

Docket No. SA-509

Exhibit No. 2G

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

**USAIR DC-9 PILOT'S HANDBOOK
MISSED APPROACH PROCEDURE**

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Pages 18-39-2 and 18-41-6

EXECUTING MISSED APPROACHES

Pilots conducting instrument approaches utilize visual cues as they become available during the approach. At the DH or MDA the pilot should, however, be aware that due to shallow fog, snow flurries, or heavy precipitation, these cues may be lost after descent below the DH or MDA. If visual cues are lost after DH or MDA, the pilot should immediately execute the published missed approach procedure as required by Federal Aviation Regulations. Missed approaches, when properly executed, involve little loss of altitude below the altitude at which the missed approach is "started."

Missed approach procedures for straight-in approaches rarely present a problem. Conducting a missed approach when not established on a final approach course should be as follows:

If a missed approach is required at any time while maneuvering in the traffic pattern and visual conditions cannot be maintained, perform a climbing turn toward the runway of intended landing (this maneuver will position the aircraft over the airport and climbing). When over the airport fix and proceed with published procedure.

NOTE: USAir minimums for visual circling are 1000 — 3.

TWO-ENGINE MISSED APPROACH

If contact is not established upon reaching minimum altitude/missed approach point, or if a missed approach must be made for any other reason, advance thrust to maximum, retract flaps to 15°, rotate toward V_2 speed (maximum 15° nose pitch-up or use speed command for go-around) and with positive rate of climb, raise the gear. Spoilers disarmed. Proceed as with normal takeoff.

NOTE: Other reasons for which a missed approach might be required would be an aircraft or system problem, not in position for a normal approach to a landing which might require maneuvering close to the ground, too high and too close to the threshold, which might require an excessive sink rate, etc.

ONE-ENGINE INOPERATIVE MISSED APPROACH

If a missed approach must be executed, power is advanced to maximum, flaps retracted to 15°, rotate to V_2 for 15° flaps, and with a positive rate of climb, retract gear. Spoilers disarmed. Hold V_2 (maximum 15° in Series 31 or use speed command for go-around) to obstruction clearance altitude, or 800 feet AGL, whichever is higher, reduce pitch altitude to establish approximately 100 to 200 FPM rate of climb and accelerate to V_2 plus 10 knots, raise flaps, at V_2 plus 35 knots, raise slats, accelerate to enroute climb speed and climb-out as necessary. Limit bank angle to 15° while retracting flaps.

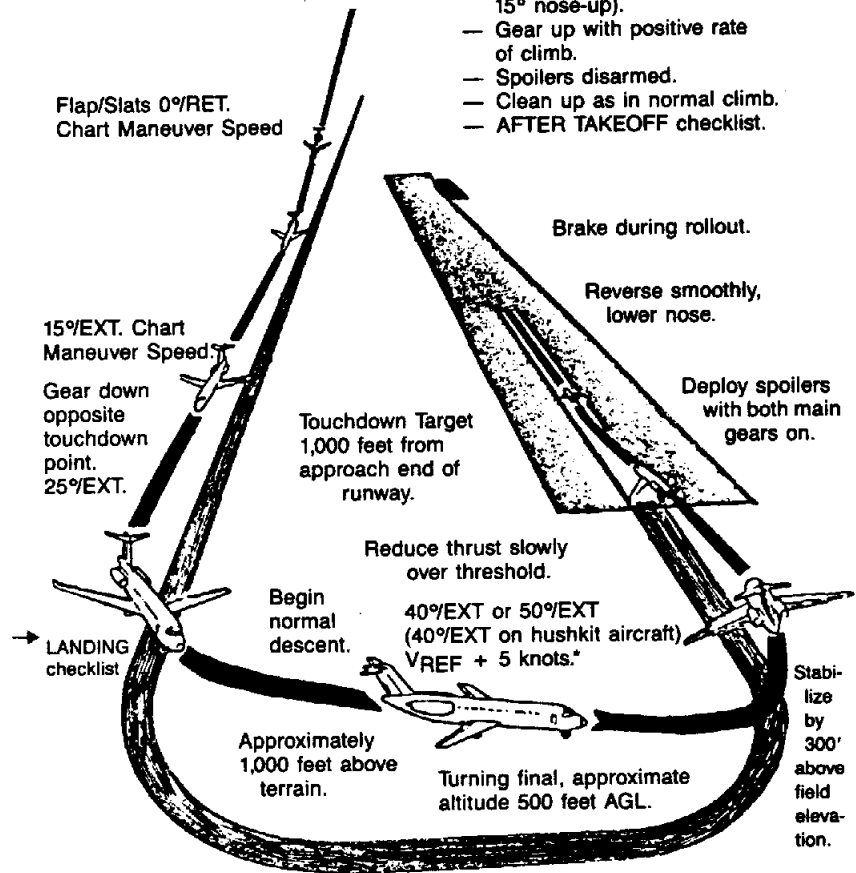
NORMAL LANDING (cont'd.)

PRELIMINARY LANDING checklist

250 knots maximum below 10,000'.
200 knots maximum in airport
traffic area.

REJECTED LANDING PROCEDURE

- Maximum Power.
- Flaps 15°/EXT.
- Rotate towards V_2 (Maximum 15° nose-up).
- Gear up with positive rate of climb.
- Spoilers disarmed.
- Clean up as in normal climb.
- AFTER TAKEOFF checklist.



* PLUS WIND ADDITIVES