Docket No. **SA-509**

Exhibit No. 2H

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

USAIR DC-9 PILOT'S HANDBOOK
GROUND PROXIMITY WARNINGS

Pages 18-25-1

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TERRAIN WARNING

If a ***TERRAIN*** warning is activated, the crew must immediately focus its attention on terrain proximity and make a rapid determination as to the validity of the warning. If the crew cannot immediately determine that the warning is invalid, the pilot must rapidly apply GO-AROUND POWER while simultaneously rotating to an attitude of 15° nose up. If positive performance is not achieved, do not hesitate to advance power to FIREWALL POWER while rotating to 15° pitch.

If stick shaker or buffet occurs before 15°, stop rotation and maintain an attitude that results in intermittent stick shaker or buffet, until terrain clearance is assured.

If sink rate continues and the stick shaker has not activated, use a pitch angle greater than 15° in order to change flight path direction.

CAUTION: Continued operation at stick shaker speeds will result in a stalled condition.

These actions altering the flight path to stop the warning should be initiated immediately; smoothness should be of no concern if adding maximum power and rotating the aircraft is determined to be necessary to gain terrain clearance. They are especially appropriate under the following conditions:

— While conducting approaches over unlighted terrain; maneuvering — for an approach at night; or in instrument conditions.

— When established on an approach where vertical guidance is unreliable.

— In maneuvering for, or established on, an approach when ambient conditions such as turbulence or windshear cause the approach to become unstabilized.

GLIDESLOPE WARNING

If a ***GLIDESLOPE*** warning is activated between the altitudes of 1,000 and 150 feet AGL, application of power sufficient to bring the airplane back up toward the glideslope beam center will cancel the warning when it is less than 1.3 dots below the glideslope. The allowable deviation increases to 2.7 dots at 50 feet AGL. This deviation causes an offscale deflection on the glideslope deviation scale.

If a backcourse approach is anticipated, the glideslope inhibit switch should be moved to ON to prevent nuisance glideslope warnings during the approach.