

## EMERGENCY DESCENT

### REFERENCE:

FAA-H-8083-3B (Airplane Flying Handbook)

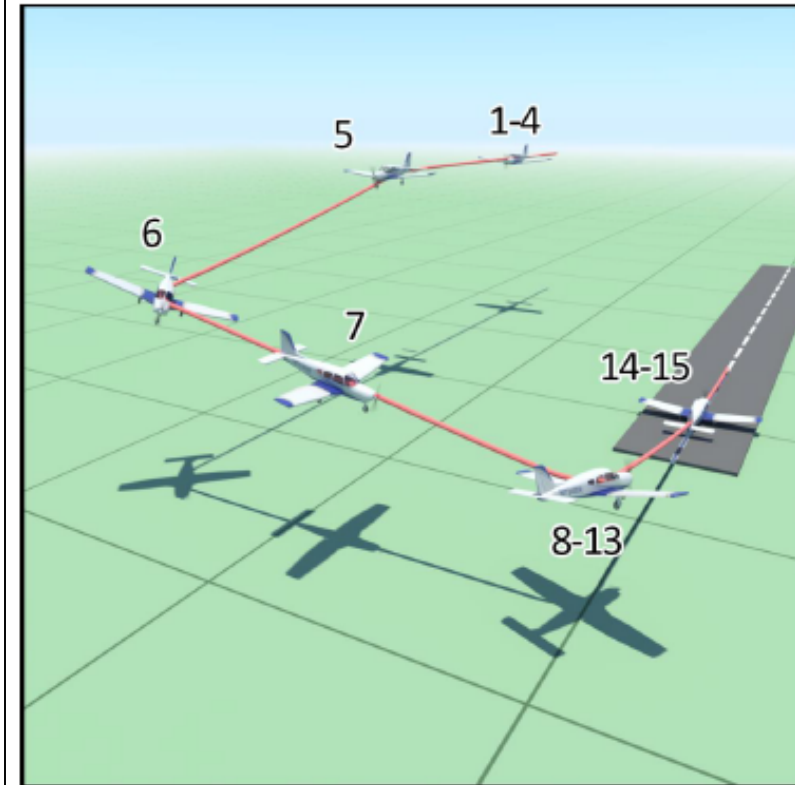
### OBJECTIVE:

To descend the airplane as rapidly as possible, within the operating limitations of the airplane.

### MANEUVER STANDARDS:

1. Select an altitude where recovery will occur no lower than 1500' AGL and a descent will be no more than 2000'.
2. Brief all passengers.
3. Perform **CLEARING TURNS** and make a position report (see page 2-27).
4. Pick a visual landmark off the wing tip in the direction of turn to be made.
5. Simultaneously:
  - a. Reduce the throttle to idle (smoothly and slowly to prevent engine backfiring) and move the propeller control to the full forward (high RPM) position.
  - b. Below  $V_{LOE}$  (129 KIAS), call out, **"Below 129, gear down."** Extend the landing gear.
  - c. Roll into a 30°- 45° bank in that direction while lowering the pitch (visually placing the outside air temperature (OAT) gauge on the horizon) to maintain 124 KIAS (approx. 13-15° Down).
  - d. Verify the gear down and call out, **"Three green, no red, verify?"** The PM will verify the gear down condition and respond, **"Gear down, verified."**
6. Roll out on the 90° point (visual landmark) in the turn, making shallow s-turns to continue checking for other traffic while descending.
7. Approaching the target altitude, begin to level off by increasing pitch to reduce the descent rate.
8. At target altitude, adjust pitch to maintain level flight, allowing the airspeed to decrease at or below  $V_{LOR}$  (107 KIAS).
9. At or below  $V_{LOR}$  (107 KIAS), call out, **"Below 107, gear up."** Retract the landing gear.
10. After the landing gear has retracted, call out, **"Gear up, no lights."**
11. Set cruise power.
12. Re-trim as necessary.
13. Complete the **CRUISE CHECKLIST** (see page 1-77).

## 180° POWER-OFF ACCURACY APPROACH AND LANDING



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### OBJECTIVE:

To demonstrate the judgment, technique, and skill necessary for accurately flying the airplane, without power, to a safe landing.

### MANEUVER STANDARDS:

1. Complete the [DESCENT CHECKLIST](#) (see page 1-79).
2. At least 2 nm from the runway, enter the traffic pattern at traffic pattern altitude on a 45° entry to the downwind, maintaining a one-half mile distance from the runway on the downwind leg.
3. Set power to 19" MP/2400 RPM to establish and maintain 100 KIAS. Trim as necessary.
4. At mid-field (before abeam the point of intended landing) and below  $V_{LOE}$  (129 KIAS), call out, "*Below 129, gear down.*" Extend the landing gear. Verify gear DOWN and call out, "*Three green, no red, verify?*" The PM will verify the gear down condition and respond, "*Gear down, verified.*"
5. Abeam the point of intended landing (downwind leg key position), smoothly and slowly reduce power to idle (to prevent engine backfiring), move the propeller control to the full forward (high RPM) position, slowing to 79 KIAS, and then commencing a descent at 79 KIAS. Trim as necessary.

#### NOTE

The propeller must remain in the low pitch (high RPM) position throughout this maneuver.

6. At a point as appropriate for wind conditions, commence a turn to the base leg using a medium (20 - 40°), or slightly steeper bank.

#### NOTE

Position the base leg (in toward, perpendicular to, or out from intended touchdown point) considering altitude or wind condition so as to conserve/dissipate altitude as necessary to reach the intended touchdown point.

7. On the base leg, at the base leg key position, call out "*(Current airspeed) knots, flaps 10.*" Set the flaps to 10°. Trim as necessary.

#### NOTE

The base leg key position is not a fixed point on the ground and may be adjusted to accommodate varying conditions.

8. Visually verify that the final approach (including the extended final and the opposite base leg) is clear, and turn final.
9. Verify the magnetic heading matches the assigned/intended landing runway and call out "*Runway (Runway Number), verified.*"
10. By 300' AFE, complete the [DESCENT FINAL ITEMS FLOW](#) (see page 1-81).
11. At 200' AFE, if the approach is stabilized, call out, "*200 feet, stabilized, continuing.*"

#### NOTE

If the approach is not stabilized, call out, "*200 feet, not stabilized, going around.*" Execute a go-around.

12. Verify gear DOWN and call out, "*Three green, no red, verify?*" The PM will verify the gear down condition and respond, "*Gear down, verified.*"
13. When landing is assured, call out "*(Current airspeed) knots, flaps 40.*" Set the flaps as needed (up to 40°) and maintain 72 KIAS. Trim as necessary.

#### NOTE

The use of slips is permitted to ensure a good, safe landing, touching down on, or within 200' beyond, the desired point on the runway.

14. Complete the round out and flare touching down on the main wheels first. Hold the nose wheel off with back pressure throughout the rollout; allow settling gently.

#### NOTE

Prior to touchdown, ensure proper foot placement so as not to inadvertently apply wheel brakes.

15. Maintain directional control and aerodynamic braking throughout the rollout, slowing sufficiently before turning onto a taxiway. Minimize the use of wheel brakes.

#### NOTE

No touch-and-go is permitted immediately after the completion of a 180° Power-Off Accuracy Approach and Landing.

#### NOTE

After exiting the runway, ensure the airplane is fully clear of the runway hold short marking before stopping. Continue to pull up all the way to and hold short of the next taxiway intersection, if applicable. This will allow other aircraft to clear the runway behind you.