ATTACHMENT G

Excerpts from the FedEx B-727 Flight Manual, Volume 1

(4 pages)

GENERAL LIMITATIONS

B-727 FLIGHT MANUAL



B-727-200 Structural Weights

| Condition . | 201-217 | 218-223, 254- 288 | 233-237, 240-246, 479-482, 489, 490, 497-499 | 461-469, 477, 478, 483-488, 491-496 |
|-----------------------------|----------------------|----------------------|--|---|
| MAX RAMP | 204,000 | 197,700 | 191,000 | 191,000 |
| MAX TAKEOFF GROSS WEIGHT | 203,100 ¹ | 197,000 ² | 190,500 ³ | 190,500 |
| MAX LANDING WEIGHT | 164,000 ⁴ | 164,000 | 161,000 | 161,000 |
| MAX ZERO FUEL WEIGHT | 155,000 | 155,000 | 150,000 | 150,000 |
| MAX FLAPS 25° TOGW | 195,500 | 195,500 | 186,300 | N/A |

1. Reduce by 200 lb. for each 1000 ft. above 2000 ft. Pressure Altitude.

2. Reduce by 170 lb. for each 1000 ft. above 2000 ft. Pressure Altitude.

3. Reduce by 125 lb. for each 1000 ft. above 2000 ft. Pressure Altitude.

4. Aircraft 203, 204, 211 and 213 have a Max Landing Weight of 166,000 lb..

B-727 Stage 3 Noise Limit Weights

| ENGINES ¹ | MAX RAMP | MAX TOGW | MAX LANDING |
|---------------------------------|-------------|-------------|----------------|
| -15 HUSHKIT (3) ² | 200,315 | 199,515 | 164,000 |
| -15 HUSHKIT (3) ³ | 199,850 | 199,050 | 164,000 |
| -17 HUSHKIT (3) | 200,400 | 199,500 | 166,000 |
| -217 (2)/-17 (1) | 204,000 | 203,100 | 164,000 |

1. -7 powered -100 aircraft are NOT Stage 3 noise limited below Max Structural Weights.

2. JT8D-15 with increased area tailpipe.

3. JT8D-15 with standard area tailpipe.

| Grentificanies Societ Dissect Plane Lever Contraction Dissect Plane Lever Contraction Distribution Societ Section Sectin Section Sectin< | IN RANGE | | | _ | AFTER LANDING | " | • | | SHUT DOWN | | • |
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B-727 -200 Non GPS Equipped Aircraft Abbreviated Checklist

3-0-0-8

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20 February 2002

GENERAL

B-121 FLIGHT MANUAL

FEOLEXX. Express

FedEx M-3118 6 June 2001



8-721 FLIGHI MANUAL

CHAPTER 3-10-0

APPROACH

AMPLIFIED APPROACH CHECKLIST

(Second Officer Reads)

The pilot flying will call for the Approach Checklist when the following conditions have been met:

- In-Range Checklist complete
- Approach briefing complete
- Below FL 180 (domestic) or...
- Cleared below Transition Level (international)

In the approach environment, in order to decrease cabin noise, the right pack and No. 3 bleed will normally be turned OFF when cabin pressure altitude reaches 200 feet below landing field elevation and 3 psid or less has been reached.

The Approach Checklist must be repeated if the approach is changed.

| Briefing | C | Complete | |
|-------------------|------------|----------------------|--------------|
| Brief in accordan | ce with pr | rocedures in Chapte | r 7 . |
| Altimeters | CF | Set | |
| If not elready ar | monlishe | ed set altimeters to | |

If not already accomplished, set altimeters to current area altimeter setting and crosscheck the altimeters.

Minimums CF Set

Set the minima on the barometric and/or radio altimeter(s) for the approach being flown and crosscheck.

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3-10-0-1



B-727 FLIGHT MANUAL

CHAPTER 3-11-0

BEFORE LANDING

AMPLIFIED BEFORE LANDING CHECKLIST

(Gear Extension)

(Second Officer Reads)

The pllot flying will call for the Before Landing Checklist in combination with commanding the landing gear down, i.e. "Landing gear down, before landing checklist."

Landing Gear PNF Down, In, 3 Green s Checked

- Check LANDING GEAR lever positioned DOWN and IN, and the 3 green landing gear down and locked indicator lights illuminated.
- The Second Officer's check is a visual verification of 3 green down and locked lights and no red lights.

Autobrakes PNF As Req/Not Installed

If using autobrakes, place AUTOBRAKE switch to desired position. Check that switch holds in selected position, and that AUTOBRAKE DISARM light is extinguished. Select MIN/MED for long dry runways or MED/MAX for wet, slippery and/or short runways.

Auto Spoilers PNF As Reg/Not Installed

Arm auto spoilers only after speedbrakes are no longer required for maneuvering. If speedbrakes are used after auto spoilers have been armed, auto spoilers will have to be re-armed.

Flight and Navigation Instruments PNF Cross-Checked, No Flags

PNF will ensure that both airspeed indicators and altimeters indicate the same values and identify any instrument flags in view.

Flaps PNF _____ Green Light

Check inboard and outboard flaps at landing flap position and green LE FLAPS light illuminated.

GPS AlertsCFInhibit/If installedPush the Alert Inhibit switch on both Remote GPSAnnunciator Panels. Observe the light blue INHBTlights Illuminated.

| Landing Clearance | PNF | Clear to Land |
|---|-----|---------------------------|
| Fuel Panel | 8 | Set |
| For landing, establish with all boost pumps | | k-to-engine configuration |
| Hydraulic and | | |
| Brake System | 8 | Checked |
| the share the supervise of | | untity indicators normal |

Hydraulic pressure and quantity indicators normal. Brake pressure indicators normal.

| ► | Antiskid | 6 | On, Lights Out |
|---|----------------|-----|----------------|
| | Landing Lights | PNF | On |

Use inboard and outboard landing lights, runway turn off lights, and taxi lights for runway lilumination during landing. If weather conditions dictate, turning landing lights on may be delayed until ³F calls for them.