

DCA22MA009

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 8

Boeing MD-80 Quick Reference Handbook [Excerpt]

October 26, 2022

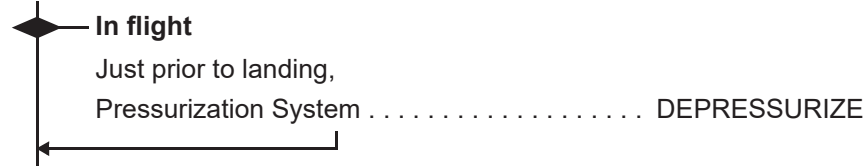
AIRSPEED UNRELIABLE	1
APU FIRE COCKPIT SMOKE REMOVAL – UNPRESSURIZED	2
COMPLETE LOSS OF AC POWER	3
CRASH LANDING OR DITCHING EMERGENCY DESCENT	4
ENGINE(S) COMPRESSOR STALL/SURGE	5
ENGINE FAILURE/INFLIGHT ENGINE SHUTDOWN ENGINE FIRE OR SEVERE DAMAGE OR SEPARATION	6
RAPID DECOMPRESSION	7
REVERSER DEPLOYED OR REVERSE THRUST/ UNLOCK LIGHT(S) ILLUMINATED IN FLIGHT RUNAWAY STABILIZER	8
SMOKE / FIRE / FUMES	9
SPOILER FLOAT TAIL COMPT TEMP HIGH ILLUMINATED	10
TWO ENGINE FLAMEOUT	11

COCKPIT PREPARATION FOR PASSENGER EVACUATION

Cabin AttendantsALERT
 If time permits, alert ATC and ground crew.

1

Phase Of Flight



On ground

After stopping,
 EMER LTS SwitchON
 Parking Brakes. SET
 SPD BRK Lever RET
 FLAP/SLAT Handle 28/LAND

*NOTE: Flap position is for unobstructed egress from airplane.
 If airplane is at gate and ramp is congested with service vehicles, use good judgment to ensure maximum safety of passengers.*

EMER PWR Switch (For VHF-1 Communications and PA)ON
 FUEL Levers OFF
 ENG FIRE Handles PULL

NOTE: If required, discharge fire agent.

Evacuation Command INITIATE
 Evacuation COMPLETE

All passengers and crew confirmed evacuated.

Time and conditions permitting,
 BATT Switch OFF

[END]

**ELEVATOR CONTROLS JAMMED
OR RESTRICTED**

WARNING: Do not attempt troubleshooting to free jammed flight controls beyond the scope of this procedure, unless the airplane cannot be safely landed in the existing condition.

NOTE: If freezing water is the cause of the condition, descending into warmer air may free the restriction. If pitch control is not considered adequate for flight conditions, it may be possible to regain partial pitch authority by application of force on both control columns until the free column can be determined.

2

If pitch control remains jammed or restricted, or if pitch control is inadequate, **prior** to applying additional force to the control column, perform the following actions:

- Seat Belts Switch ON
- Autopilot DISCONNECT
- Maximum Airspeed 270 KIAS / .76 M
- Autothrottle DISCONNECT
- Control Columns APPLY FORCE AS NECESSARY

The amount of force necessary to achieve partial elevator control will depend upon the location of the elevator control jam and the "stretch" available in the control linkage on the jammed side.

If the pitch response is inadequate through application of force to the unjammed control column, stabilizer trim will be the primary means of controlling pitch. In this condition, a long, straight-in approach should be planned and flown. A stable approach speed should be established and the flight path controlled, primarily by small thrust corrections.

[END]