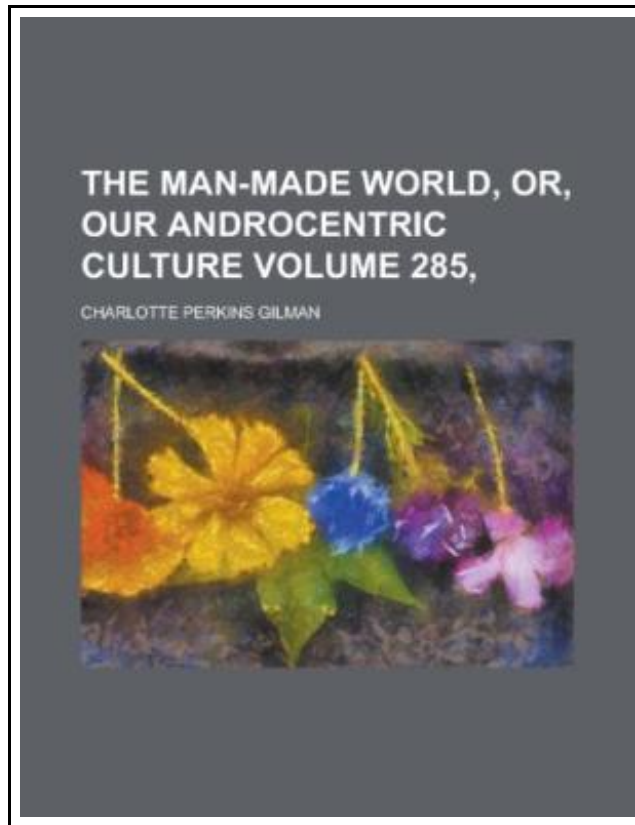


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(Prof. Antone Olson II)

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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 40 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, Federal Aviation Administration, 2007. OCLC Number: (OCoLC)300470846 Subject: Airplanes -- Landing -- Safety measures. Excerpt: . . . 11 06 07 AC 91-79 Appendix 1 e. Engine Speed. The engine speed should be at a setting that allows best response when and if a rapid power increase is needed. The stabilized approach parameters should be confirmed at 500 feet (VMC) or 1, 000 feet IMC above airport TDZE. This is approximately 1-2 minutes from touchdown. If the approach is not stabilized at that altitude, a go-around should be considered, if the approach is not stable and on all targets at 50 feet above airport elevation, a go-around should be immediately initiated. A go-around bailed landing should be executed at any time that the approach is determined to be unstable. f. There may be specific, airport unique special cases that make transitioning to a stabilized approach difficult due to the unusual circumstances. Examples of special cases are ATC clearances that request airspeeds in excess of those airspeeds normally flown in the terminal area, an exceptionally steep glide slope, and ATC clearances that require an aircraft to remain at altitude to a point where intercepting the normal glide path is difficult to achieve. Operators should develop a SOP for such special cases. Additionally, operators should include the procedures developed to fly specific approaches to specific runways at specific airports in their crew training and checking events. g. A stabilized approach SOP is vital to reducing the potential of a runway overrun during the landing phase of flight. If the pilot determines that a stabilized approach cannot be flown or if an ATC clearance results in...



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