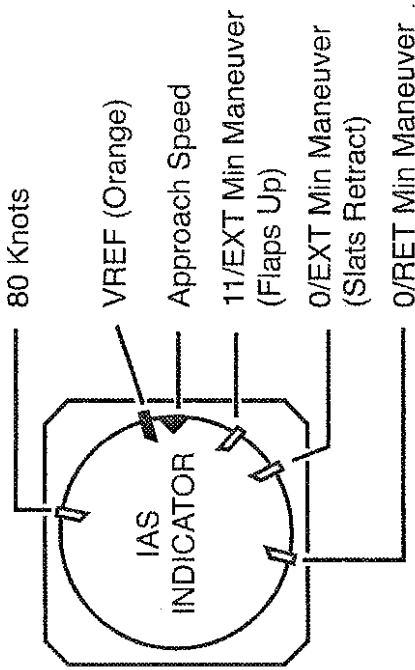
AIR COND SHUTOFF SWITCH..... OVRD
 EPR..... SET MCT

(END)





One Engine Landing Profile



NOTES

- Use Normal Approach Procedures.
- Use Flaps 28 for landing.
- Use Flaps 11 for go-around.
- Do not make any turns until reaching the MAP.
- If more than 15° of bank is required for maneuvering, increase speed to 11/EXT bug. If Flaps/Slats are to remain extended after achieving the required retract speed, bank angle may be increased up to 30 degrees.

