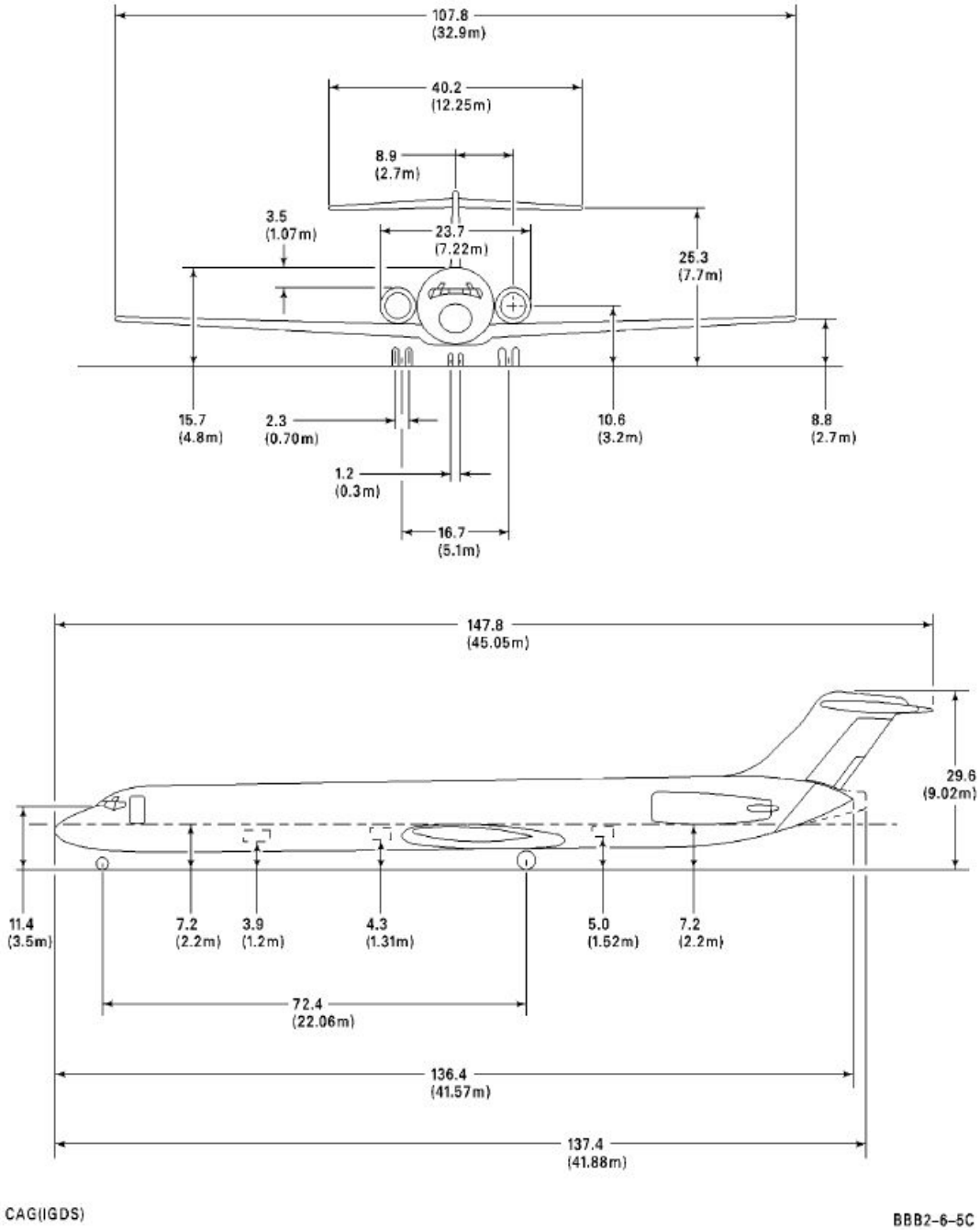


ATTACHMENT 1: MD-80 THREE-VIEW DRAWING



MD-80 AIRCRAFT MAINTENANCE MANUAL

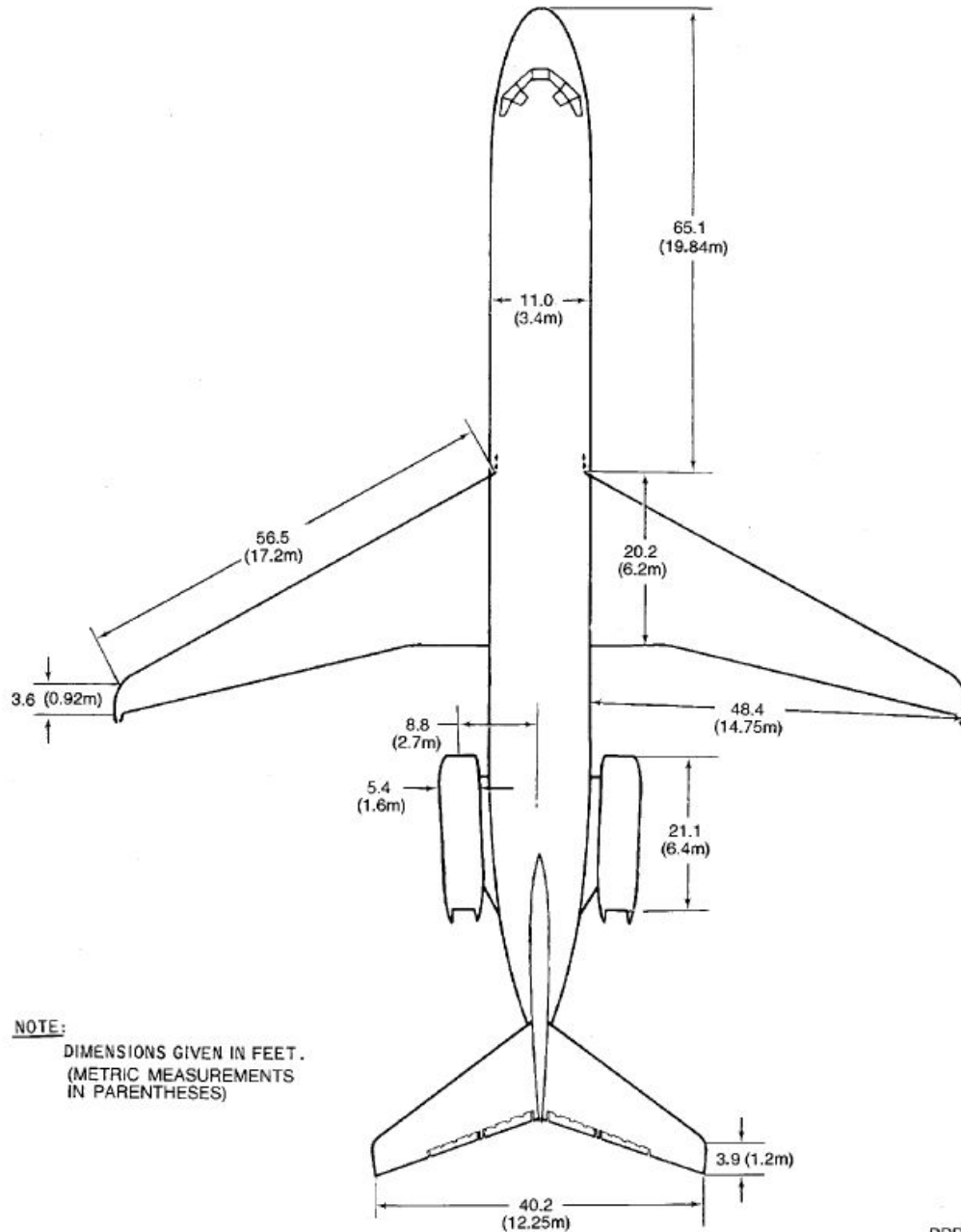


Aircraft Dimensions
Figure 1/06-10-00-990-801 (Sheet 1 of 2)

Figure A1.1: MD-80 front- and side-view drawings.



MD-80
AIRCRAFT MAINTENANCE MANUAL



BBB2-6-6B

Aircraft Dimensions
Figure 1/06-10-00-990-801 (Sheet 2 of 2)

Figure A1.2: MD-80 top-view drawing.

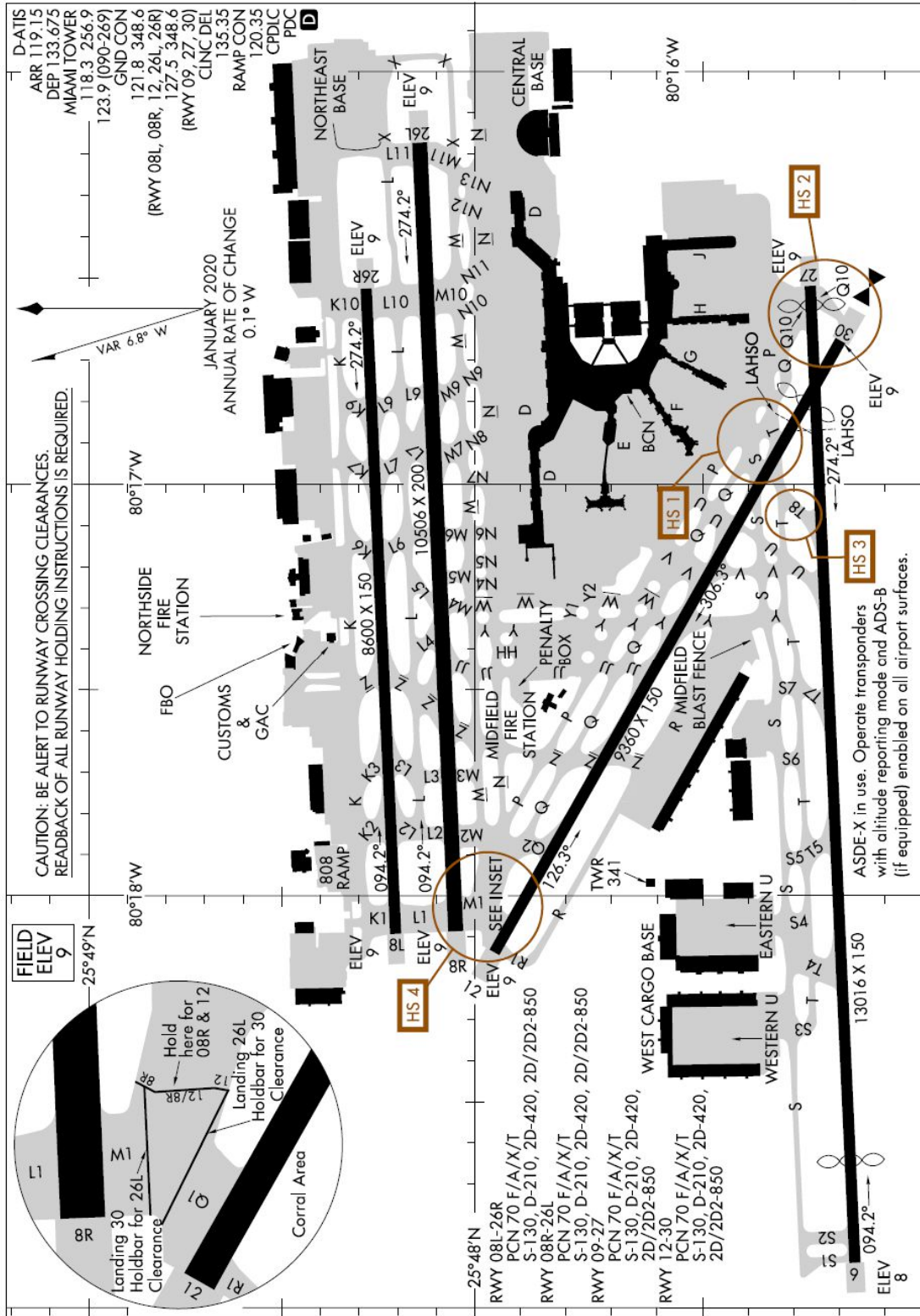
ATTACHMENT 2: MIAMI INTERNATIONAL AIRPORT (MIA)

AIRPORT DIAGRAM

AL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

SE-3, 20 APR 2023 to 18 MAY 2023



SE-3, 20 APR 2023 to 18 MAY 2023

AIRPORT DIAGRAM

MIAMI, FLORIDA
MIAMI INTL (MIA)

Figure A2.1: Miami International Airport (MIA) diagram. HI1064 landed on runway 9.



Figure A2.2: Miami International Airport (MIA) image (Google Earth). North is toward the left side of the page; East is toward the top of the page. The approach end of runway 9 is in the lower right corner.

ATTACHMENT 3: "SW GATE AOA TRK PTZ SITE 11" CAMERA
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ATTACHMENT 5: "TUNNEL AIRSIDE SOUTH" CAMERA IMAGE SEQUENCE

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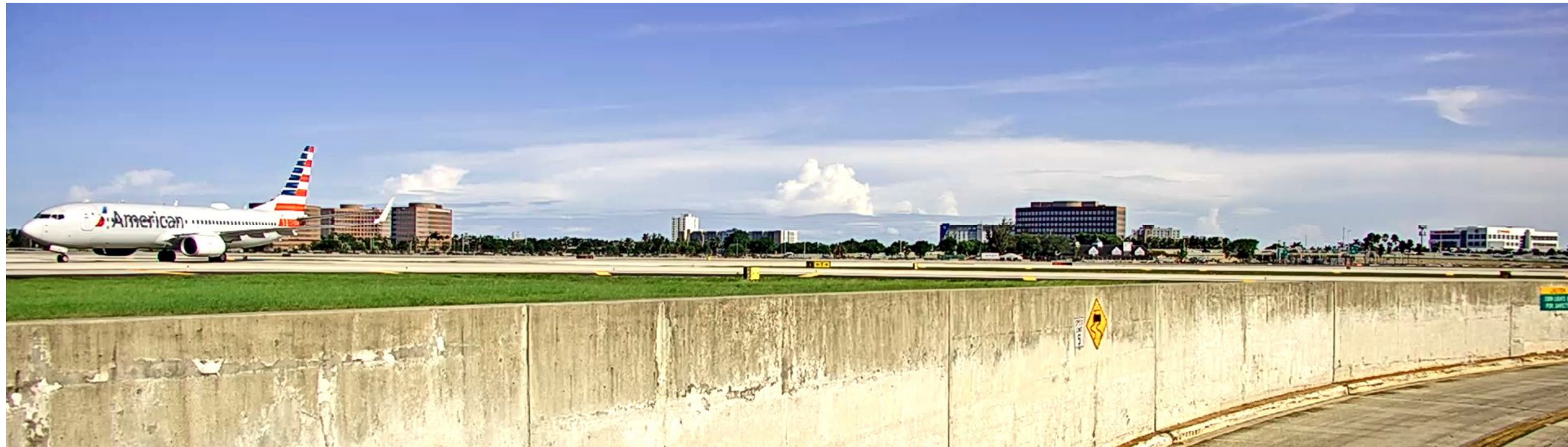
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ATTACHMENT 6: "TAXIWAY T3" CAMERA IMAGE SEQUENCE

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ATTACHMENT 7: "E SAT TRAIN GUIDEWAY" CAMERA IMAGE SEQUENCE

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ATTACHMENT 8: "FAA TOWER AOA TRK PTZ 3 W" CAMERA
IMAGE SEQUENCE

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ATTACHMENT 9: "FAA TOWER AOA TRK PTZ 2 S" CAMERA
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ATTACHMENT 10: "SPOT 13" CAMERA IMAGE SEQUENCE

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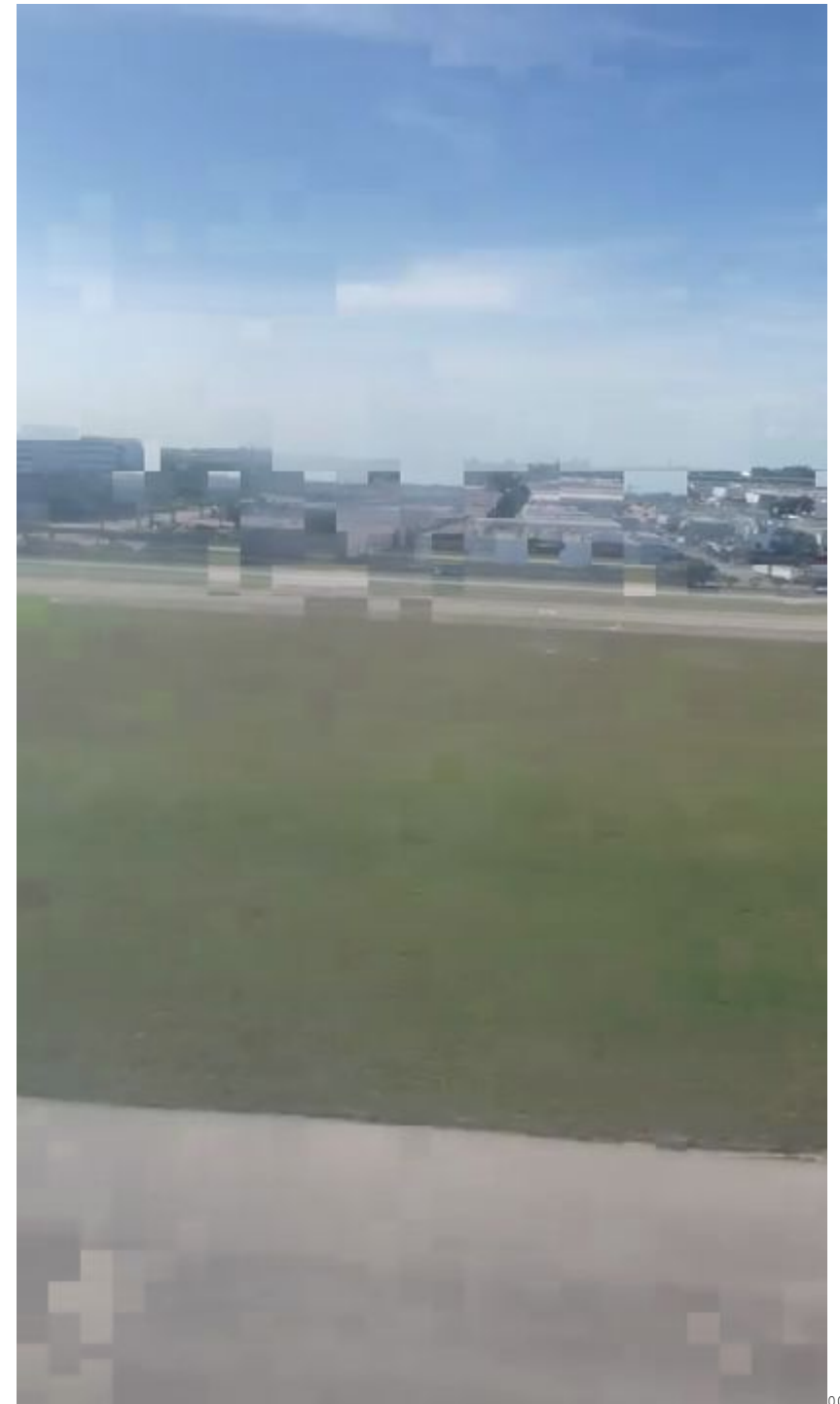
ATTACHMENT 11: "PASSENGER" CAMERA IMAGE SEQUENCE



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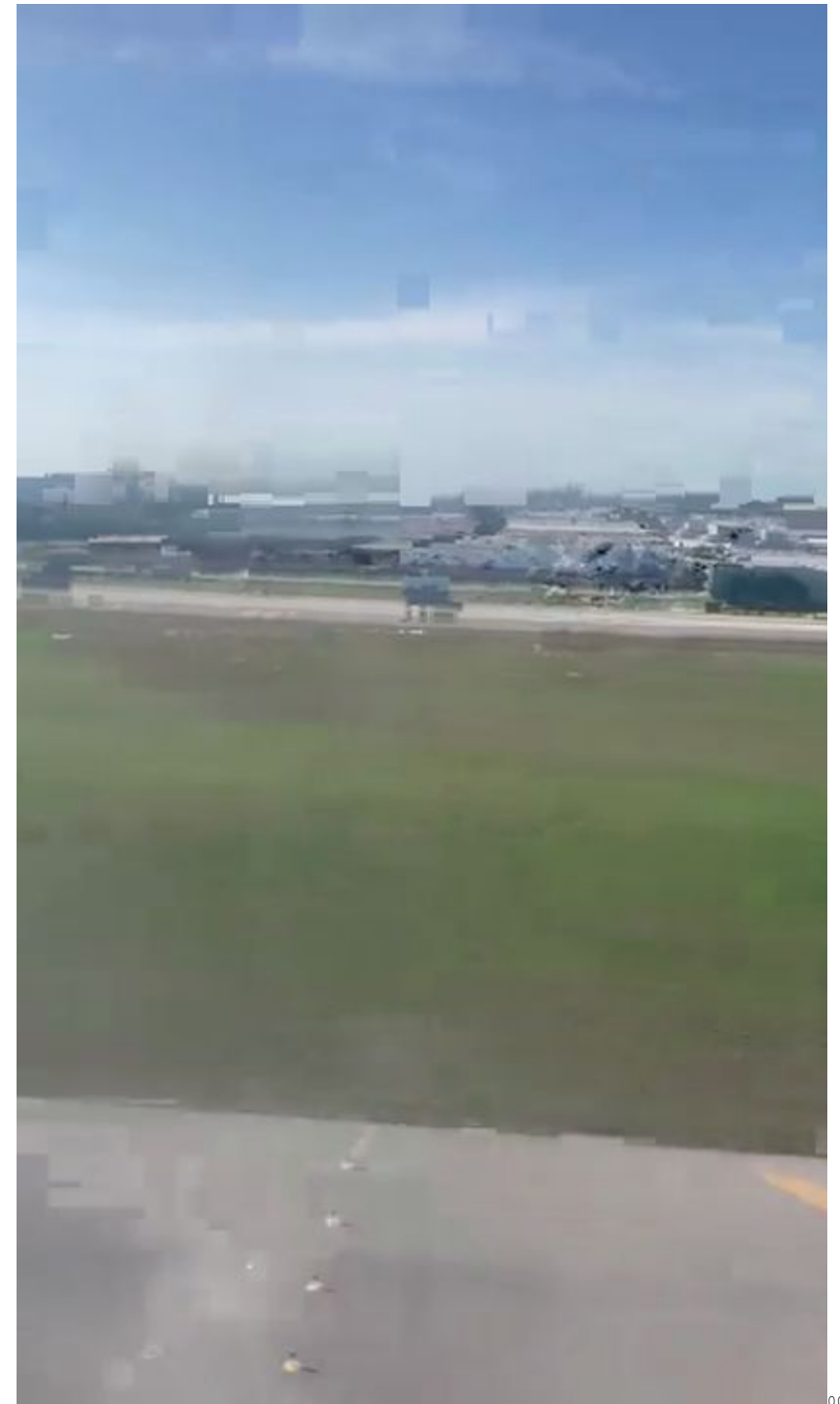
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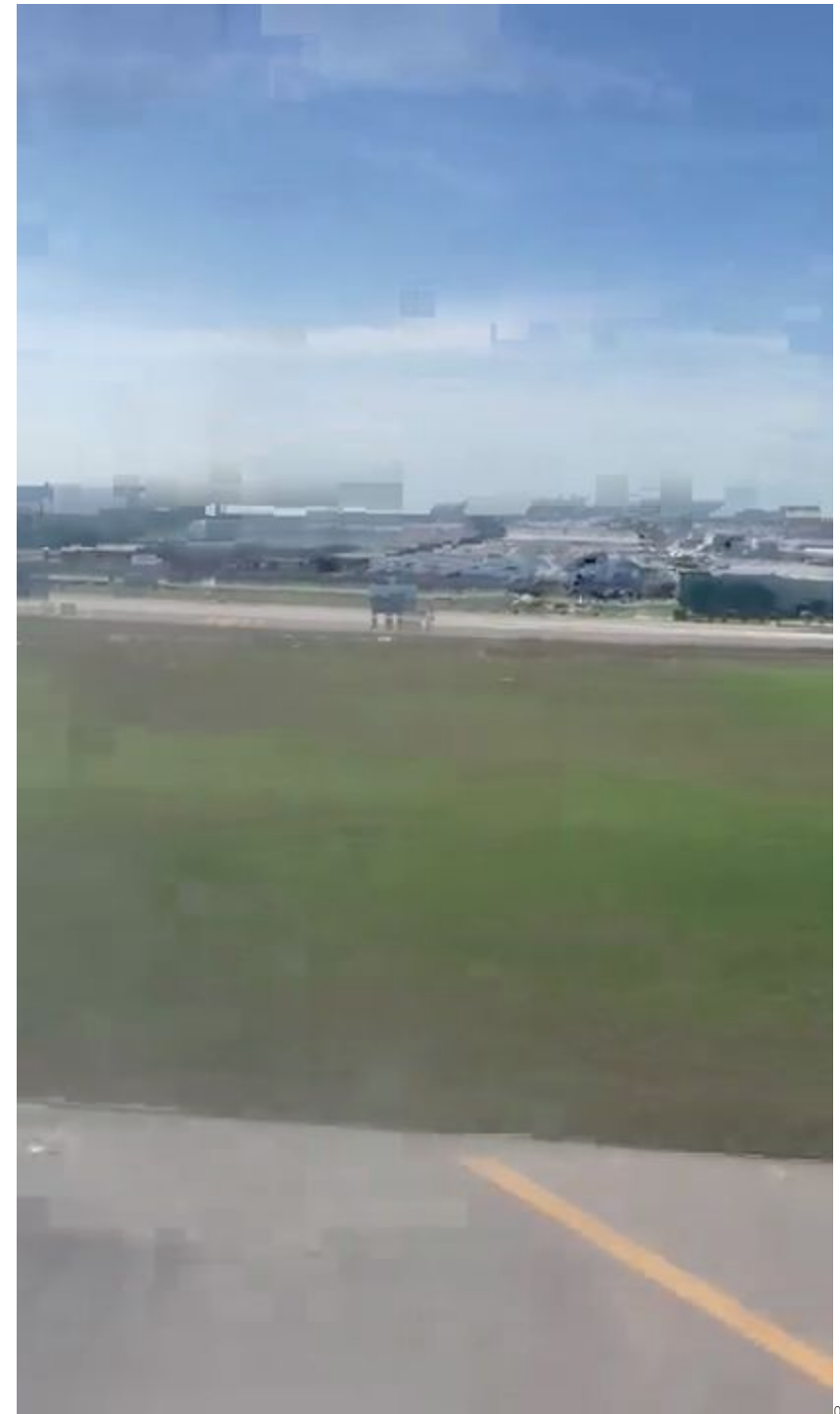
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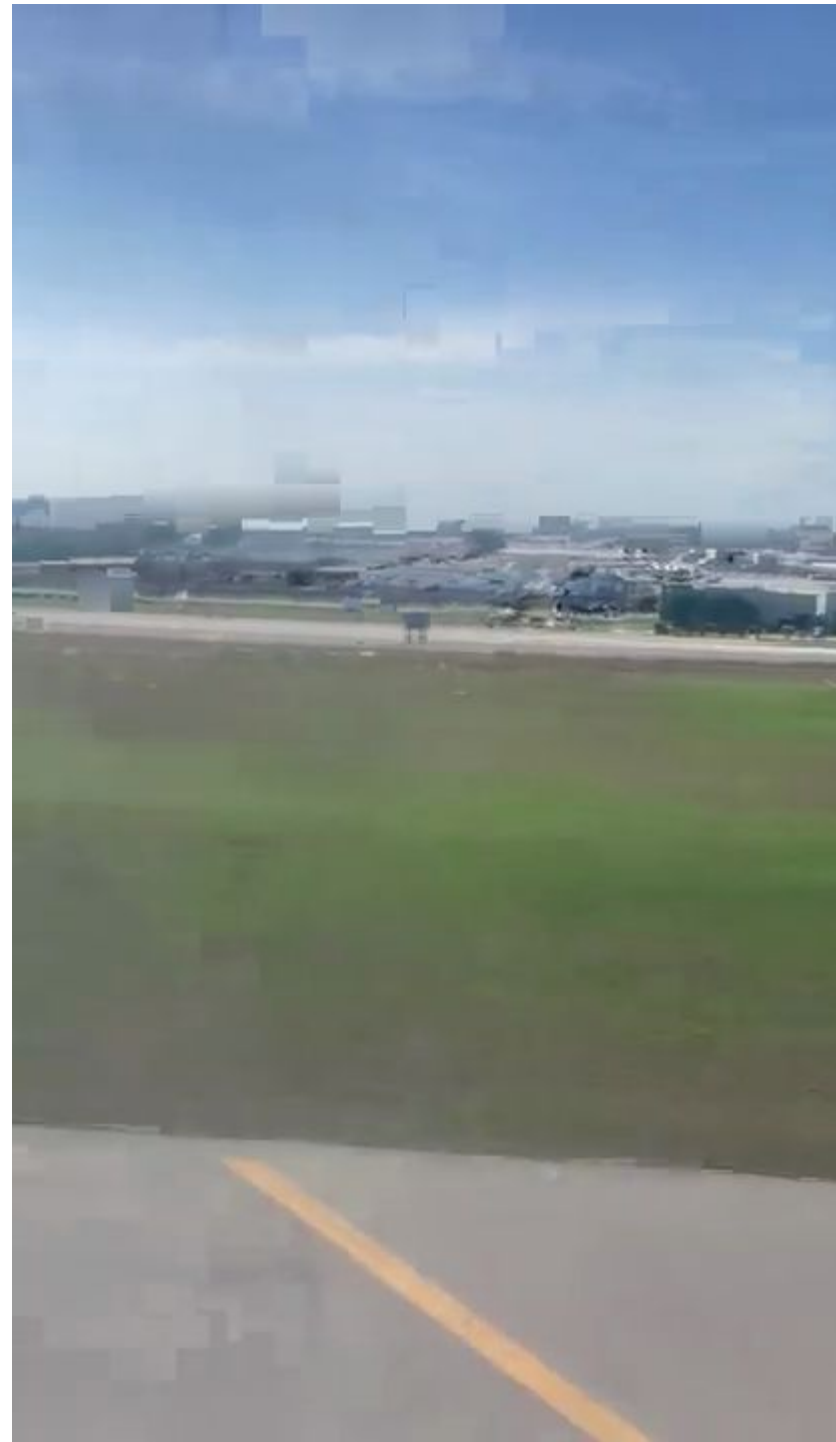
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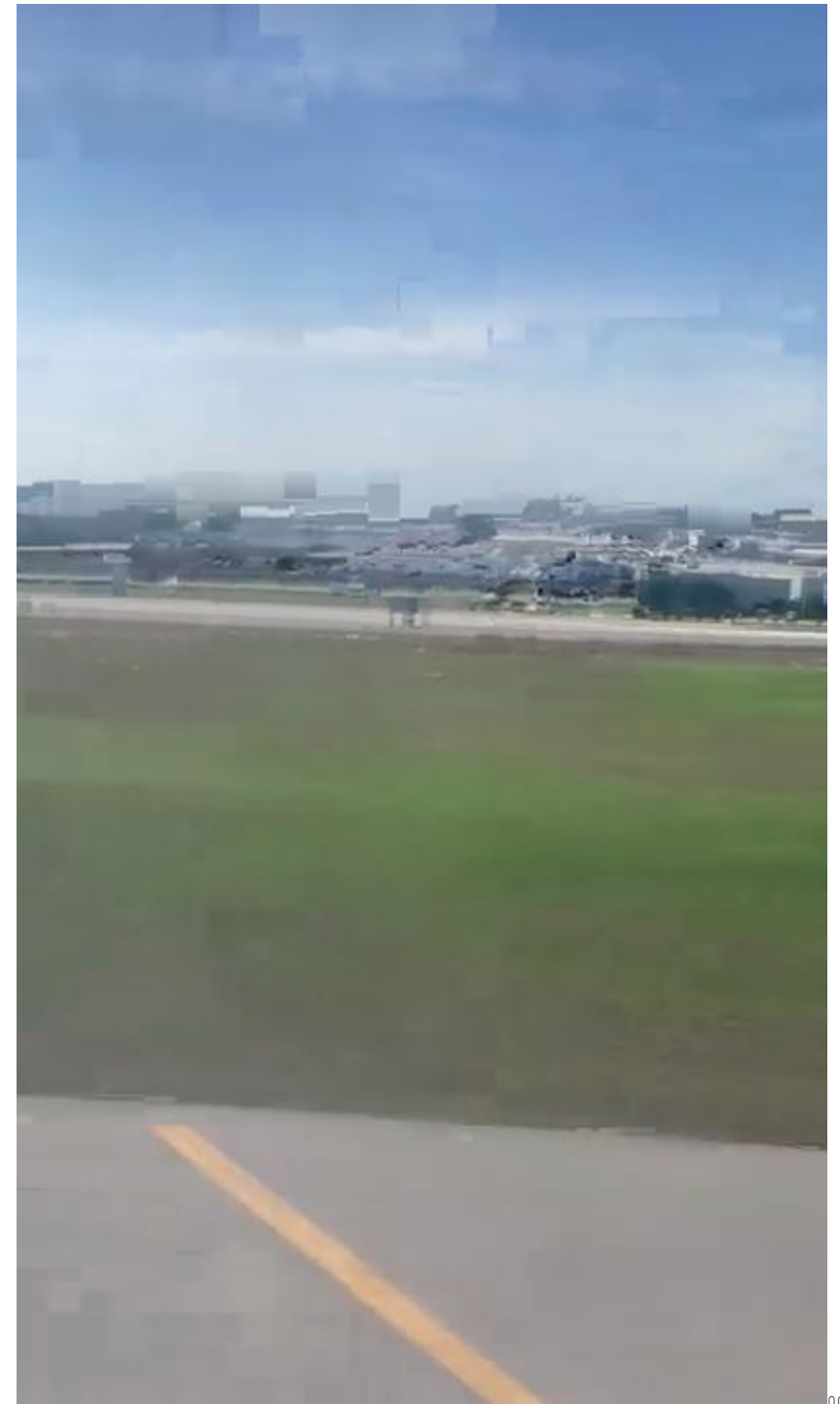
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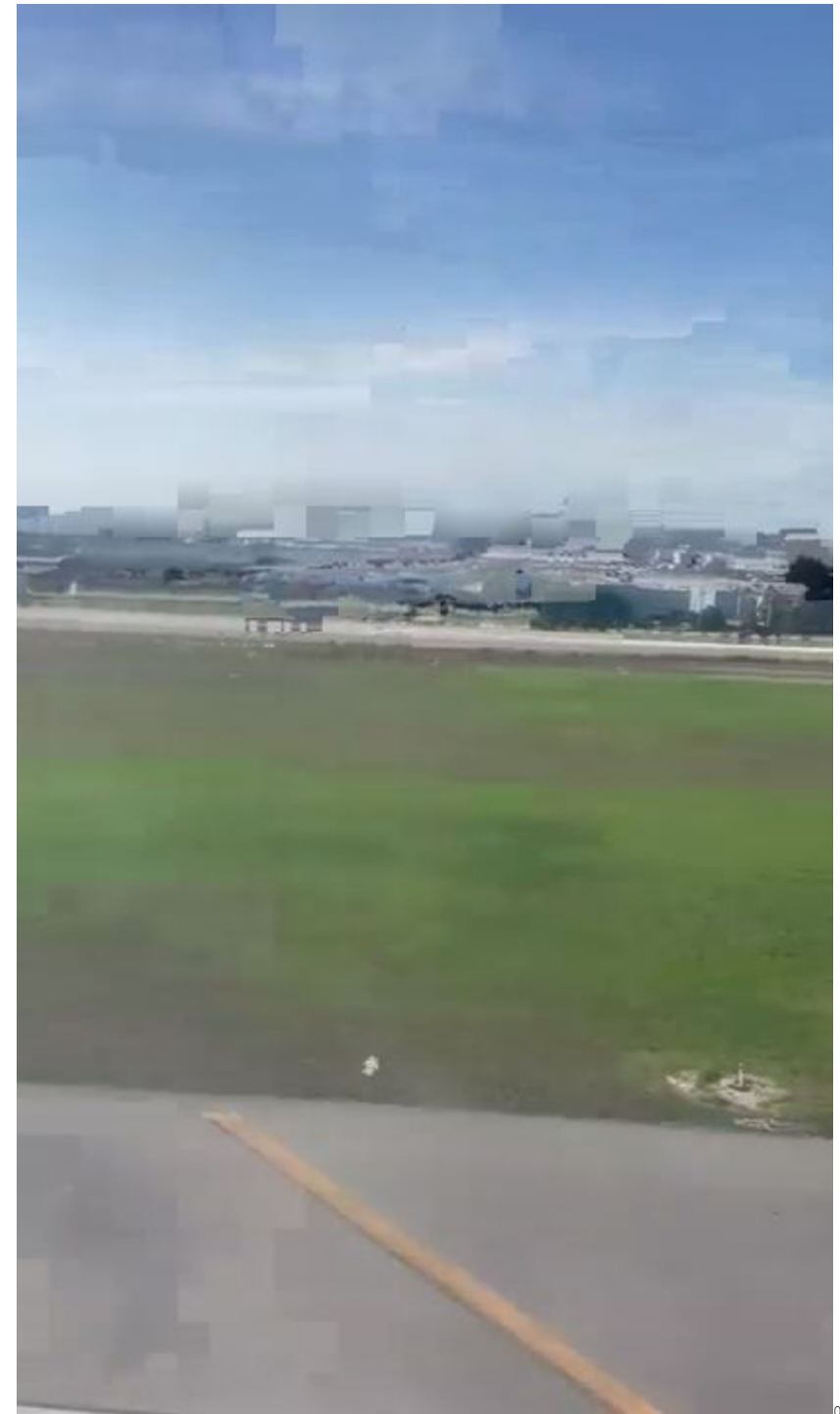
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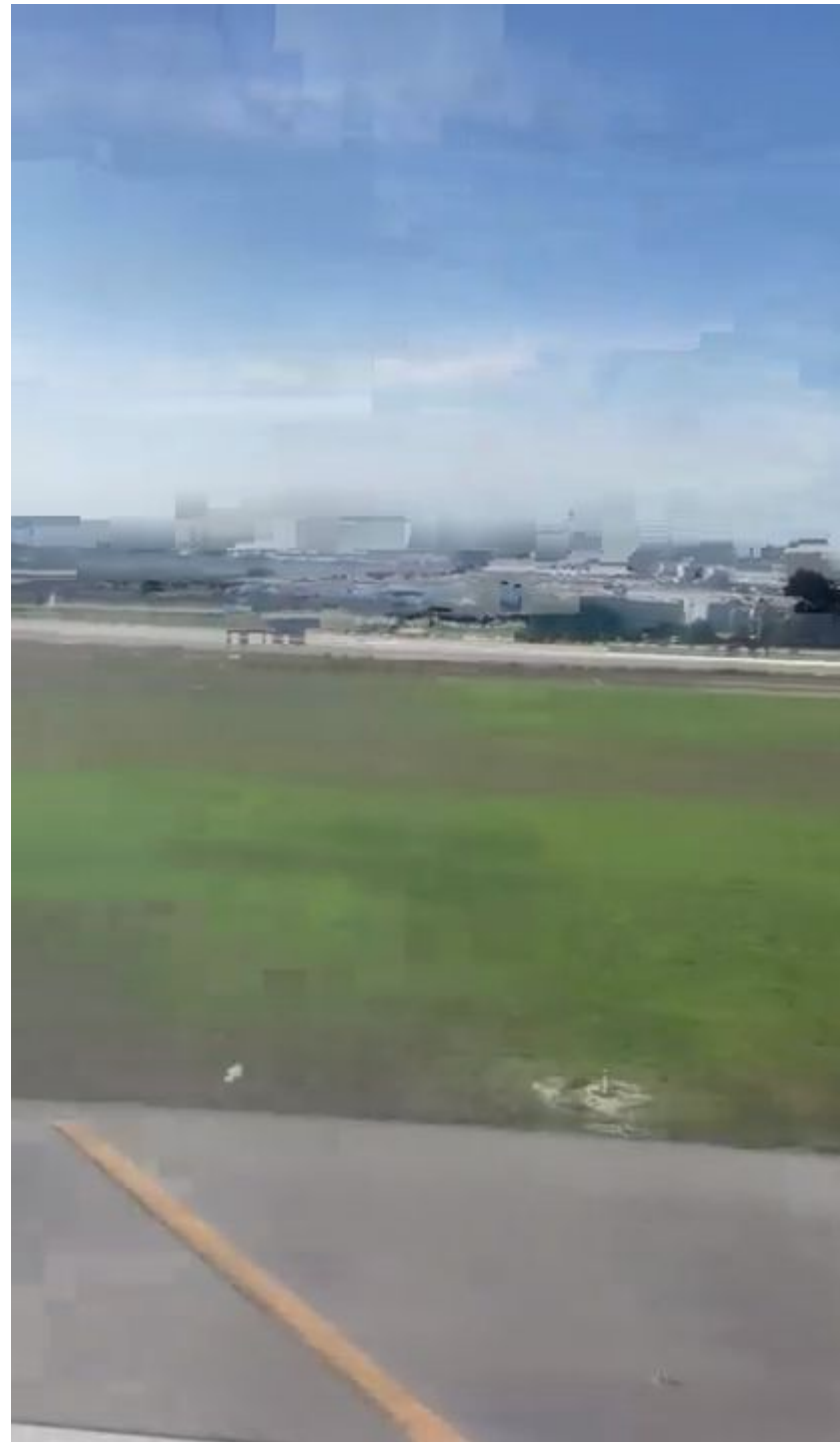
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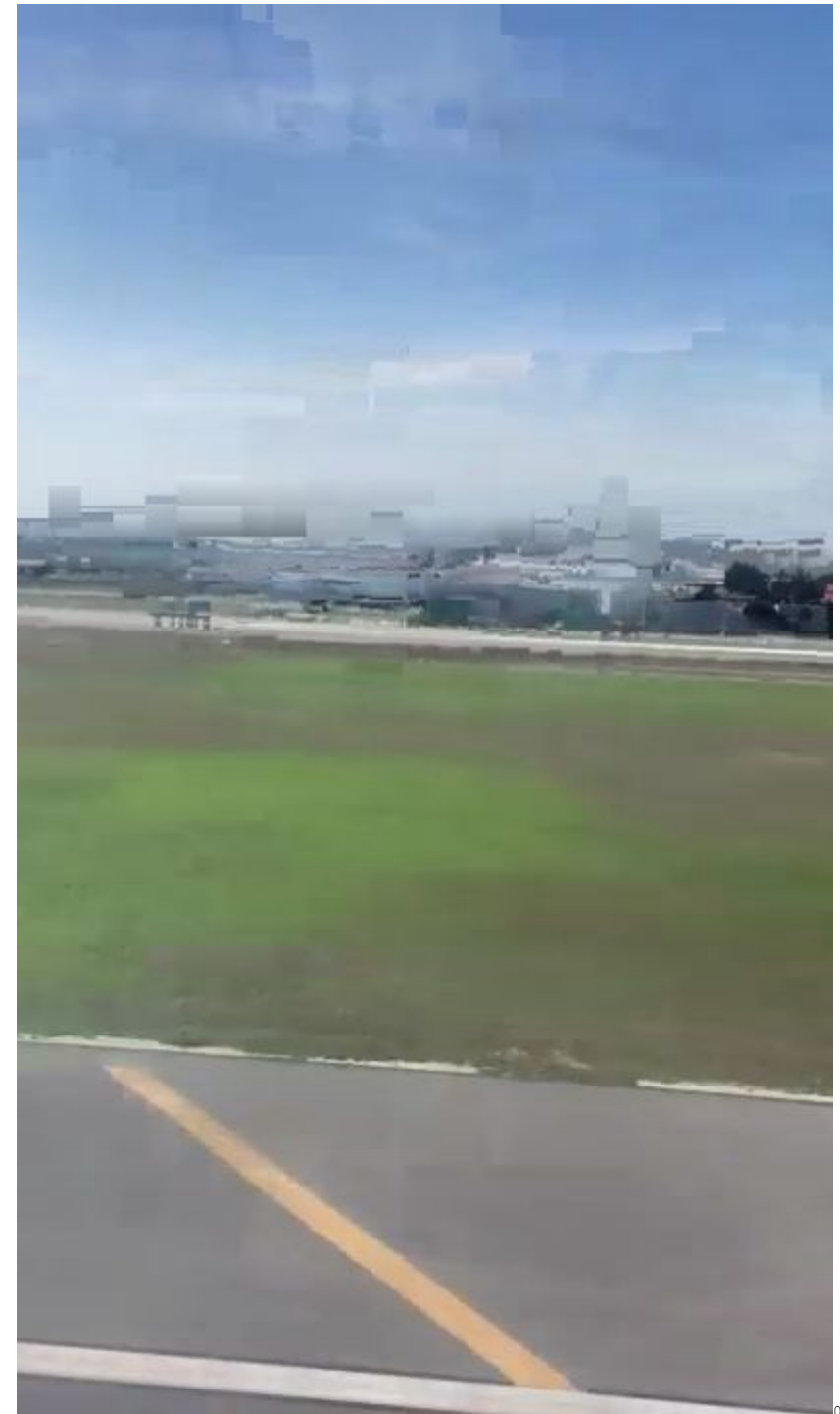
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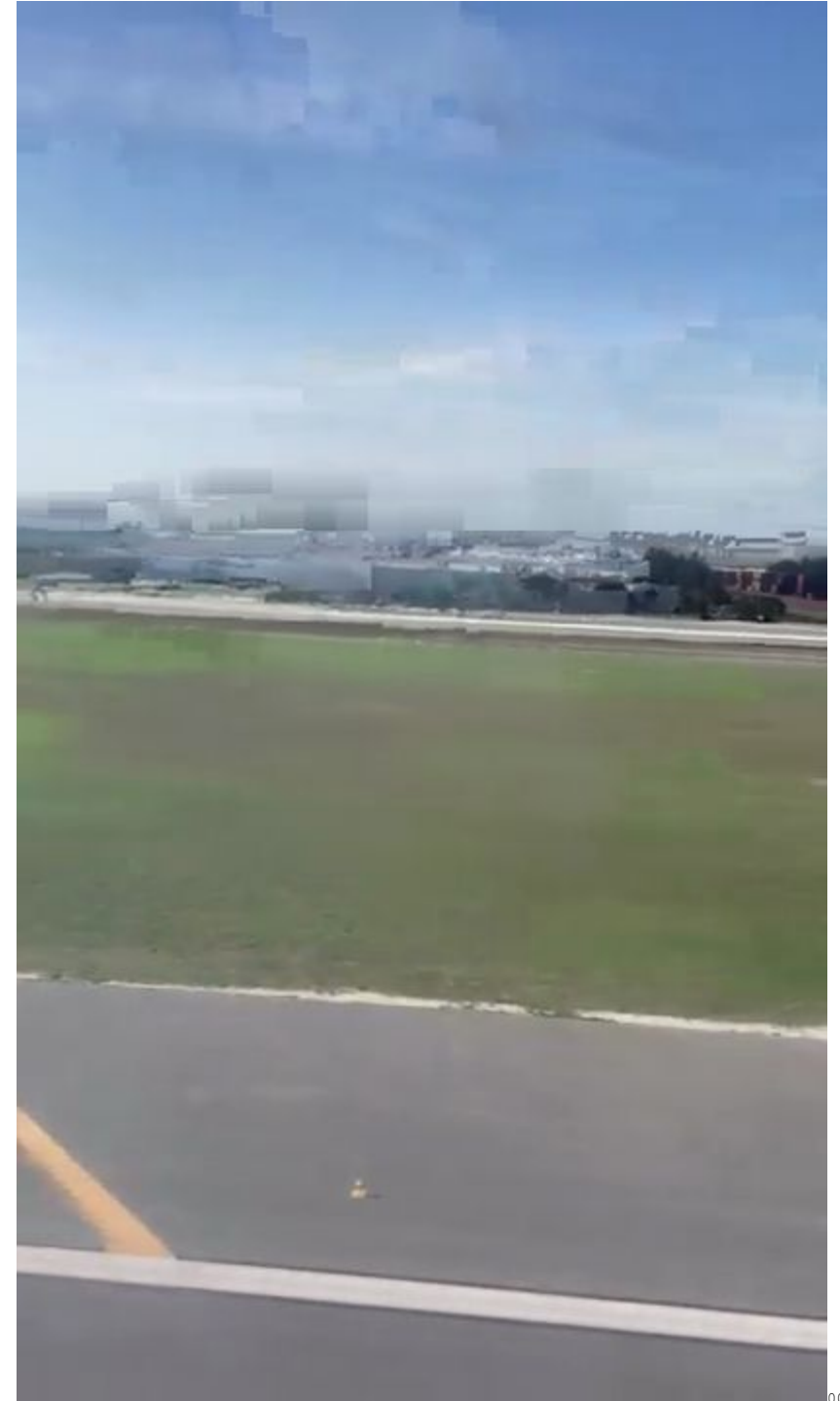
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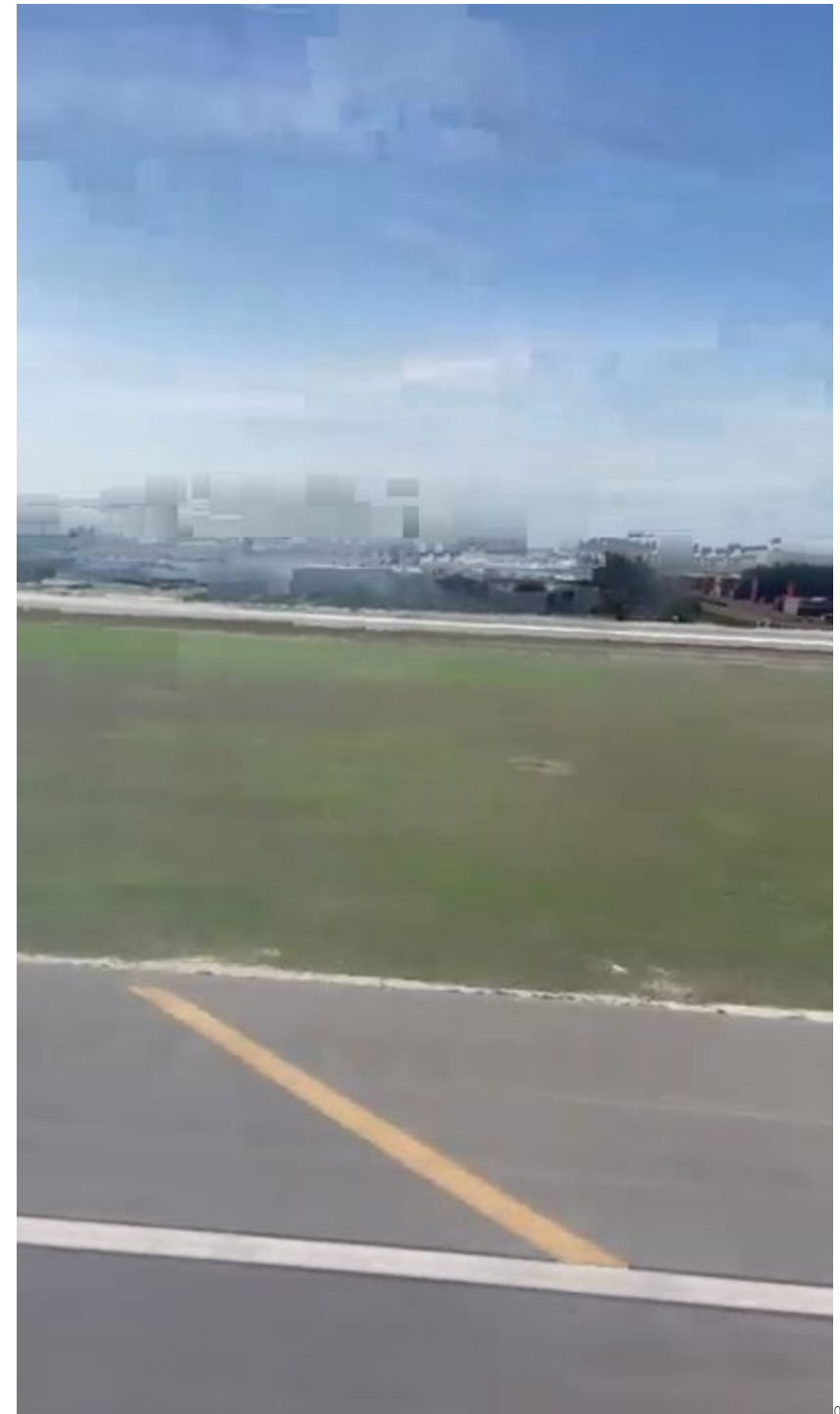
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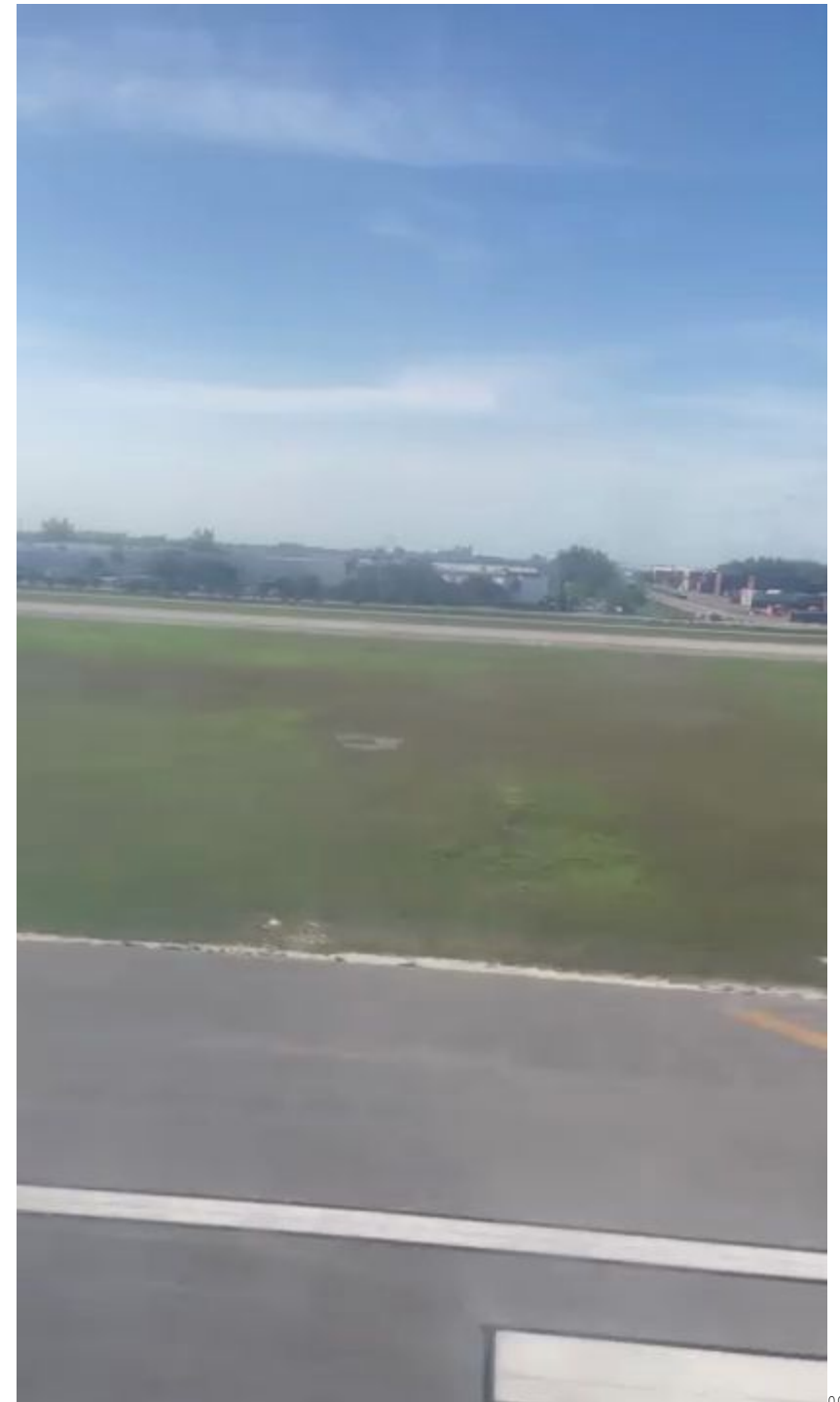
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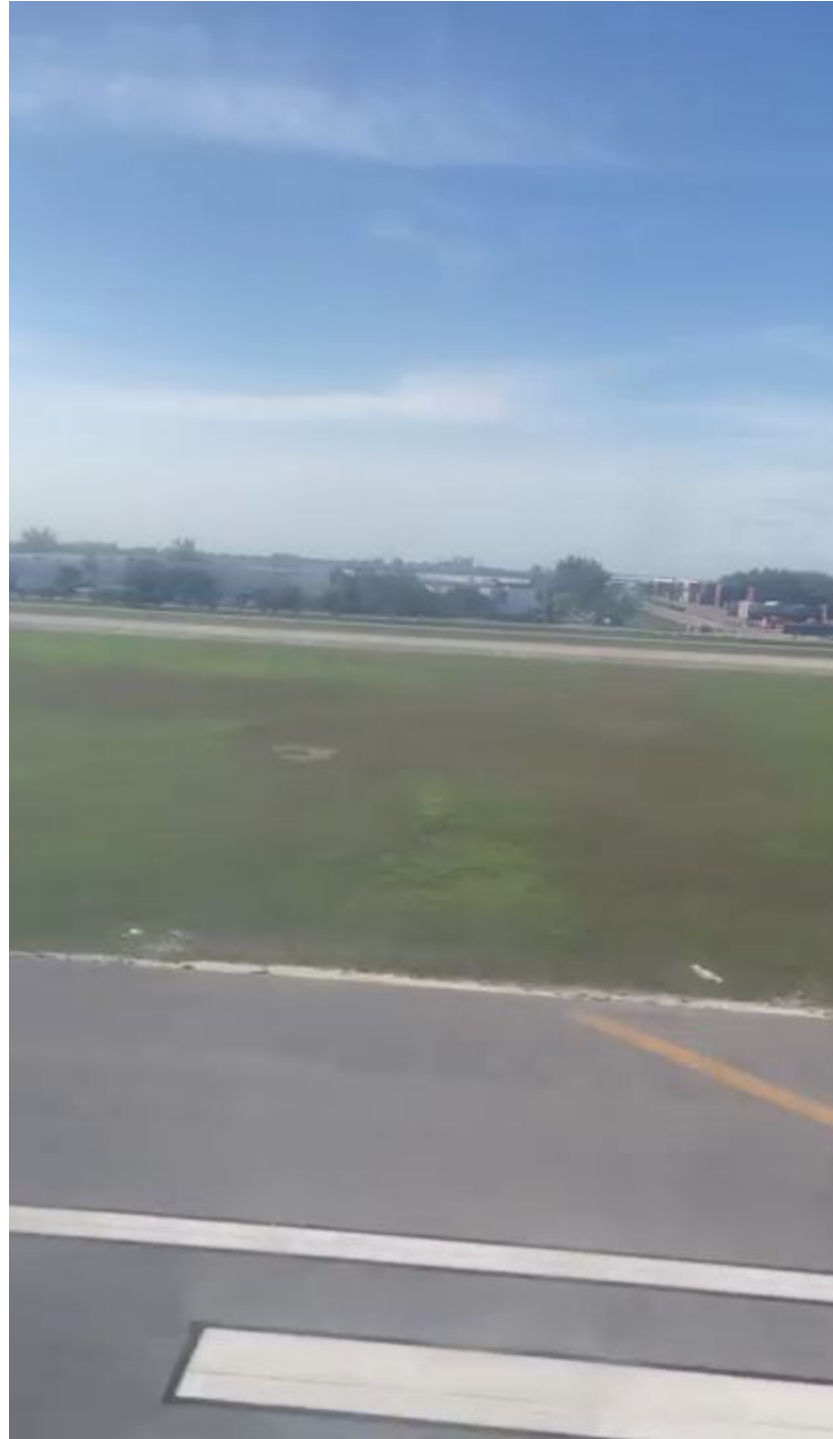


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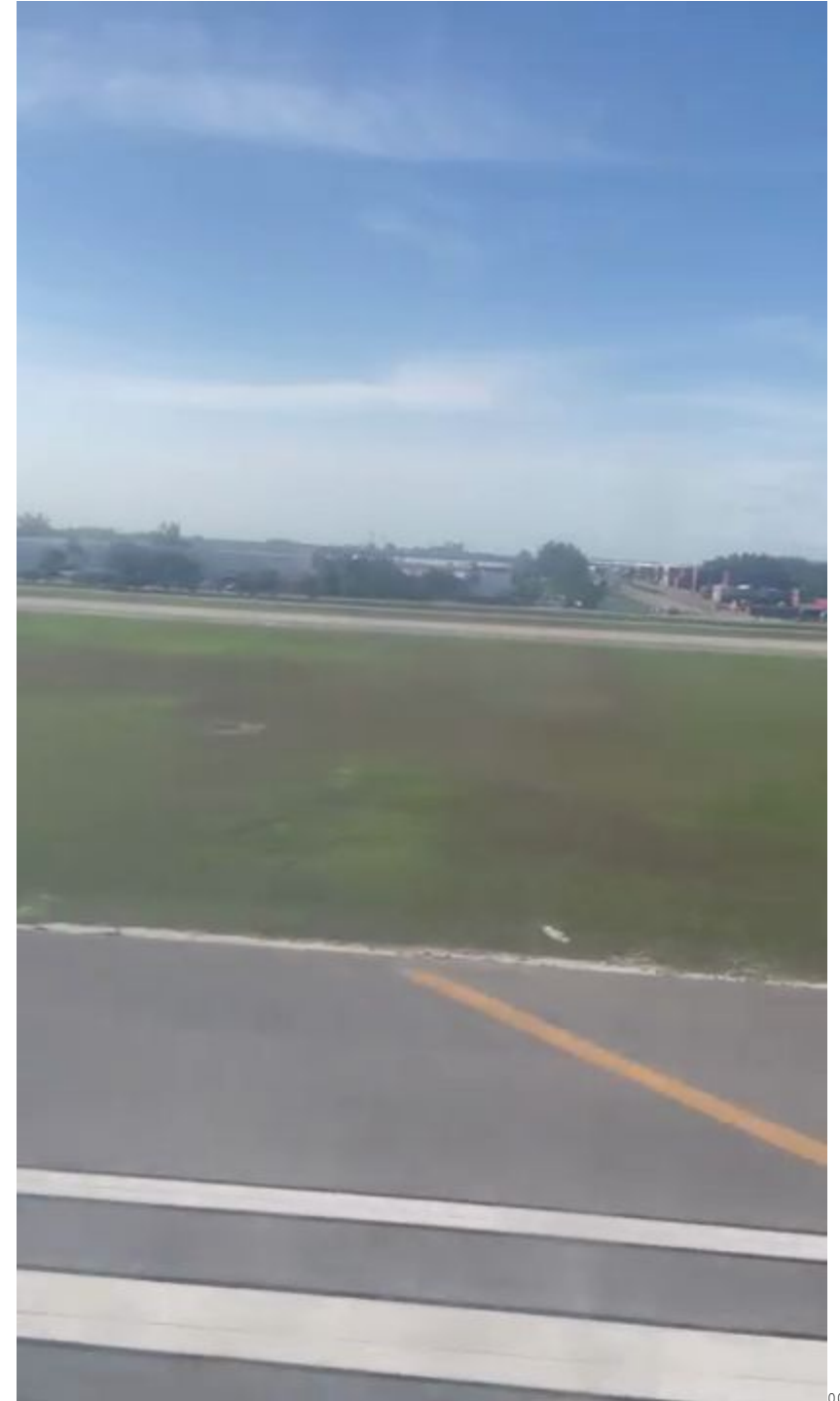




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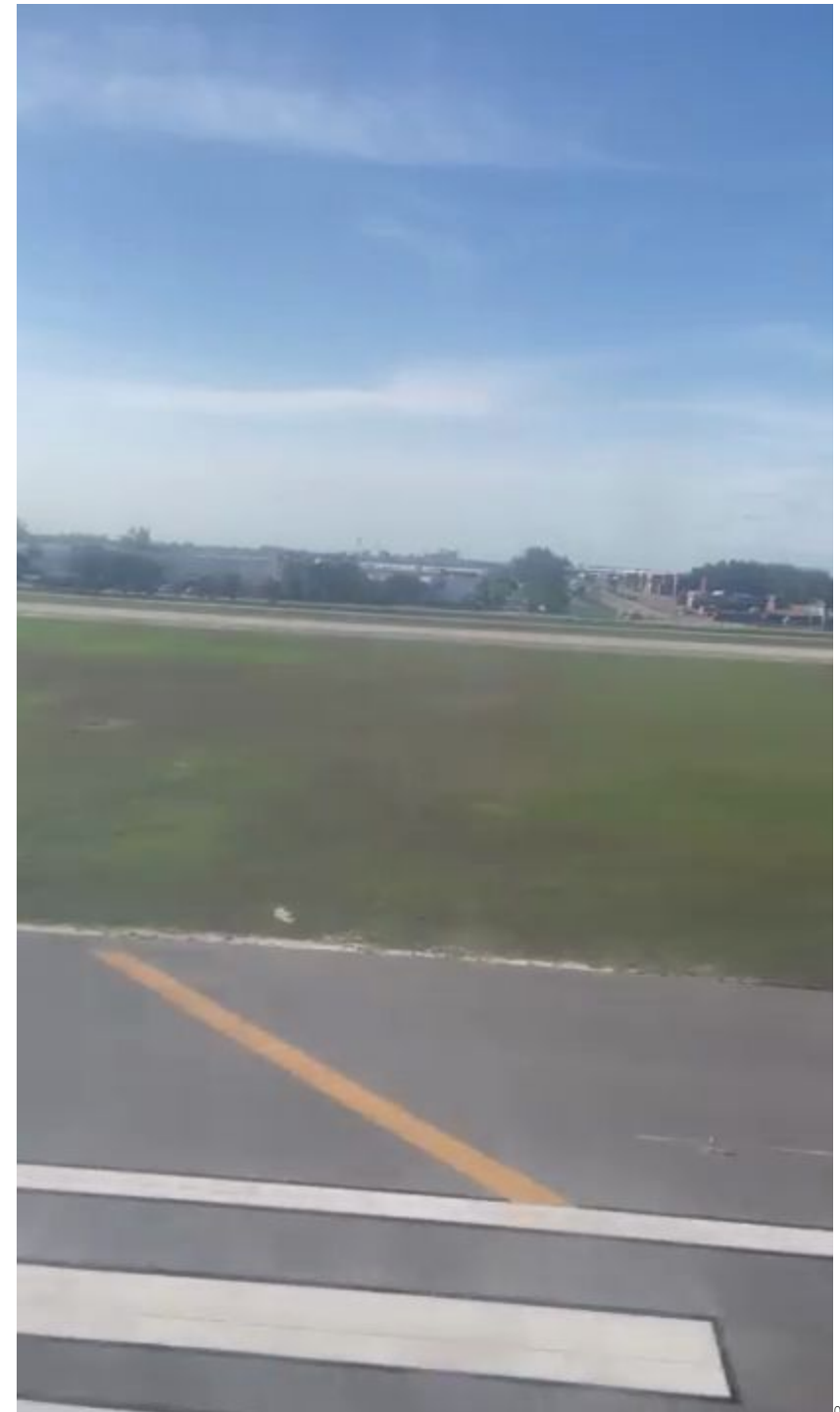
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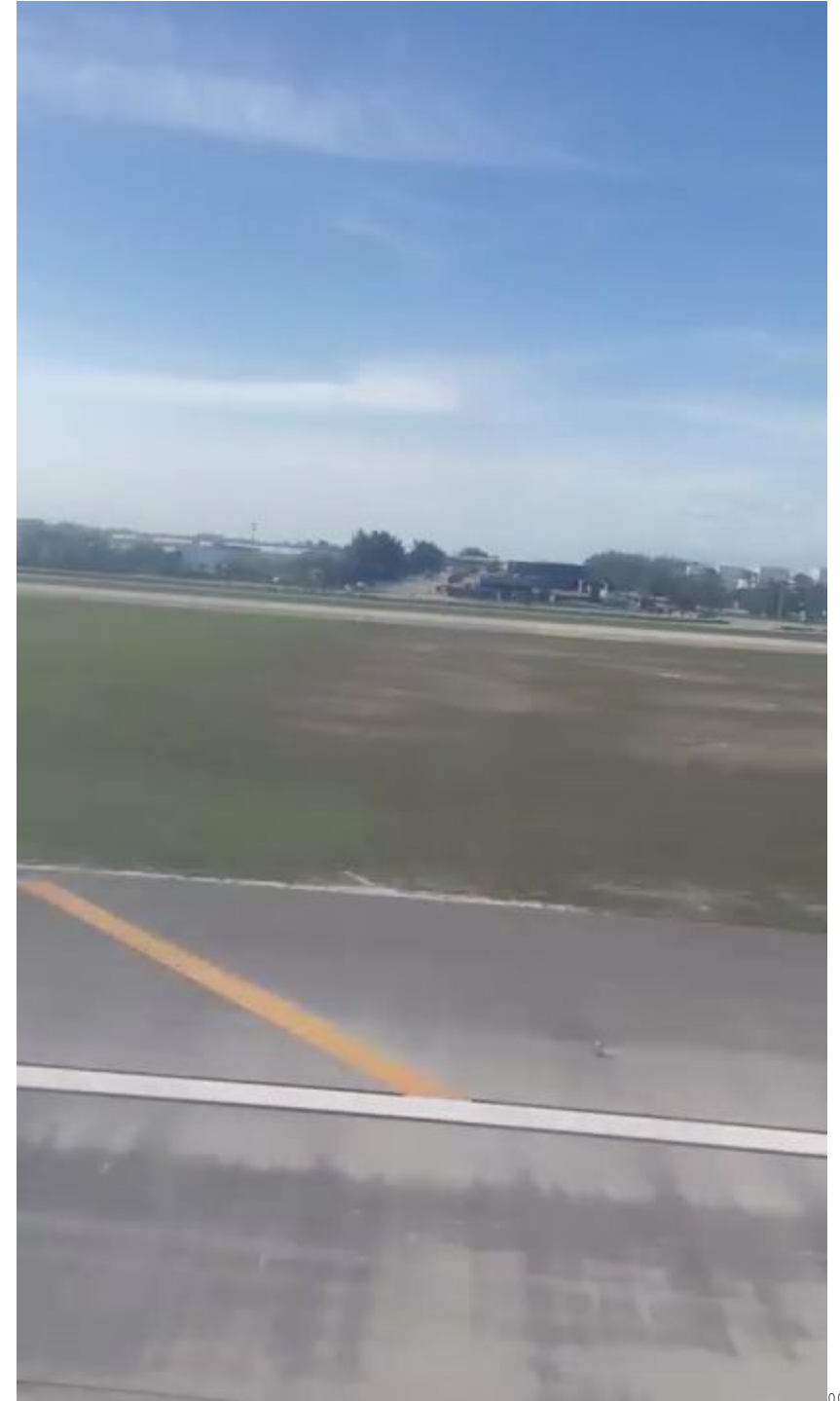
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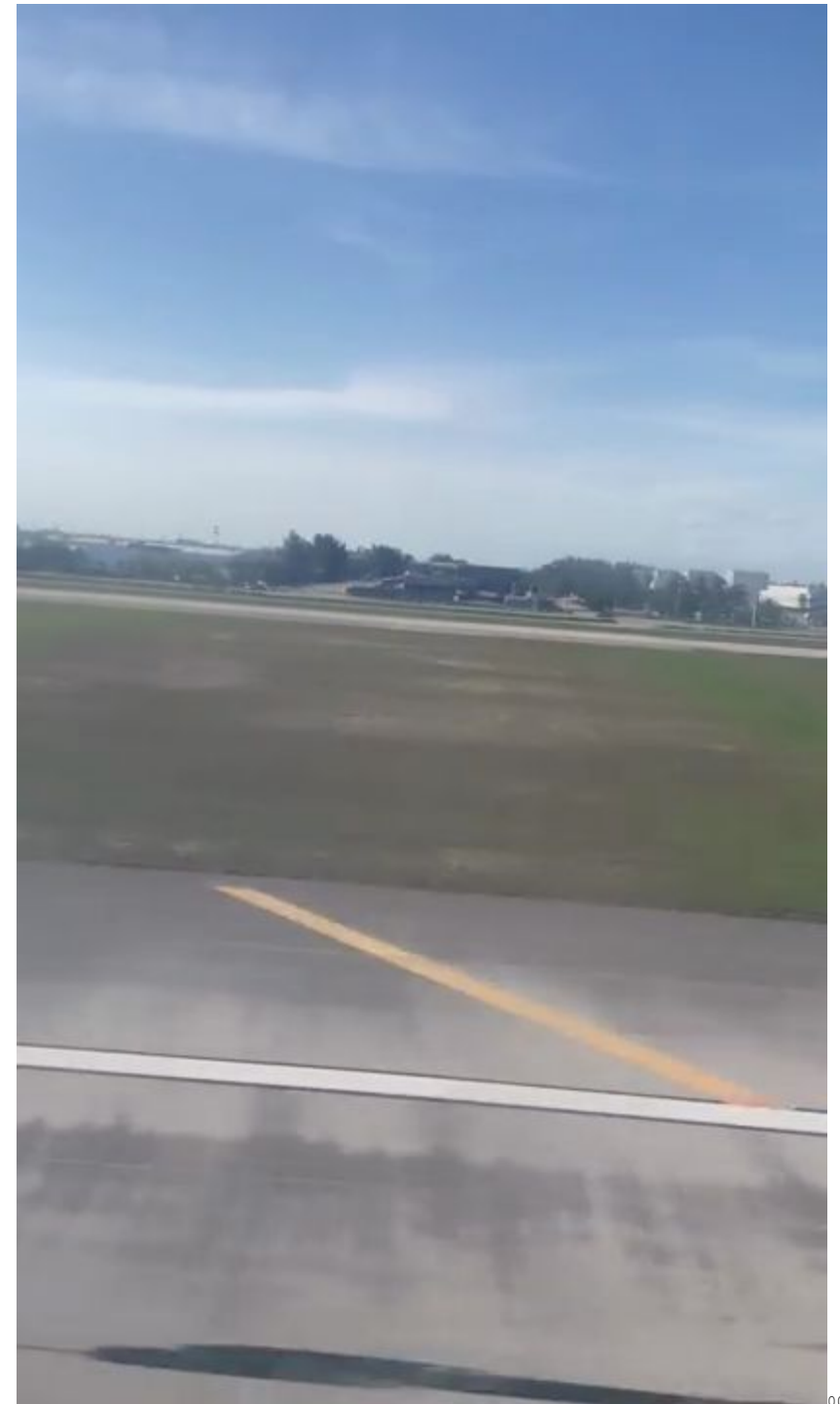
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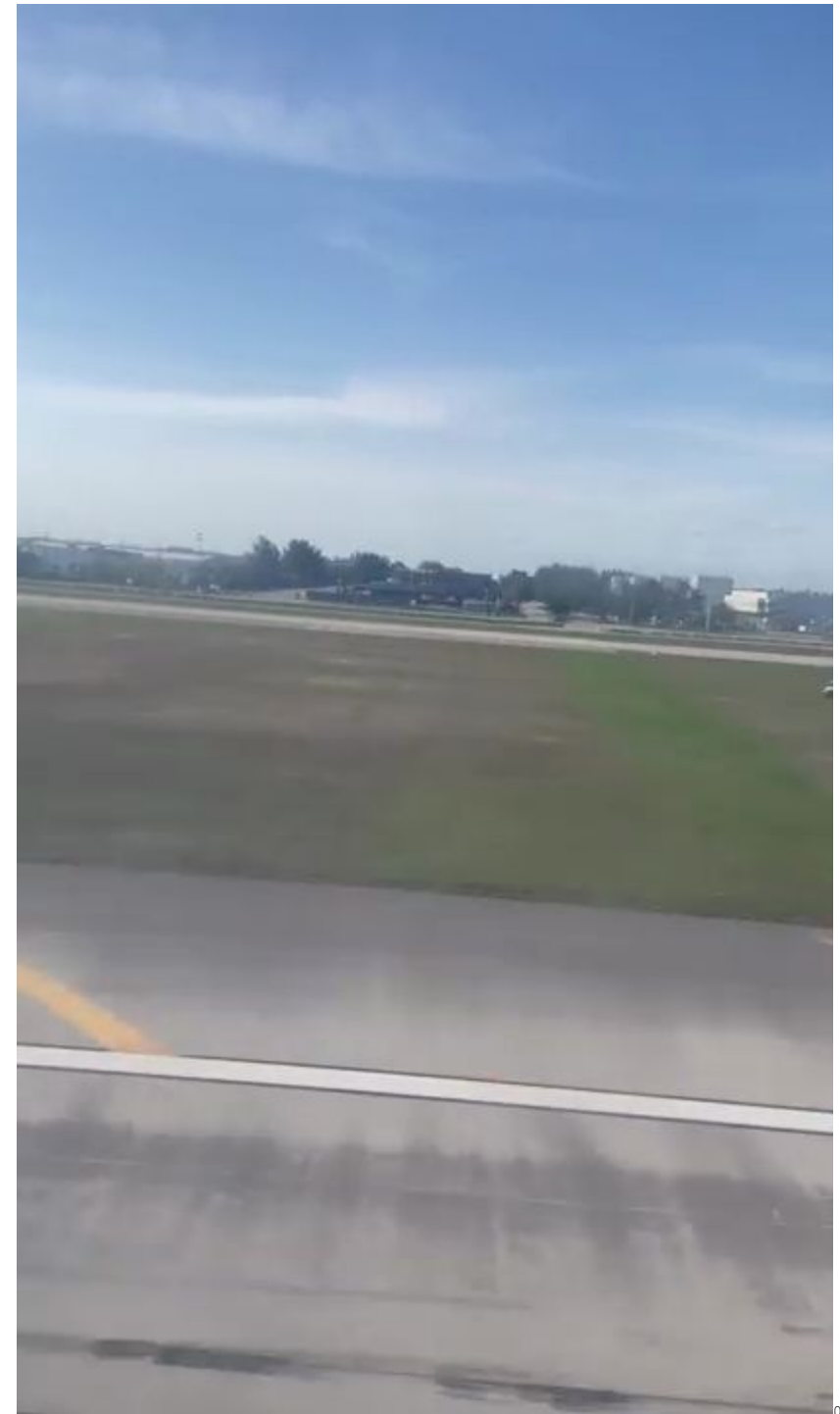
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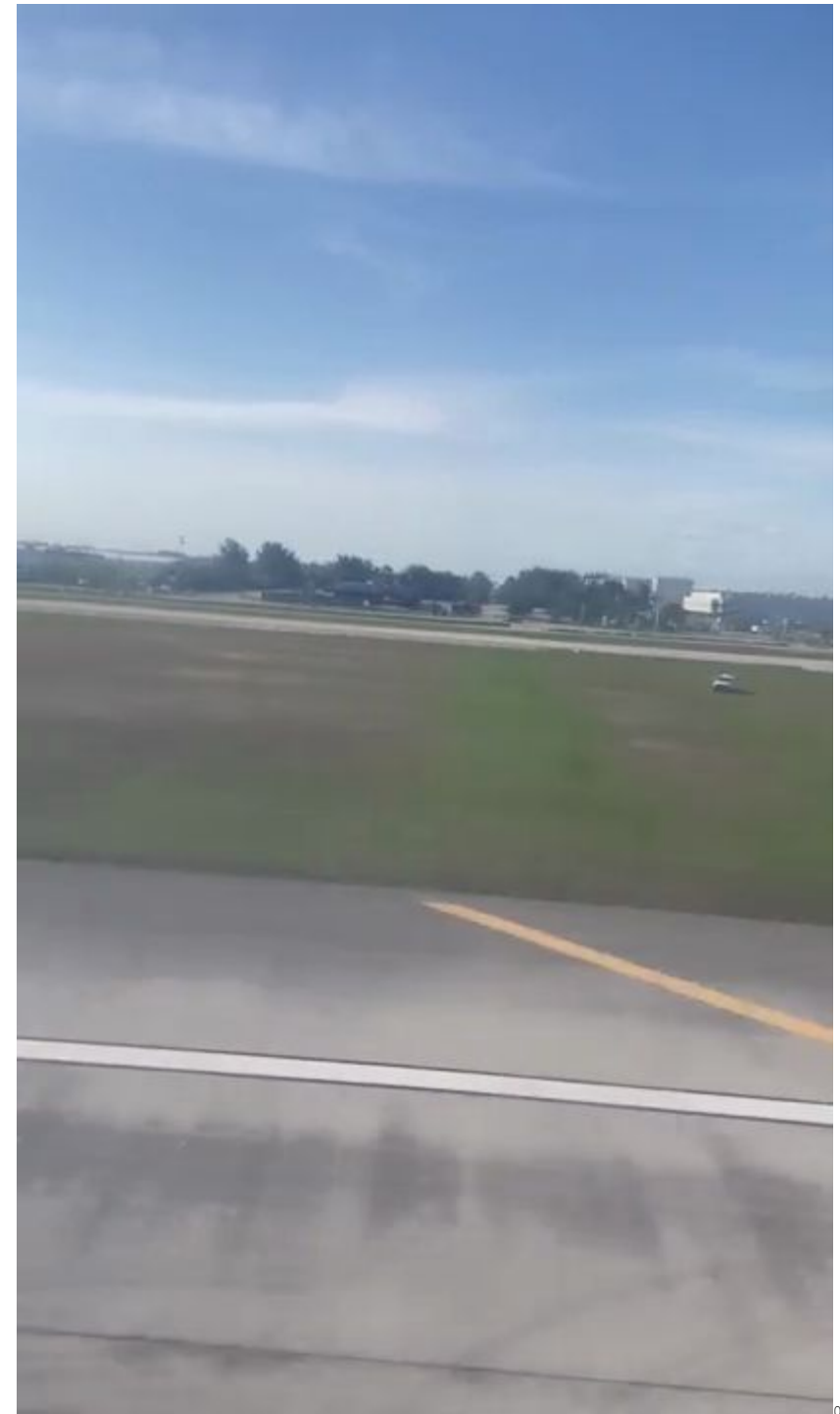
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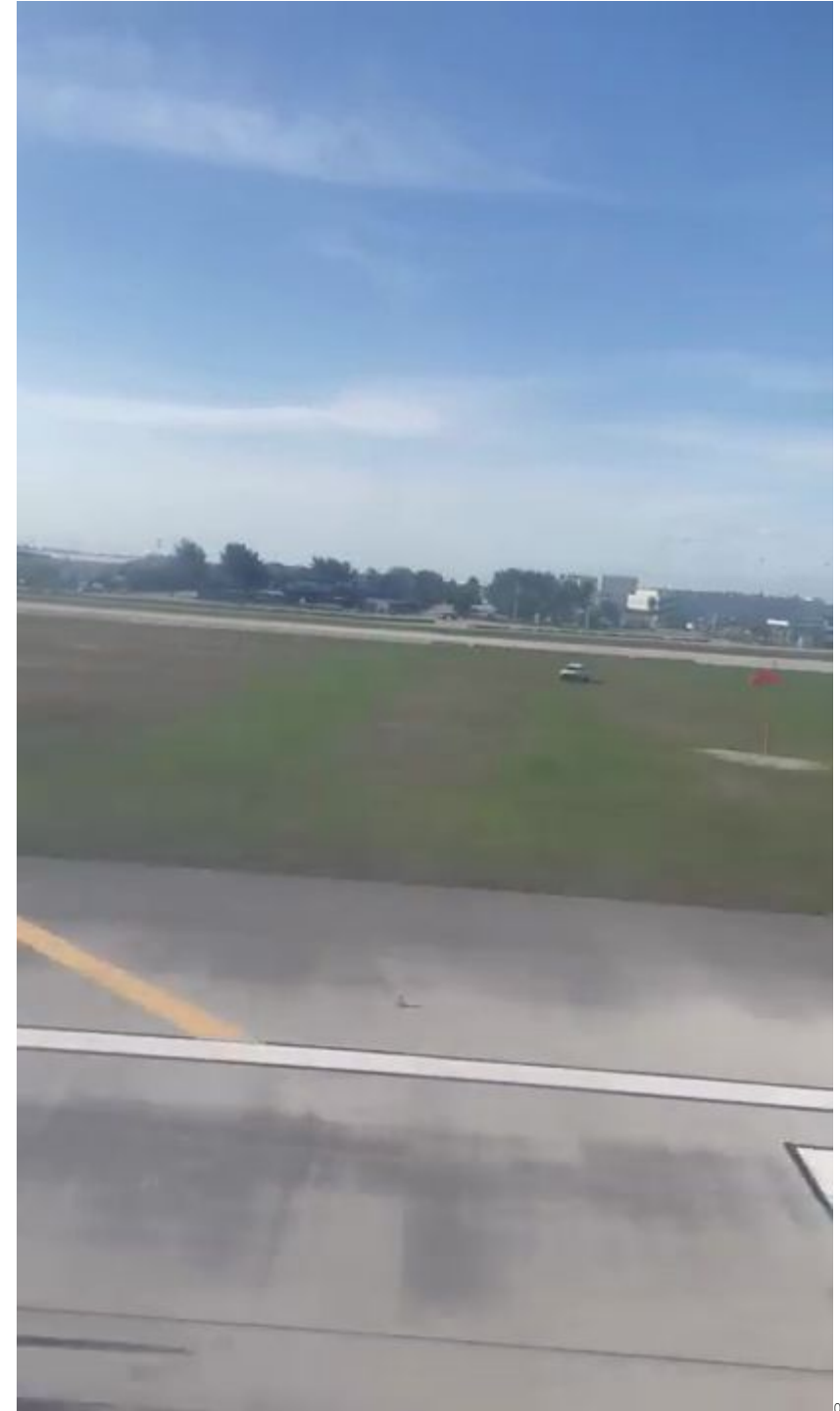
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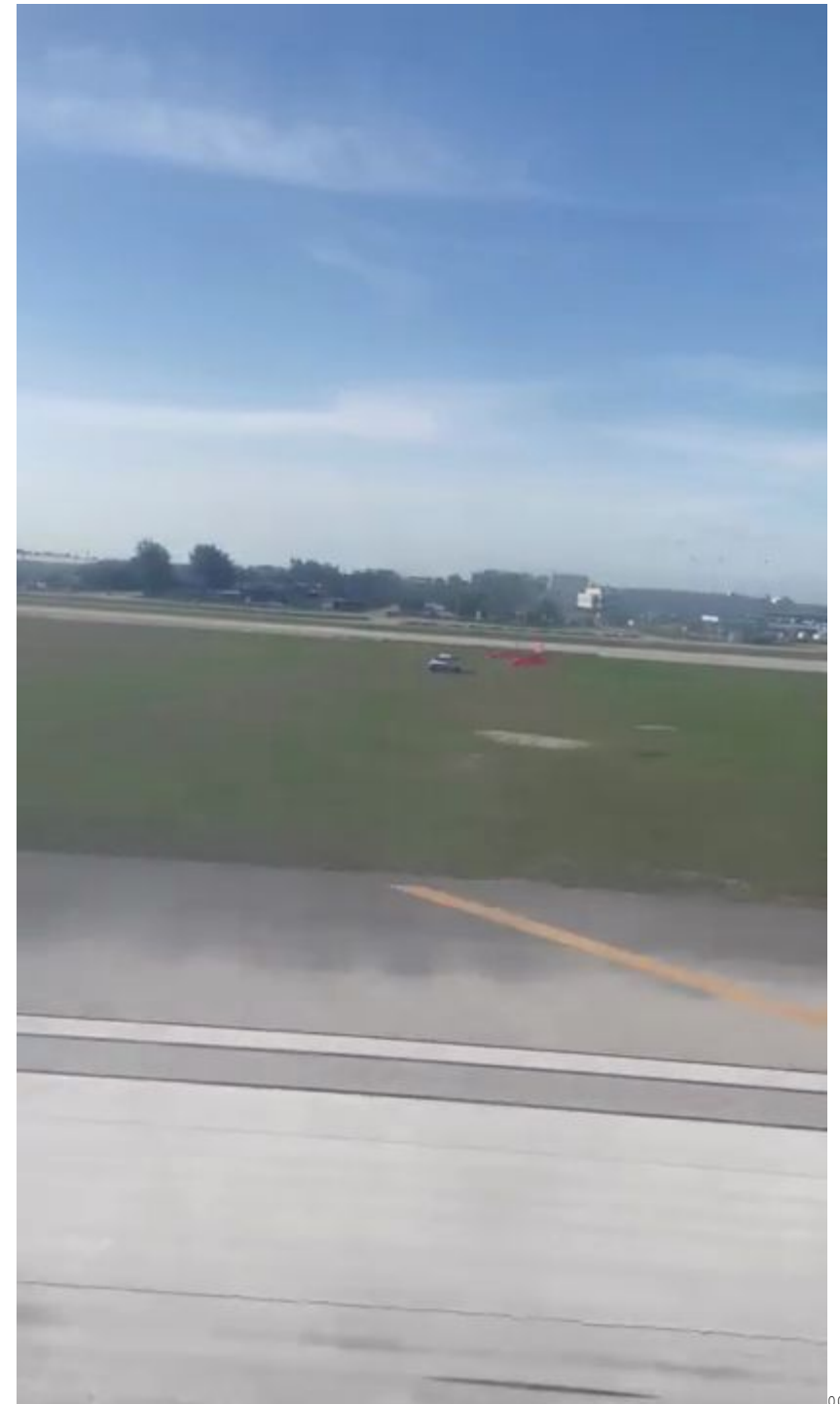
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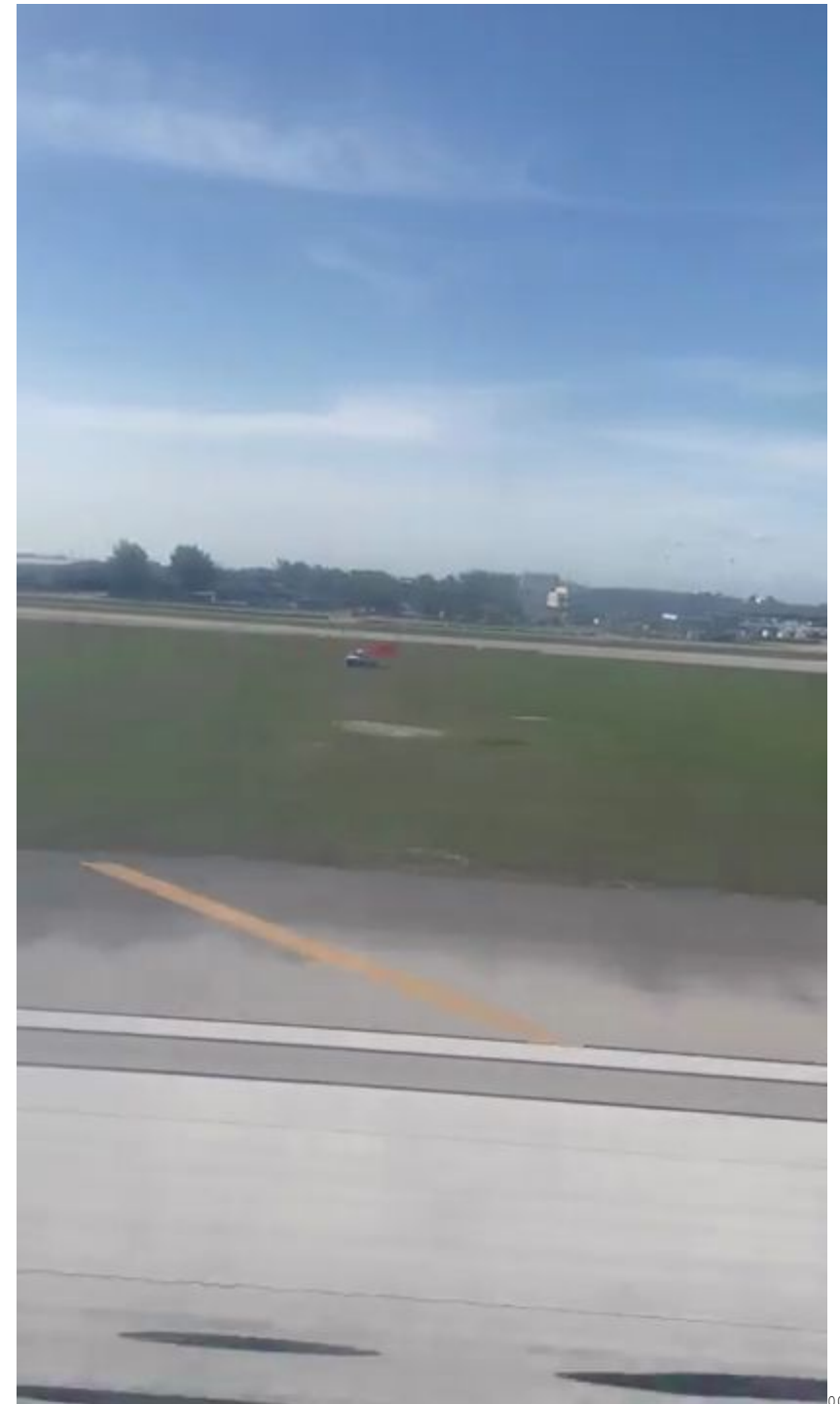
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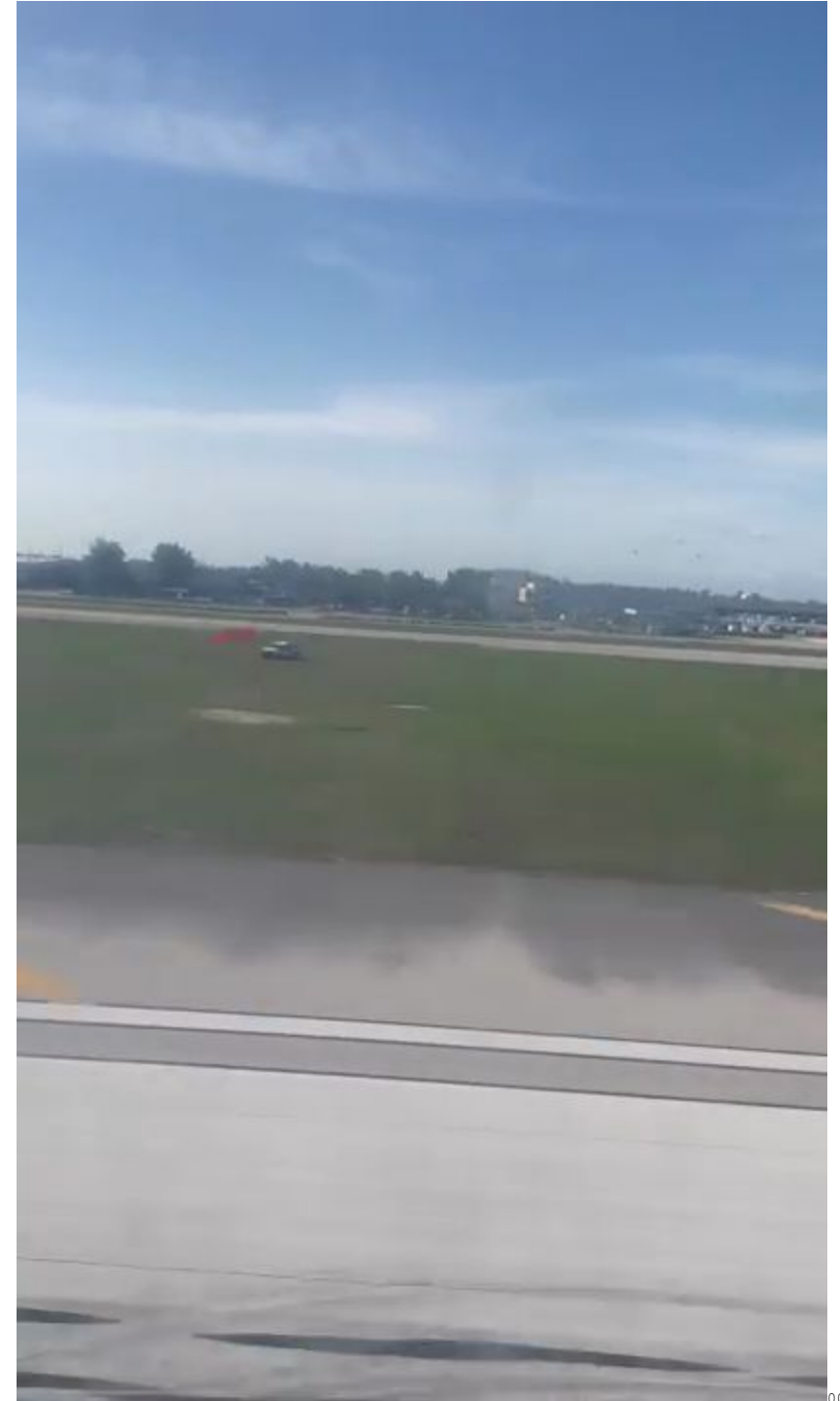




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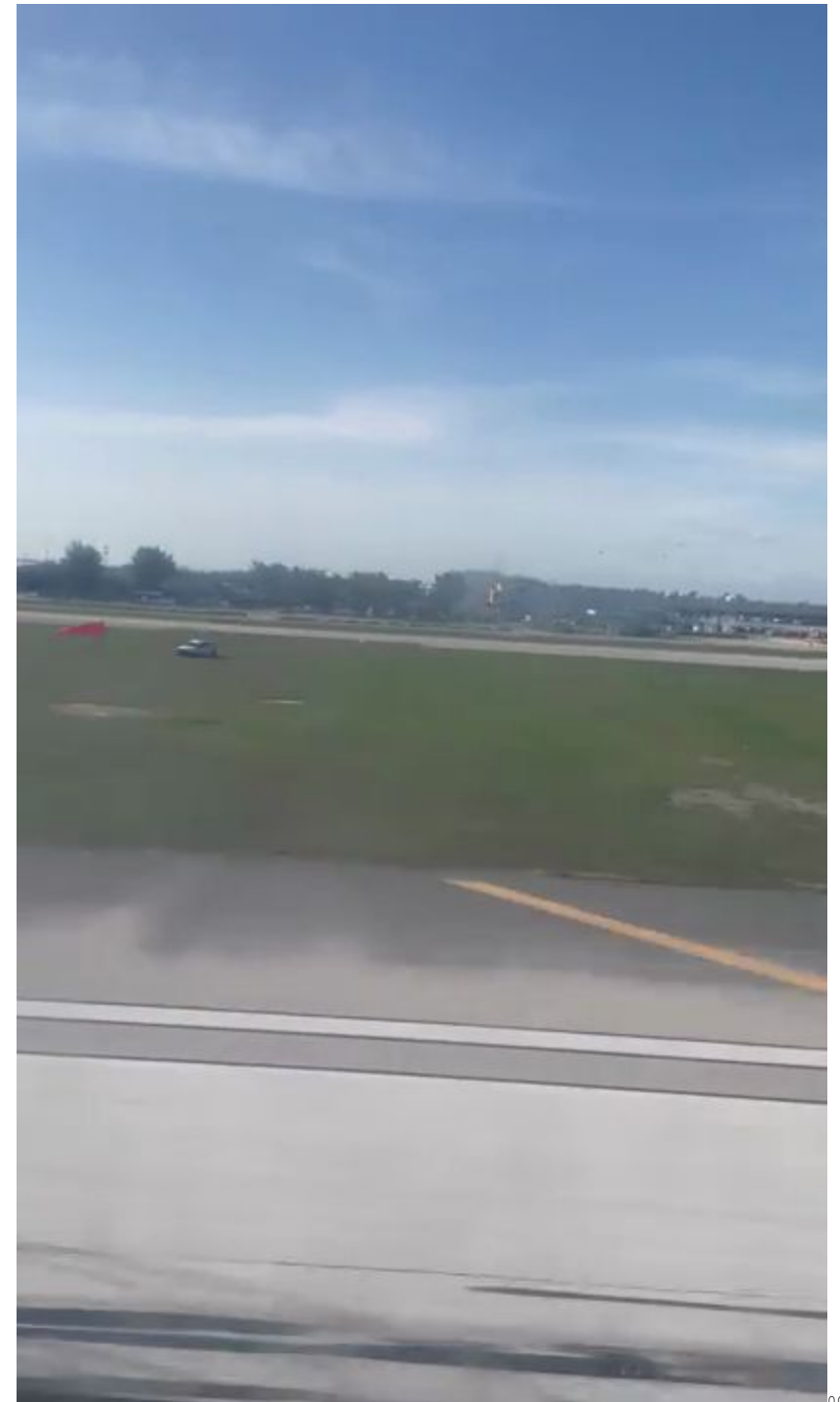
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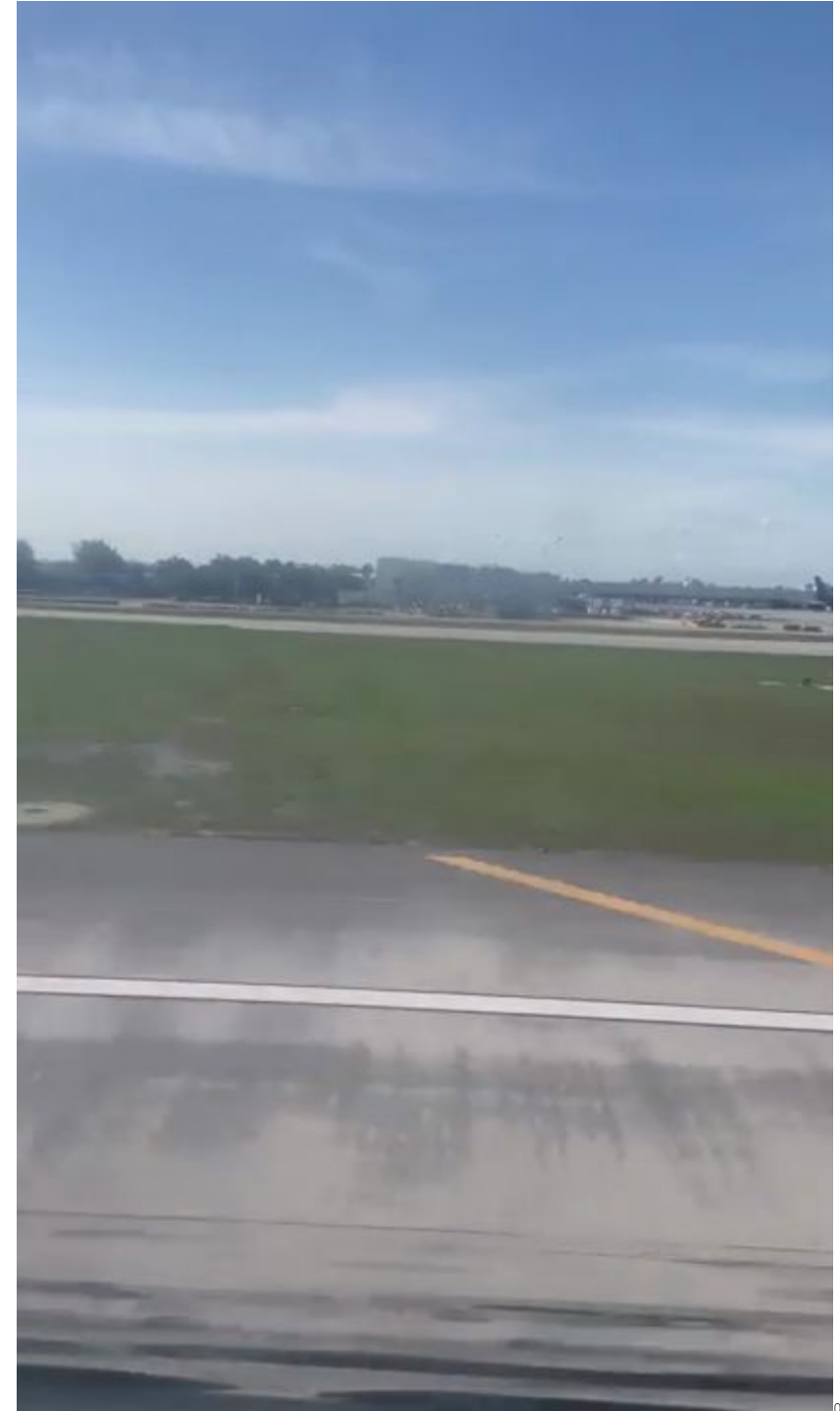
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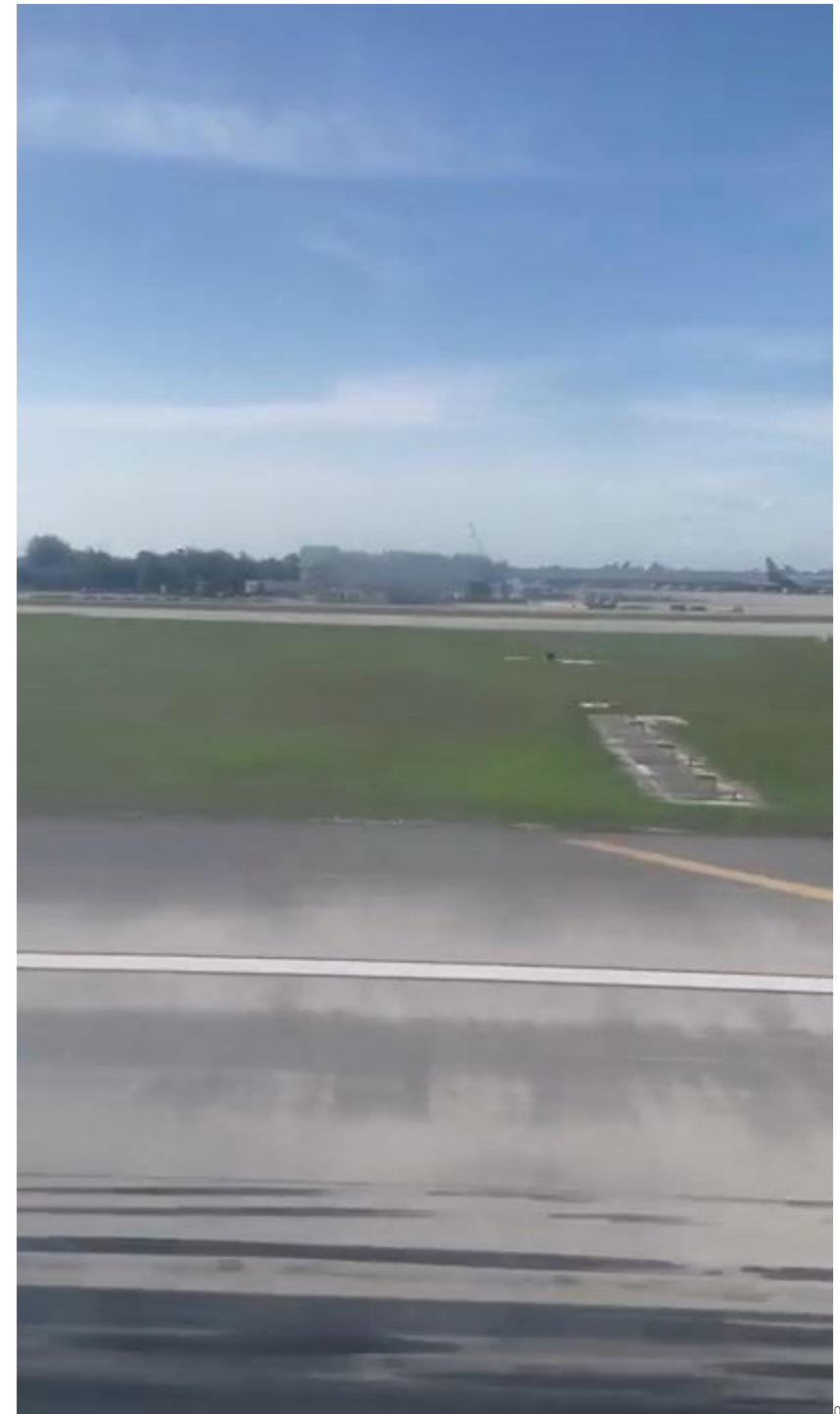
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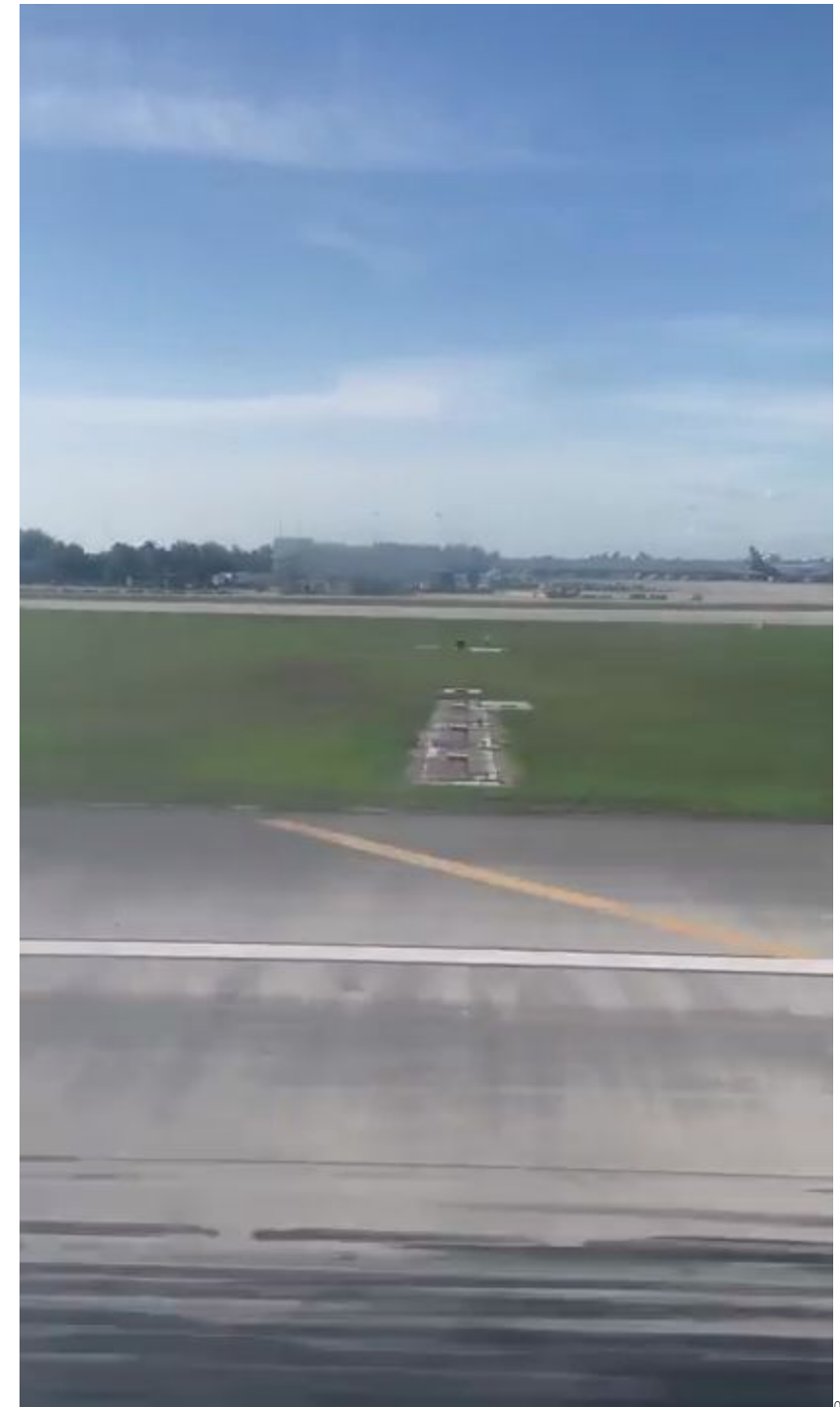
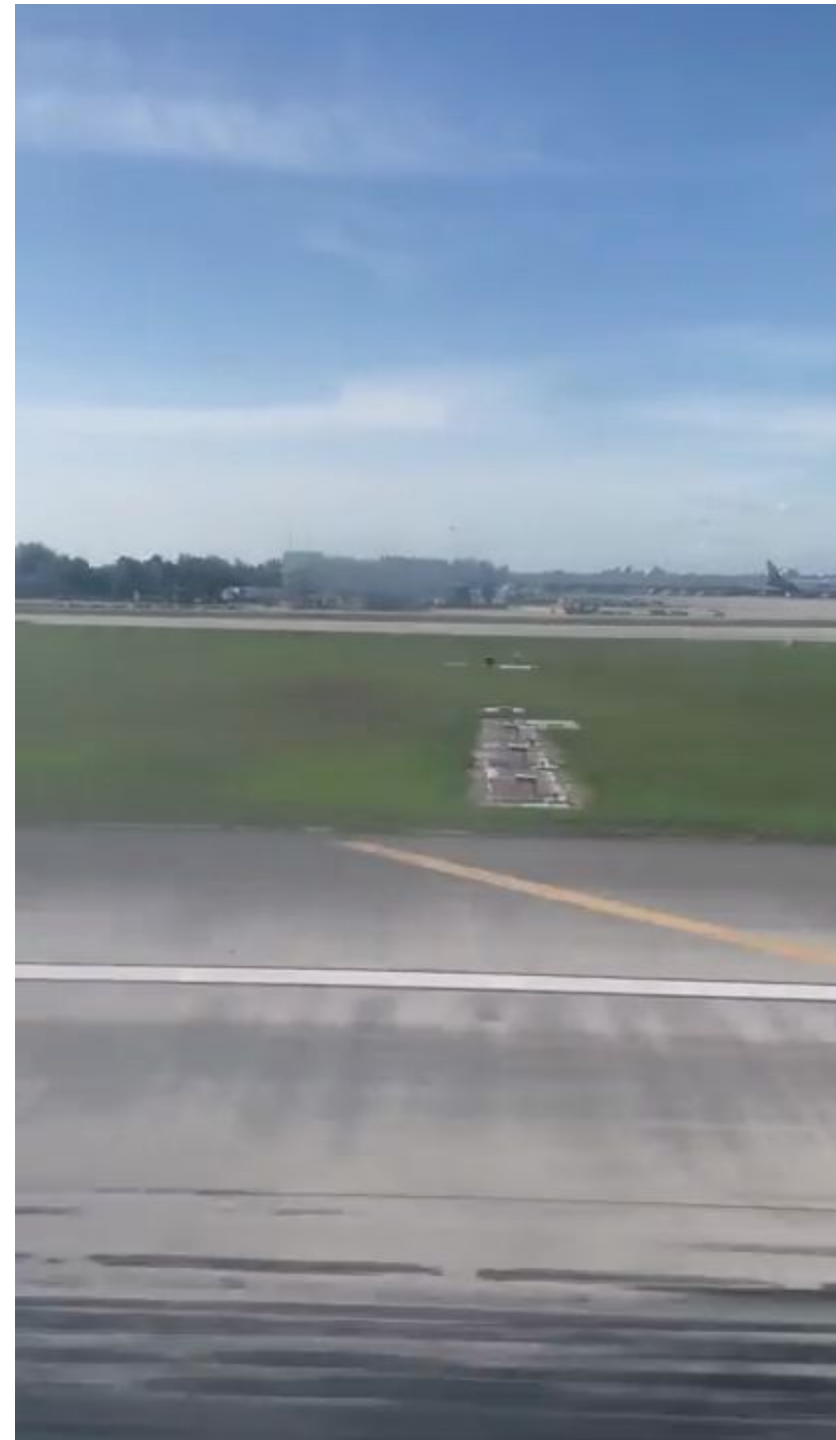
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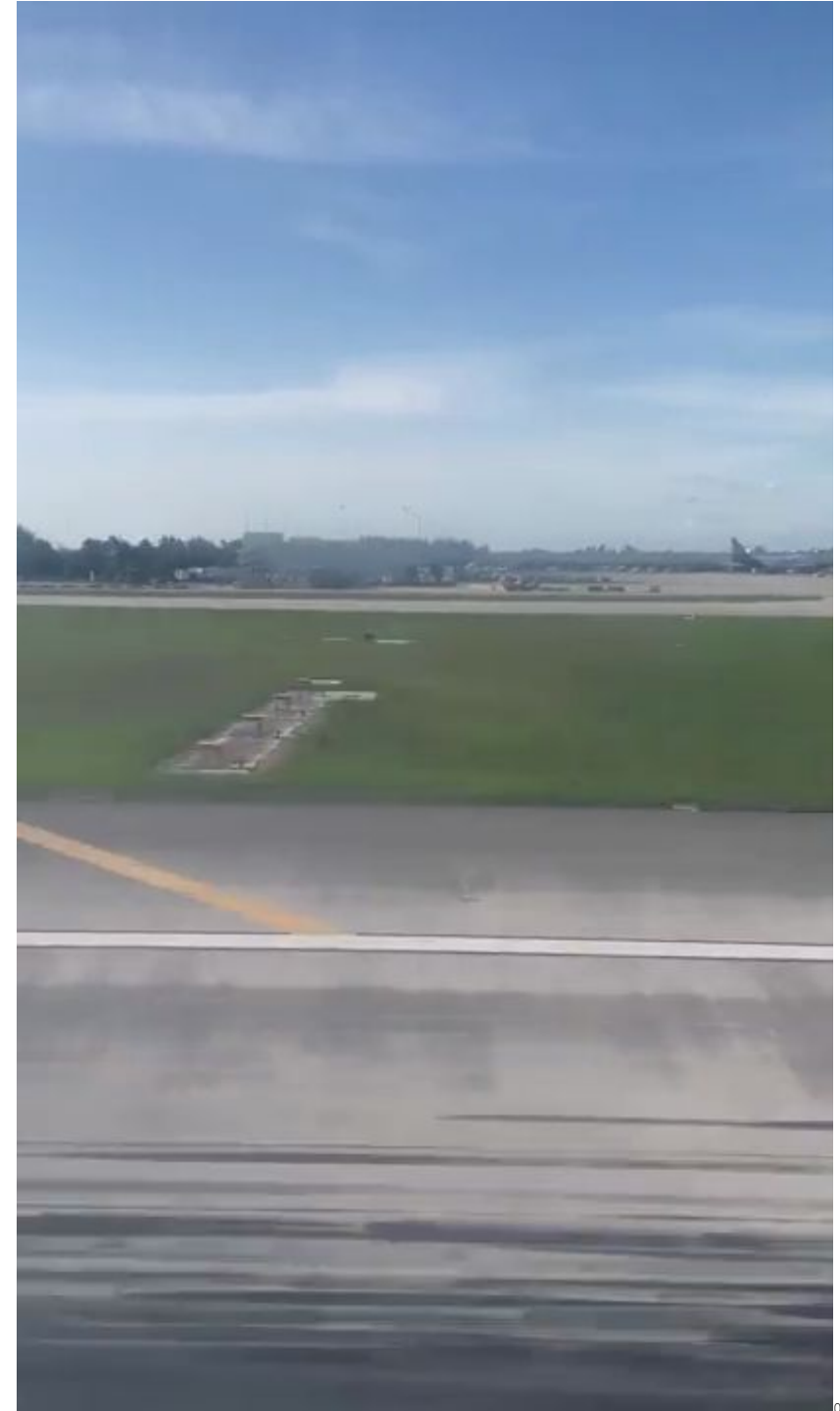




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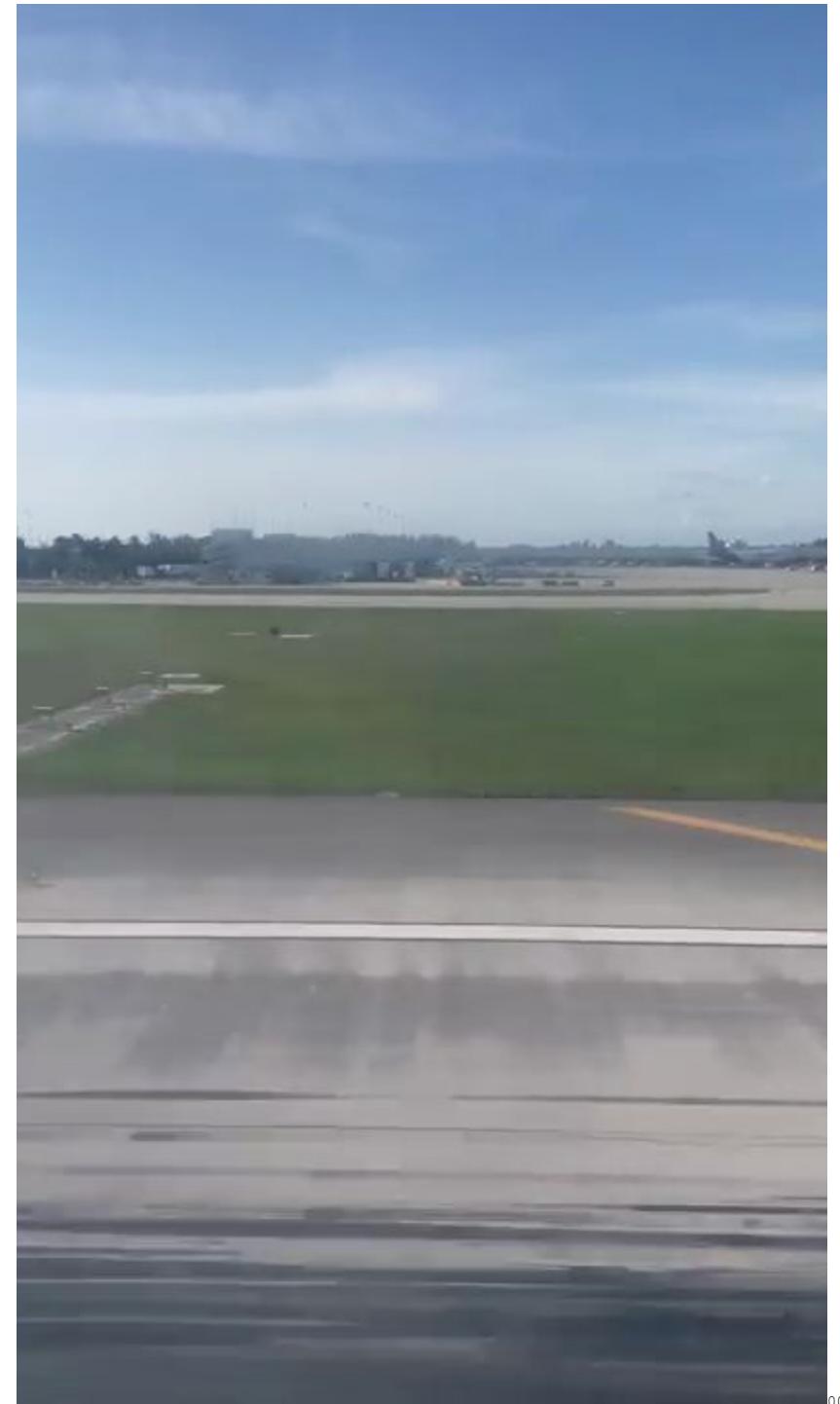
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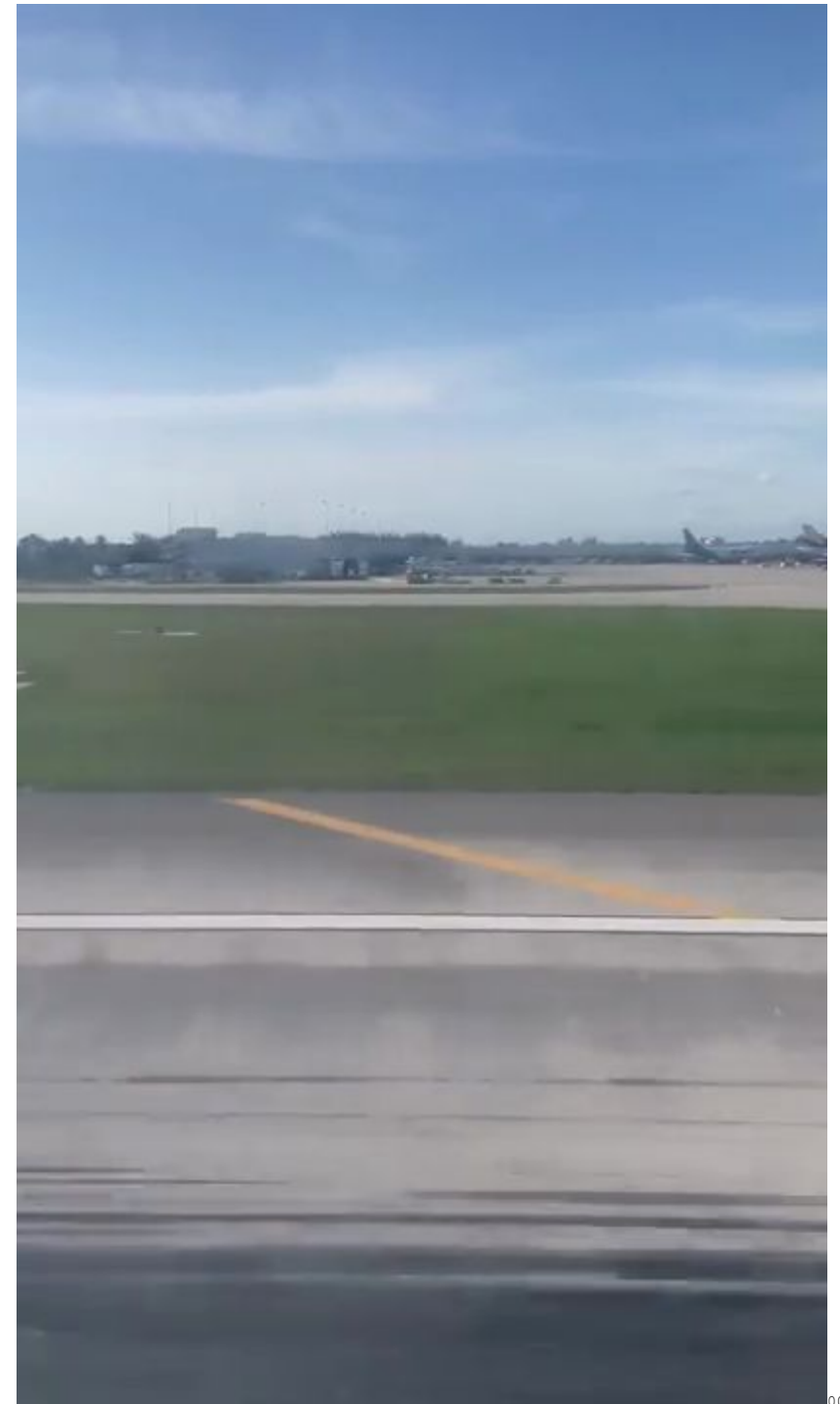
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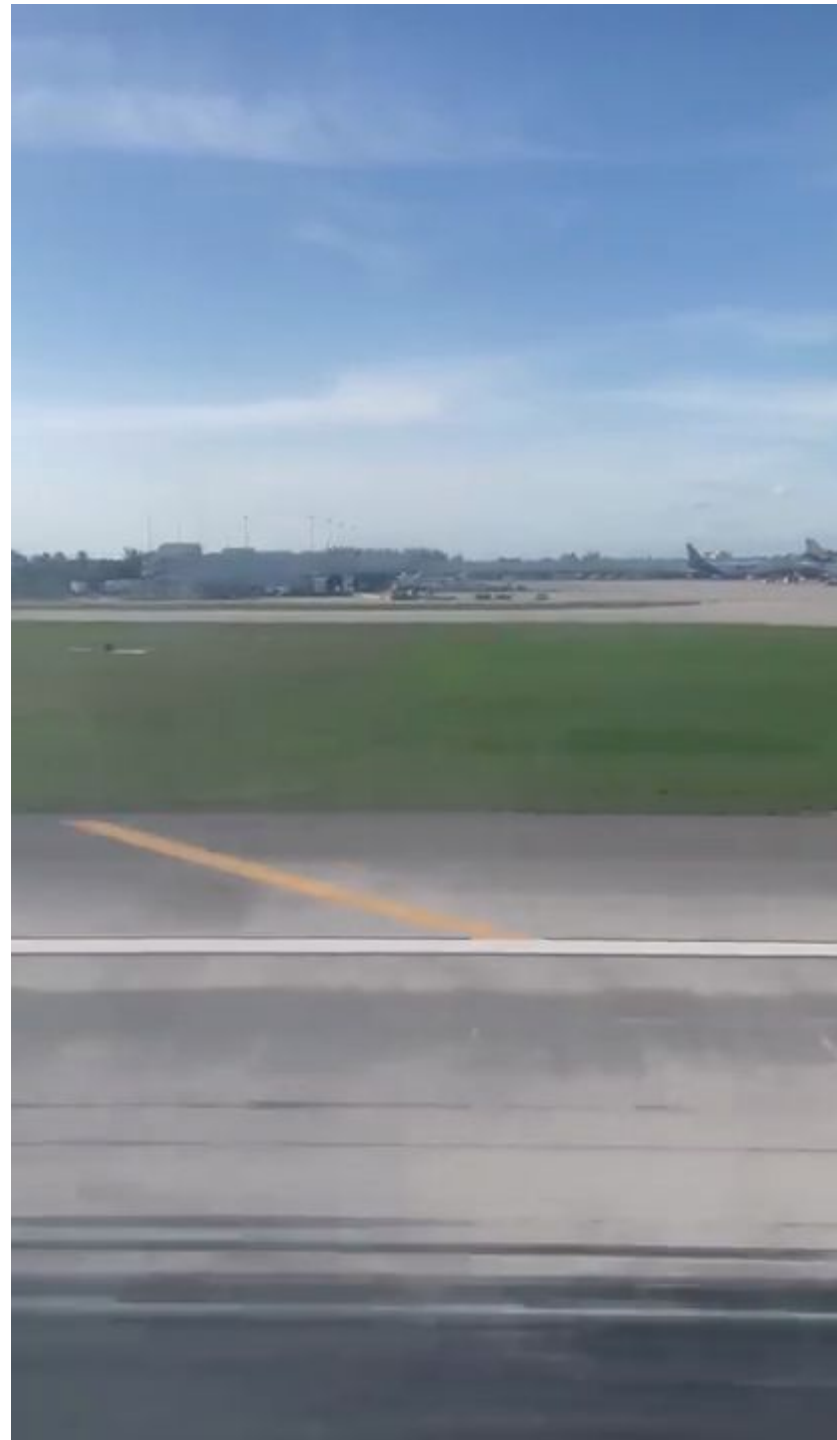


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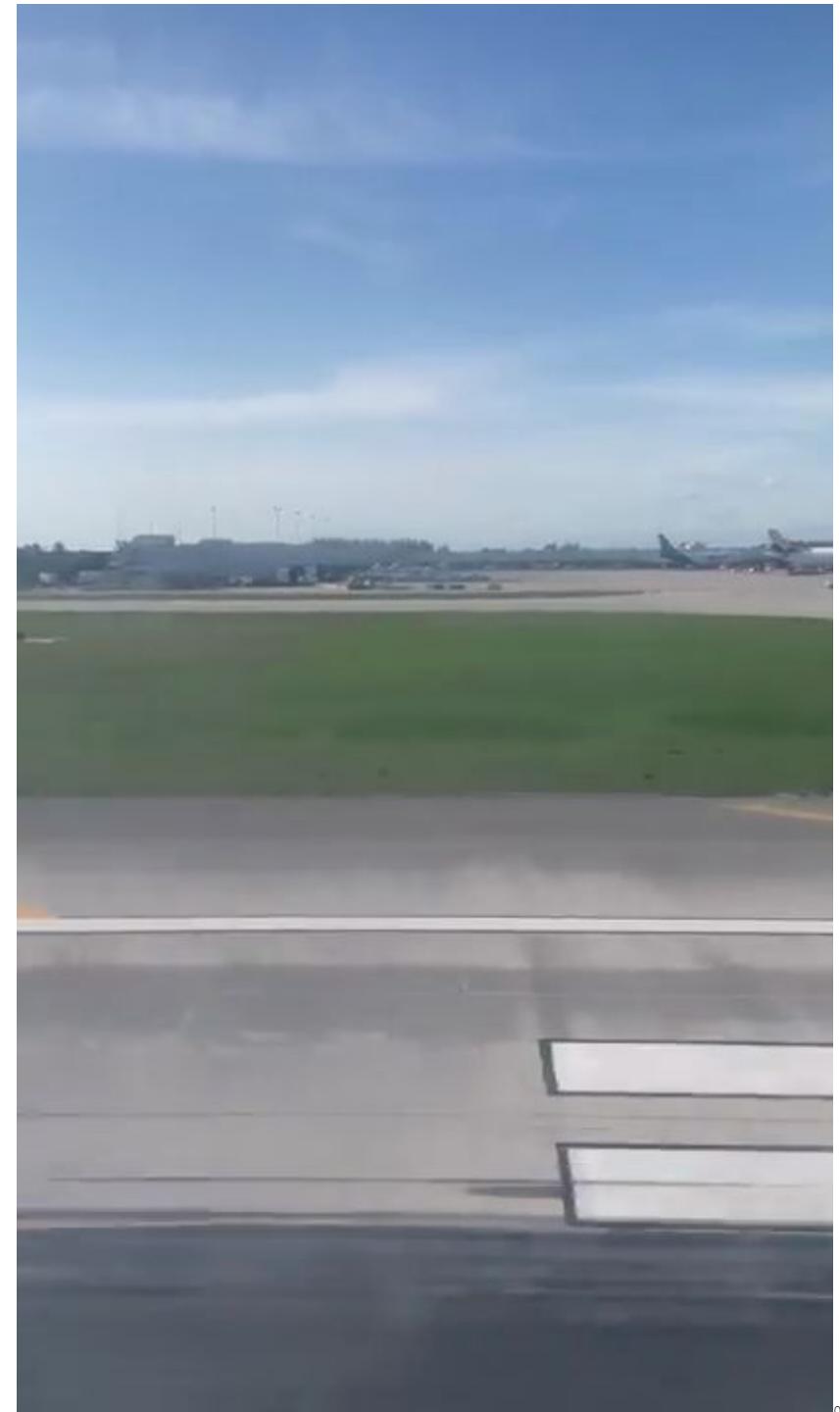




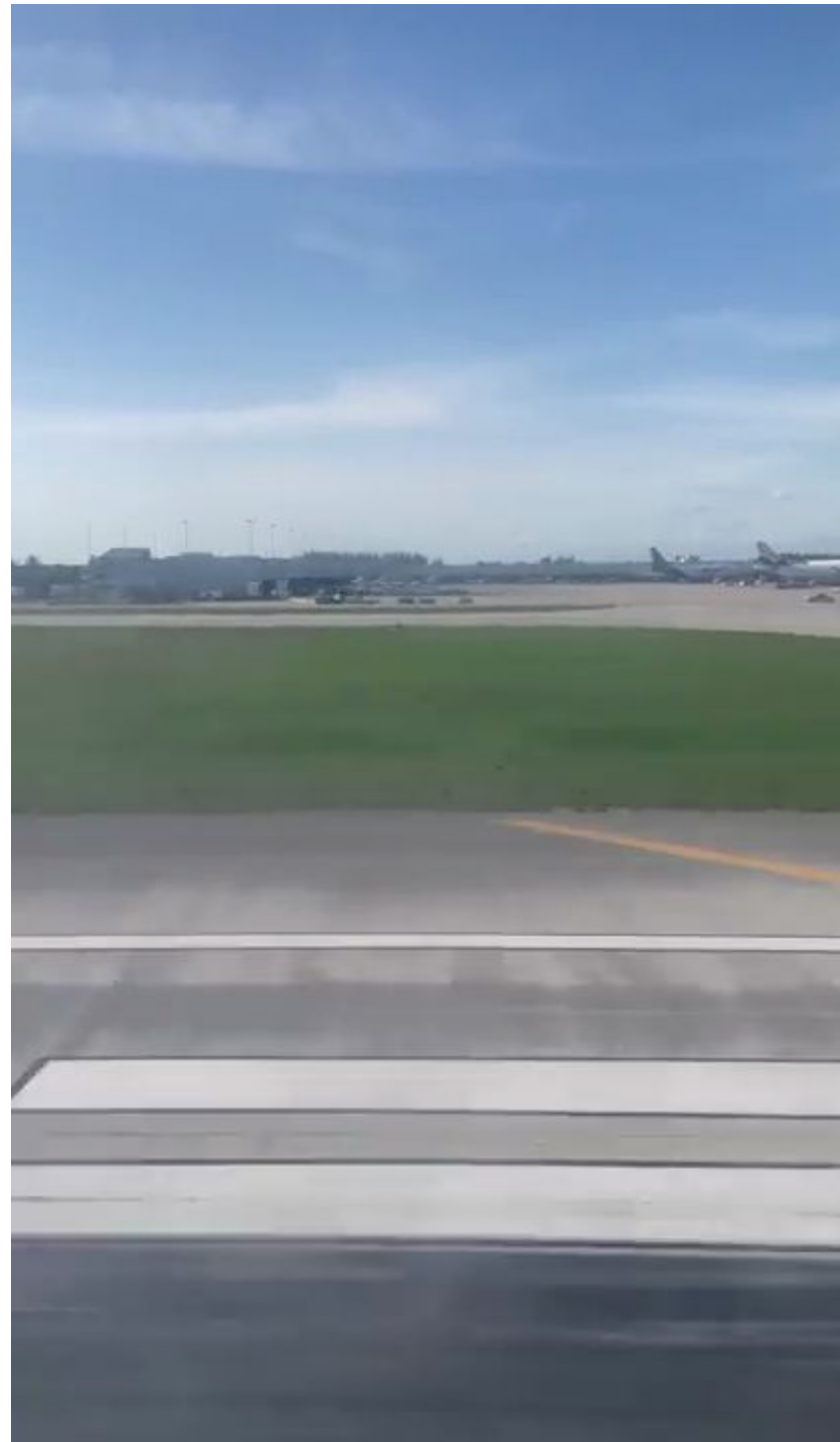
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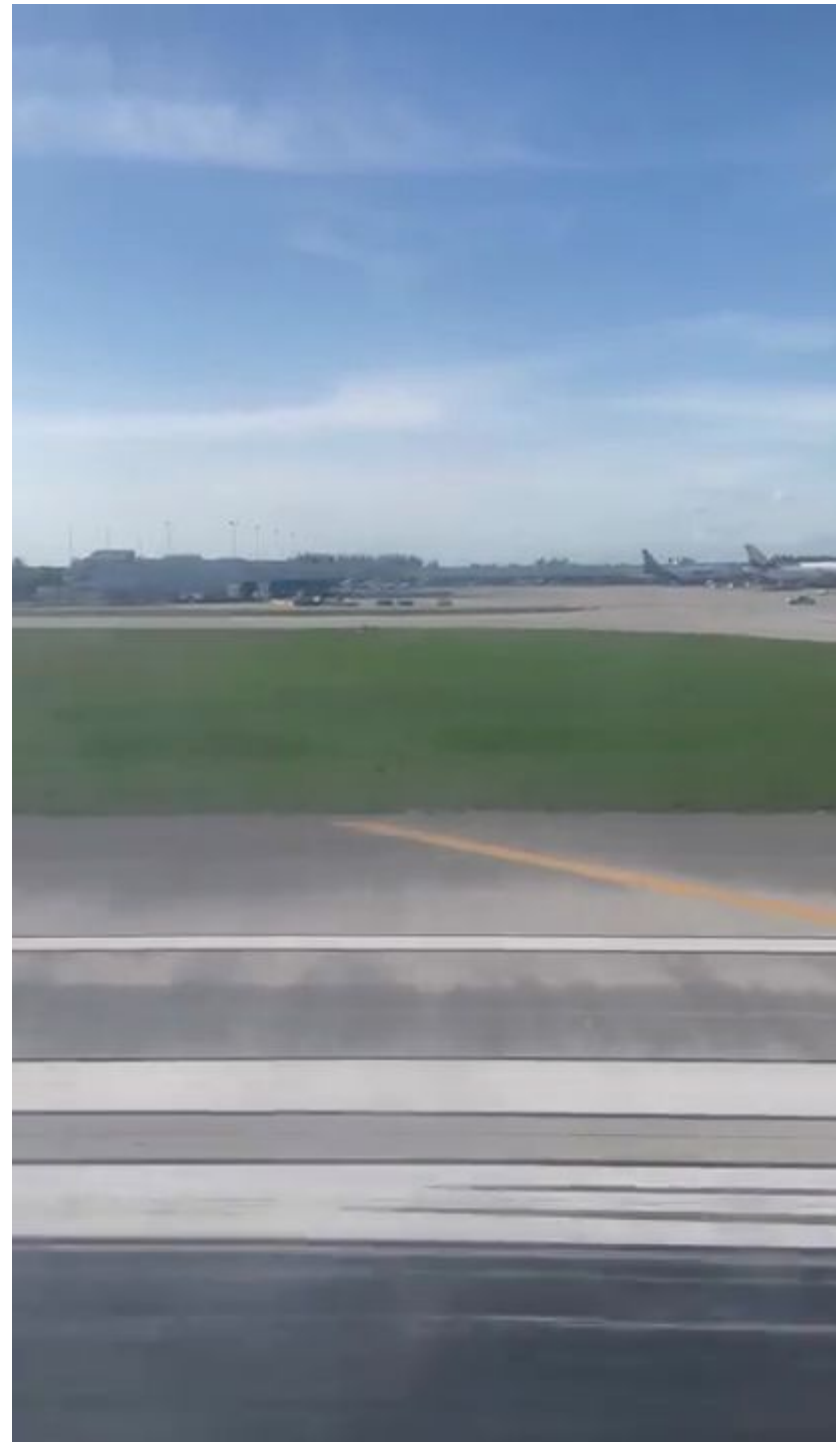
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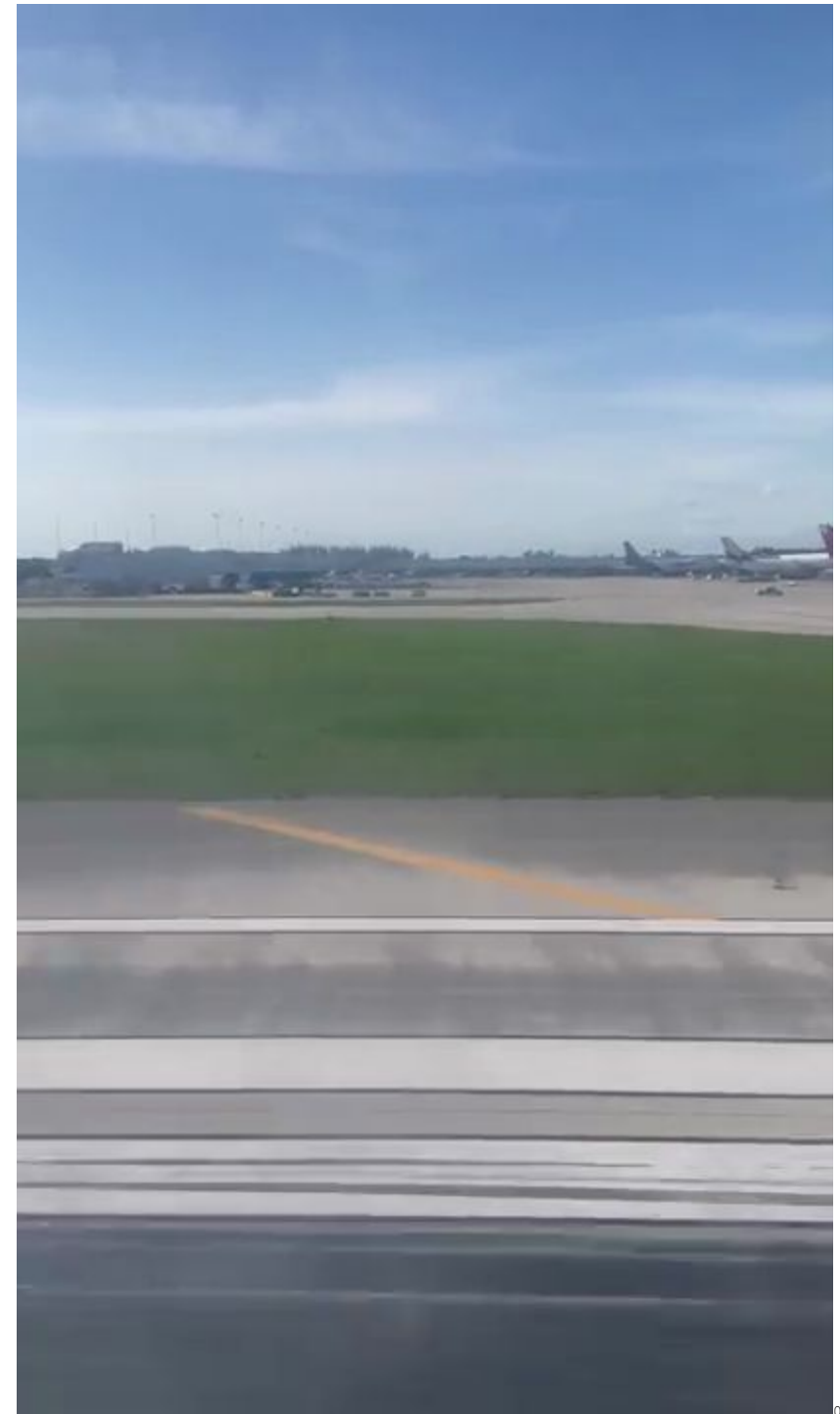
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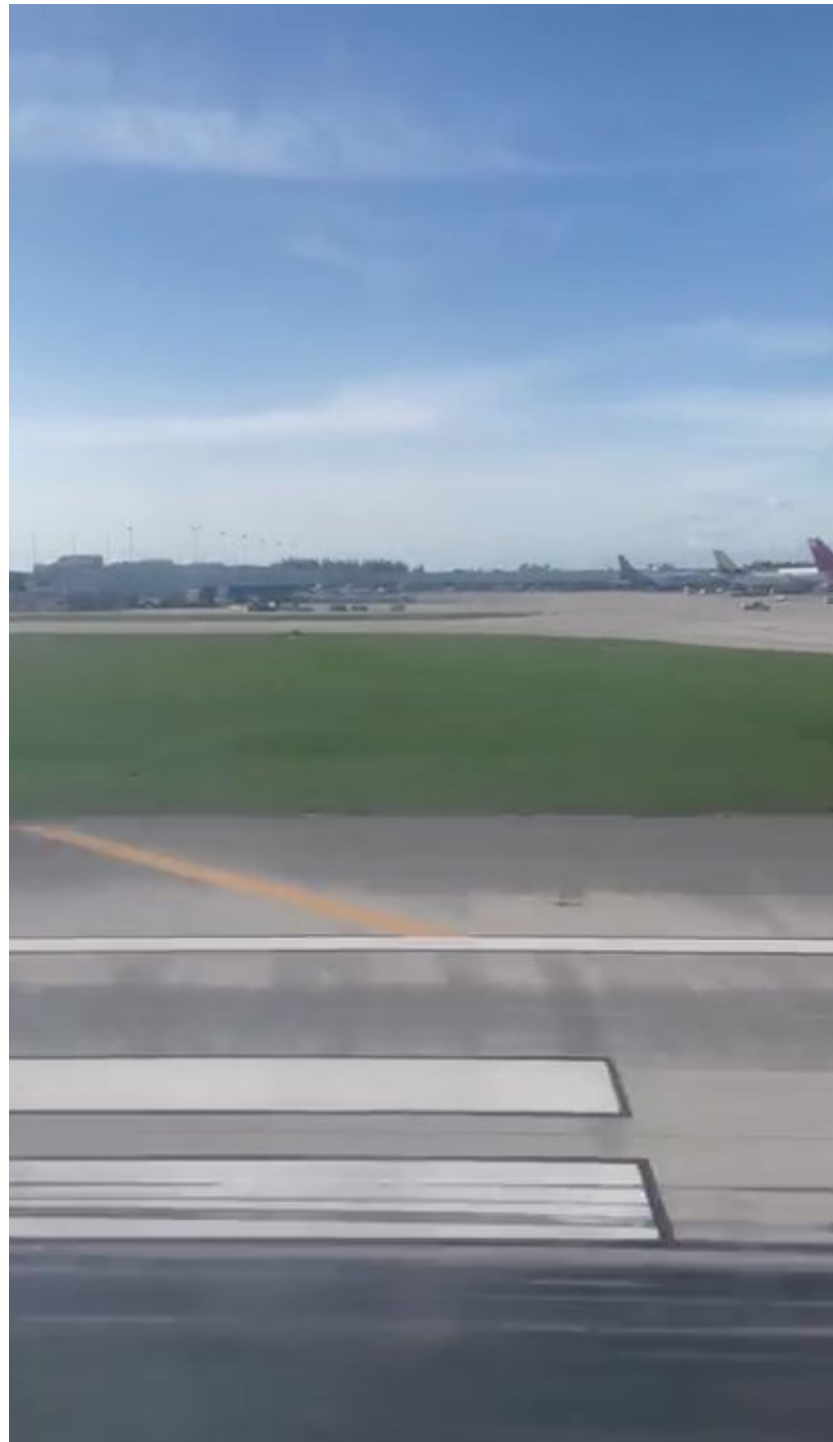
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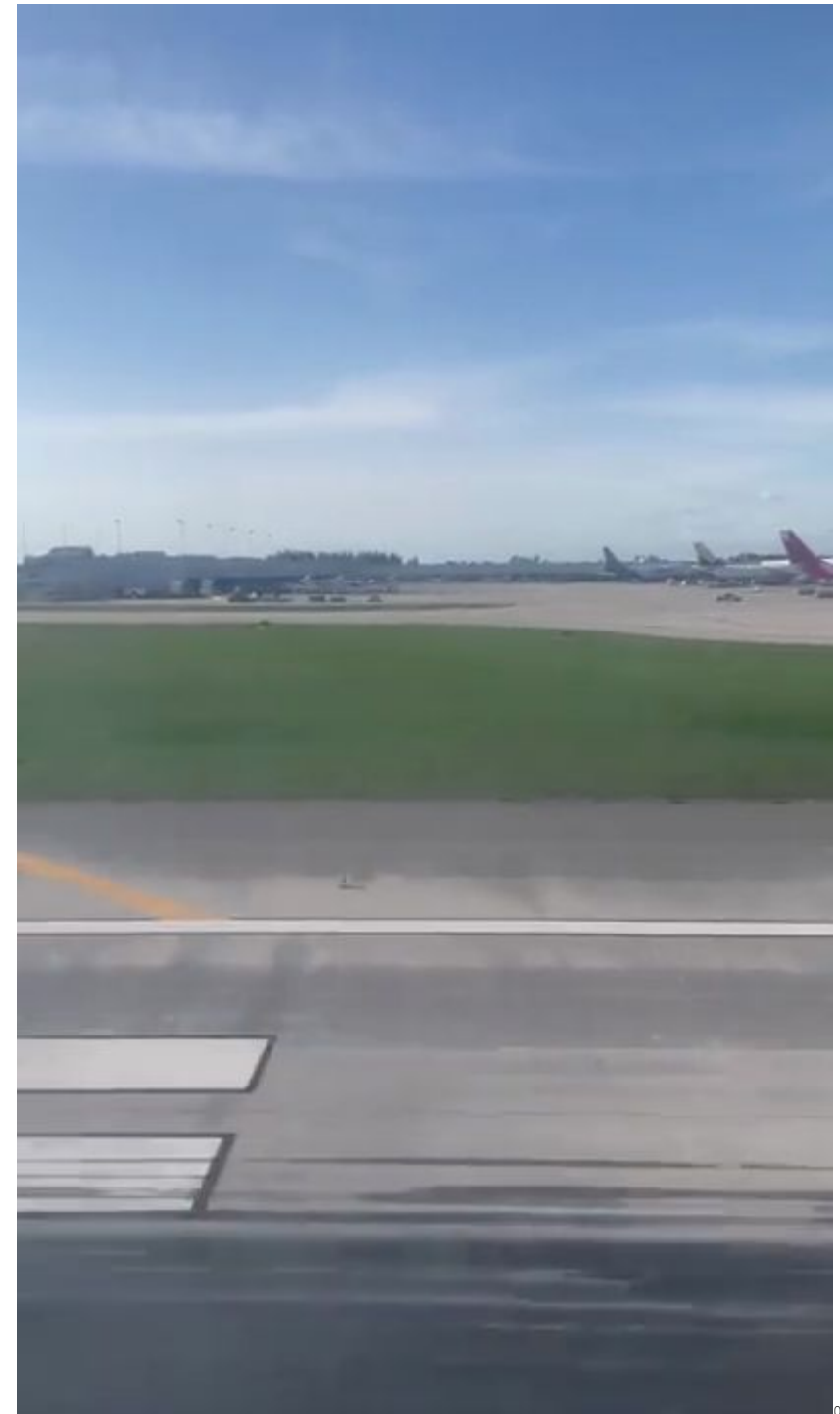
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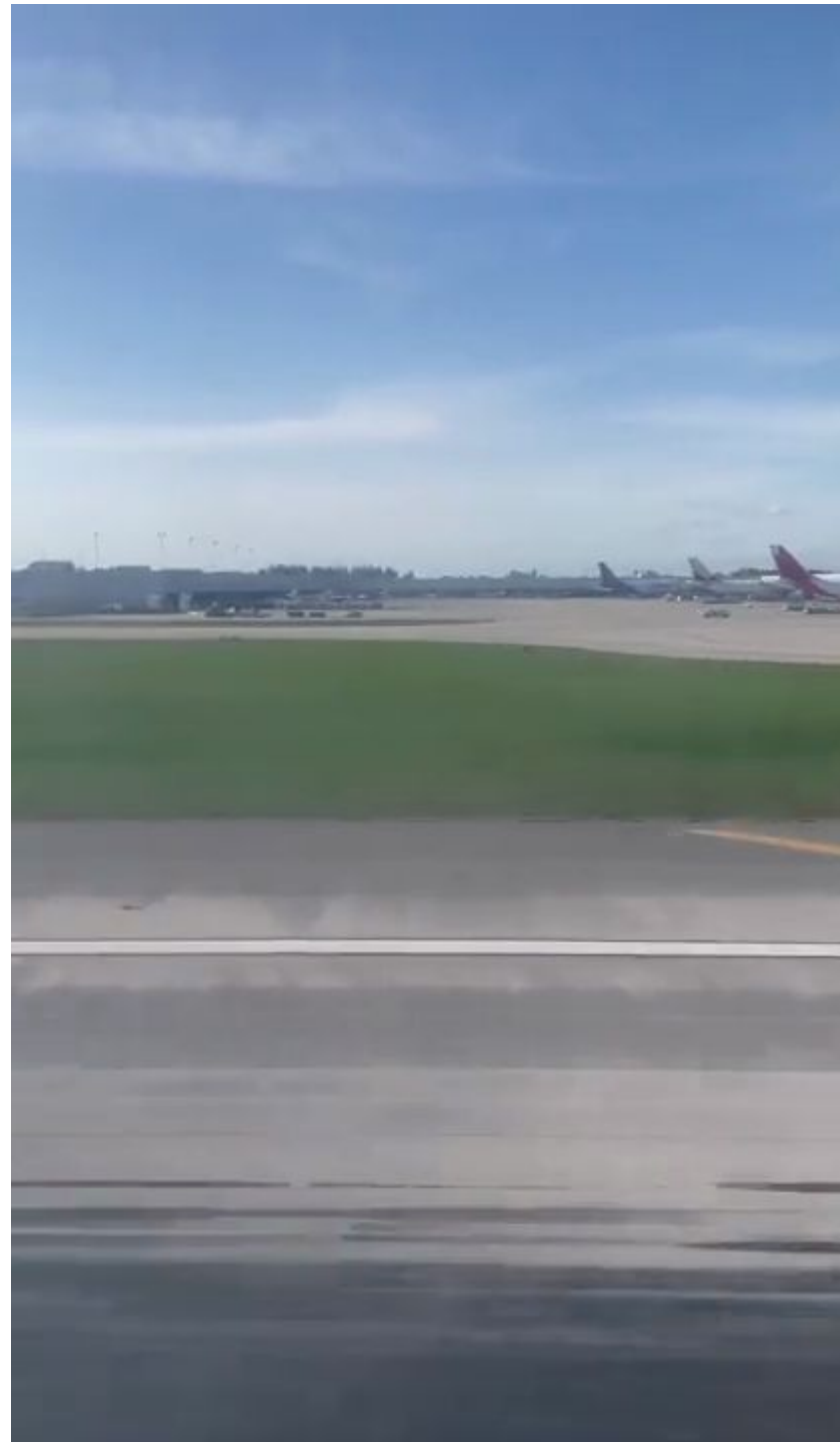
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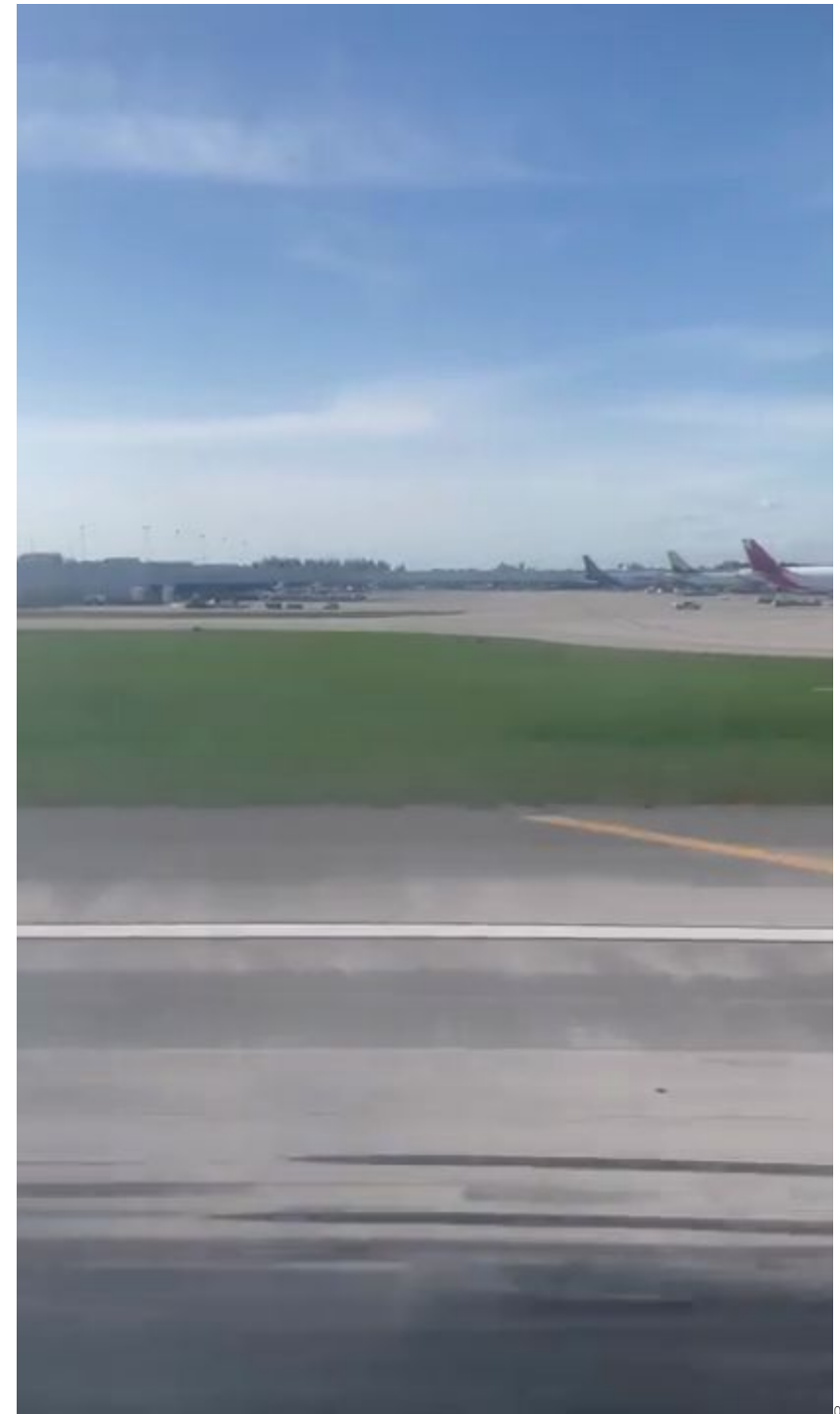
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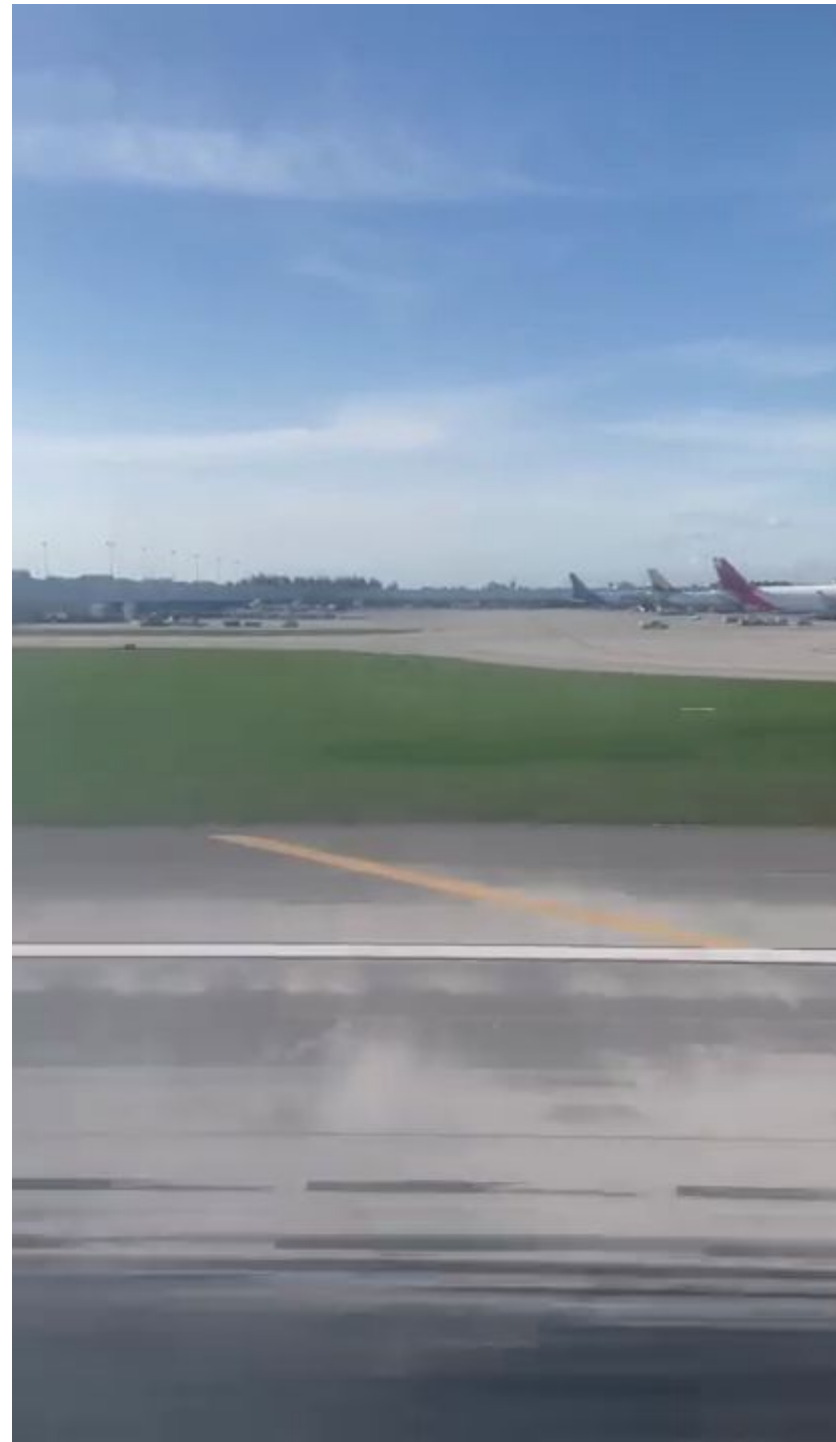
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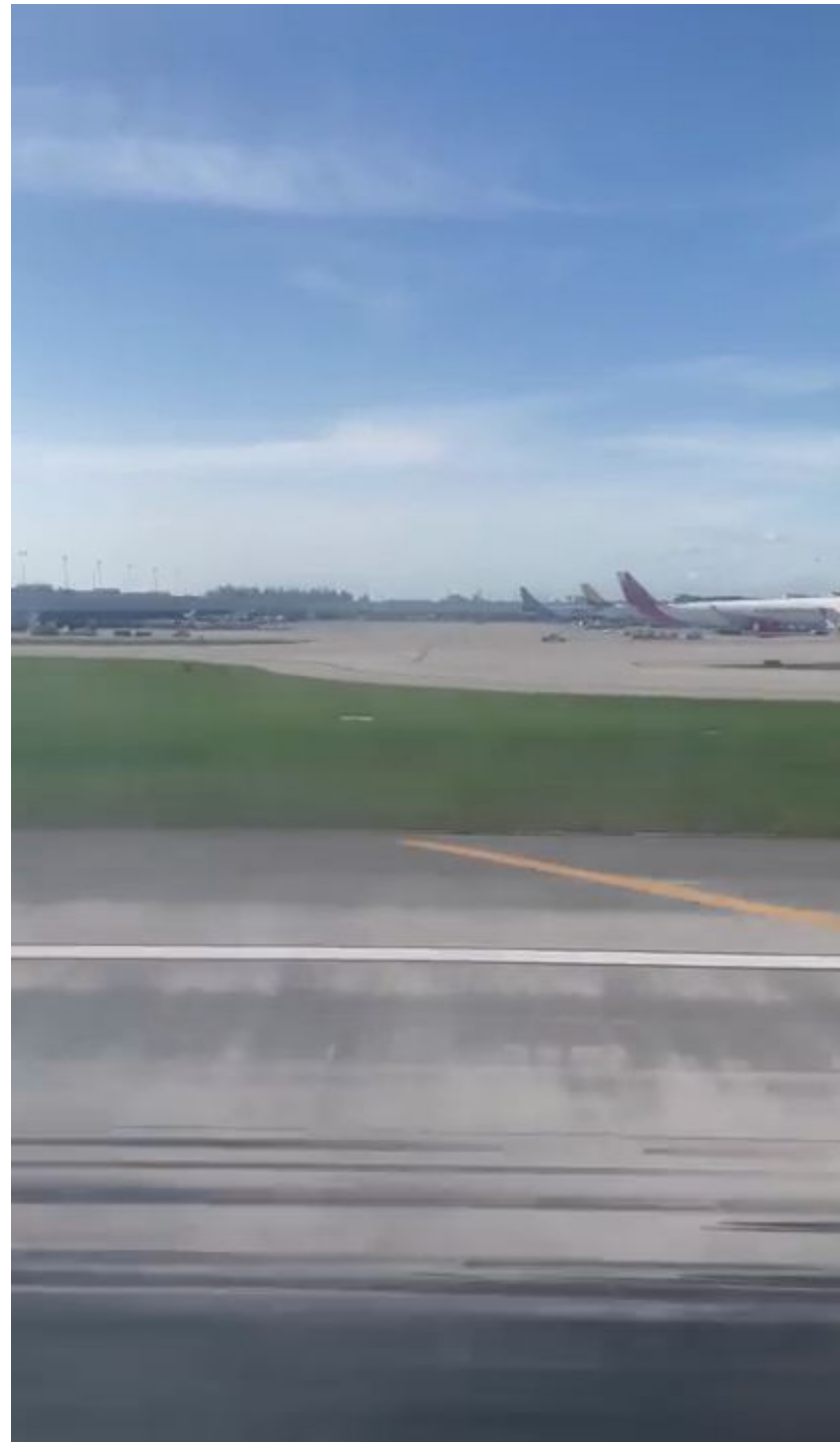
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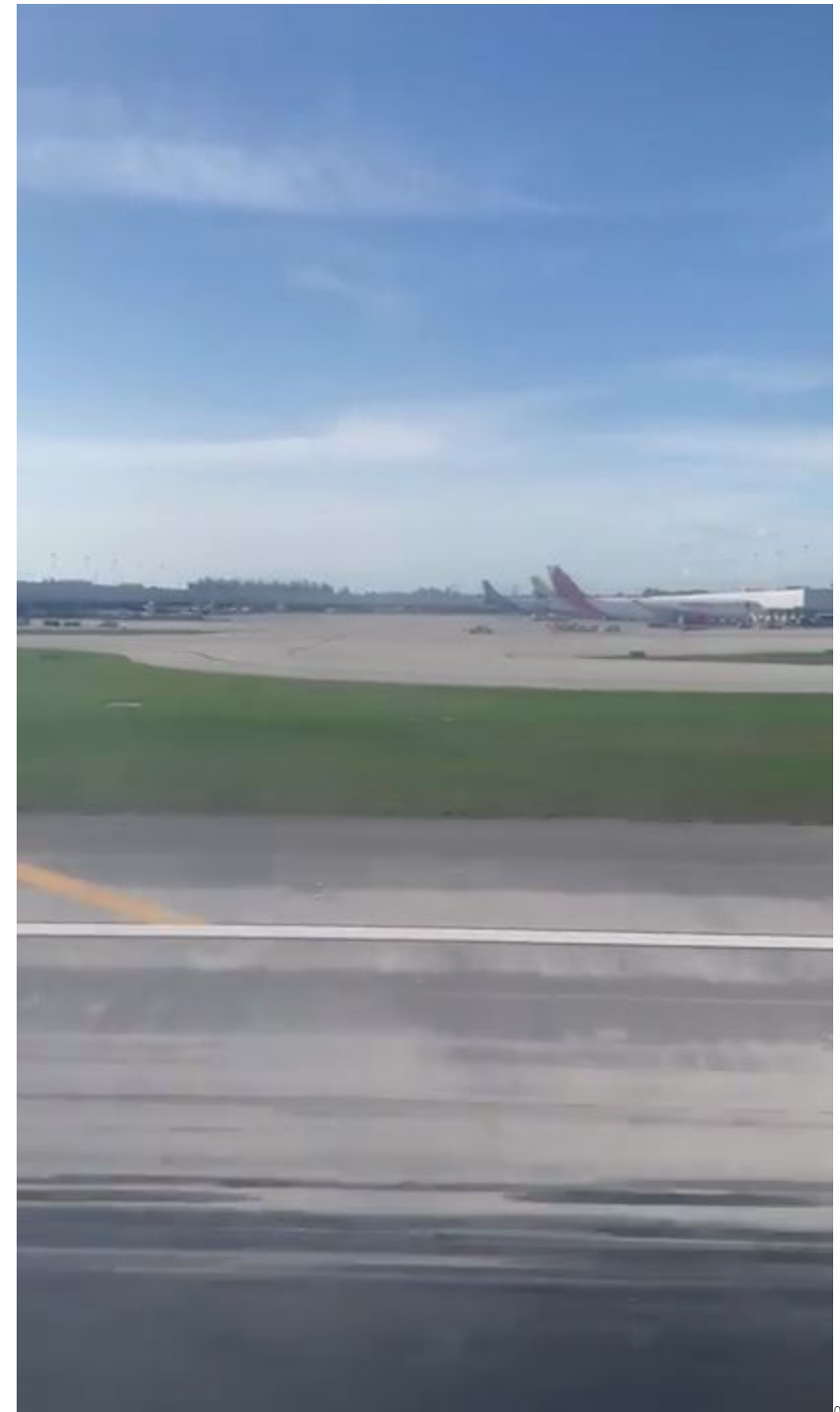
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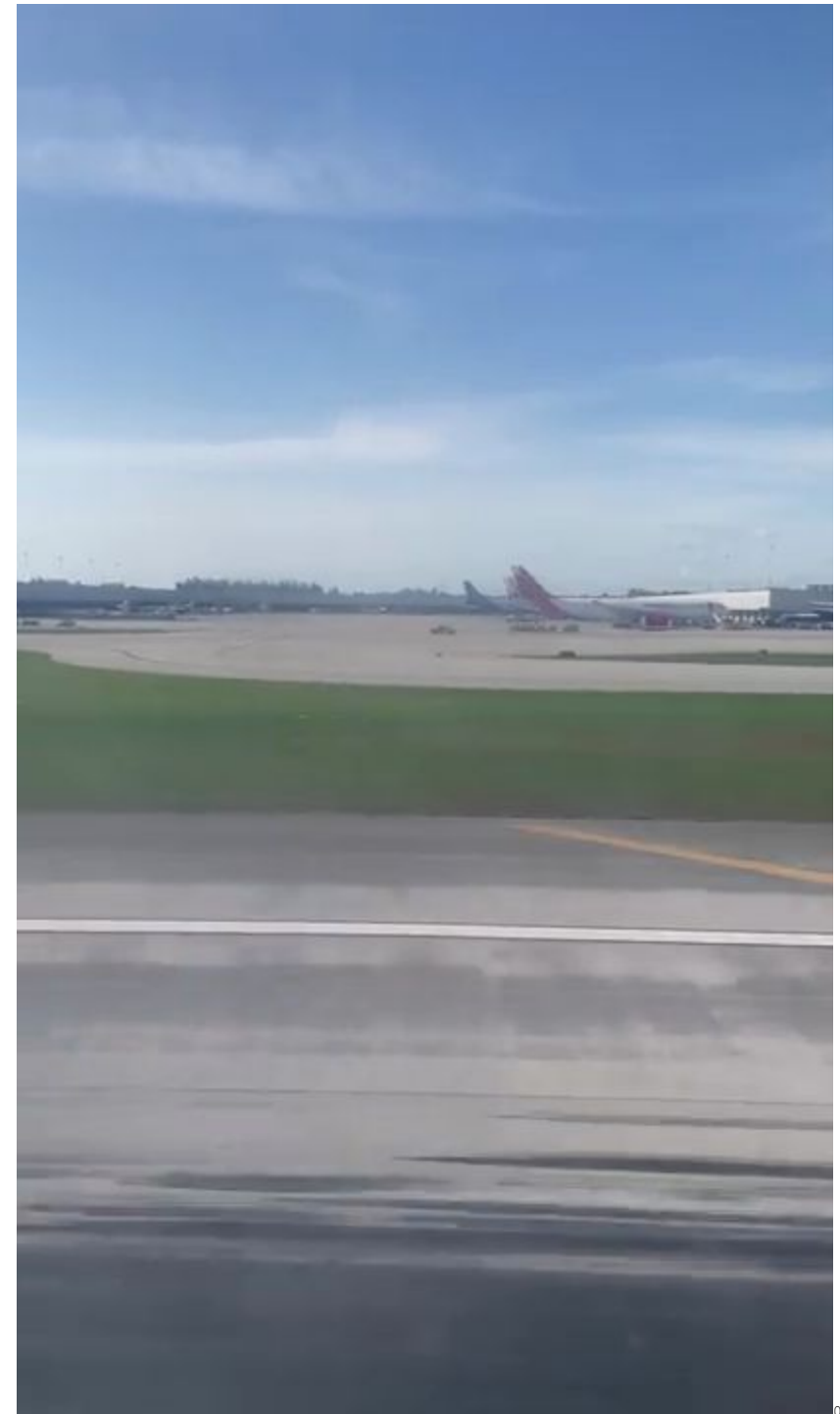
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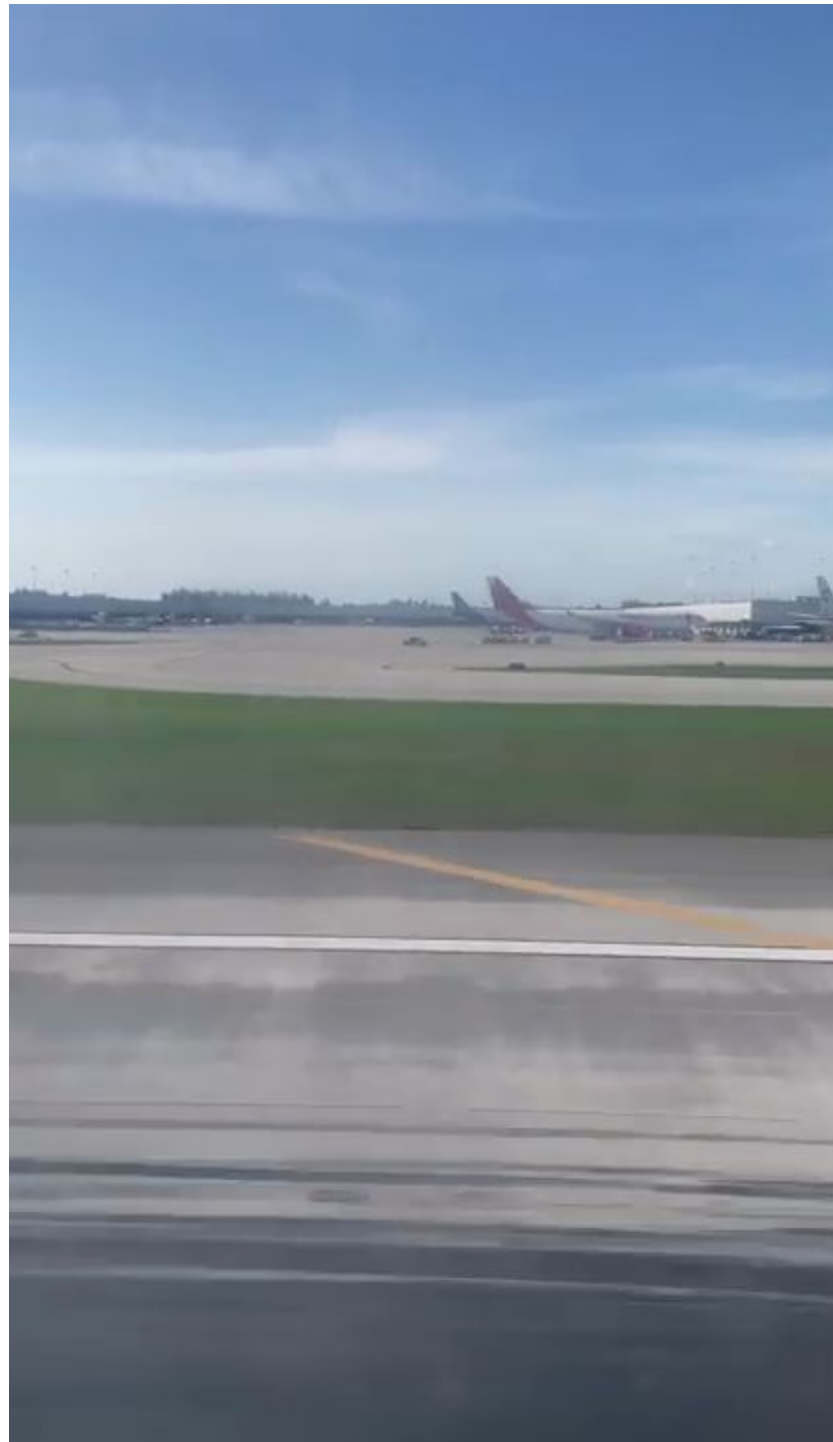
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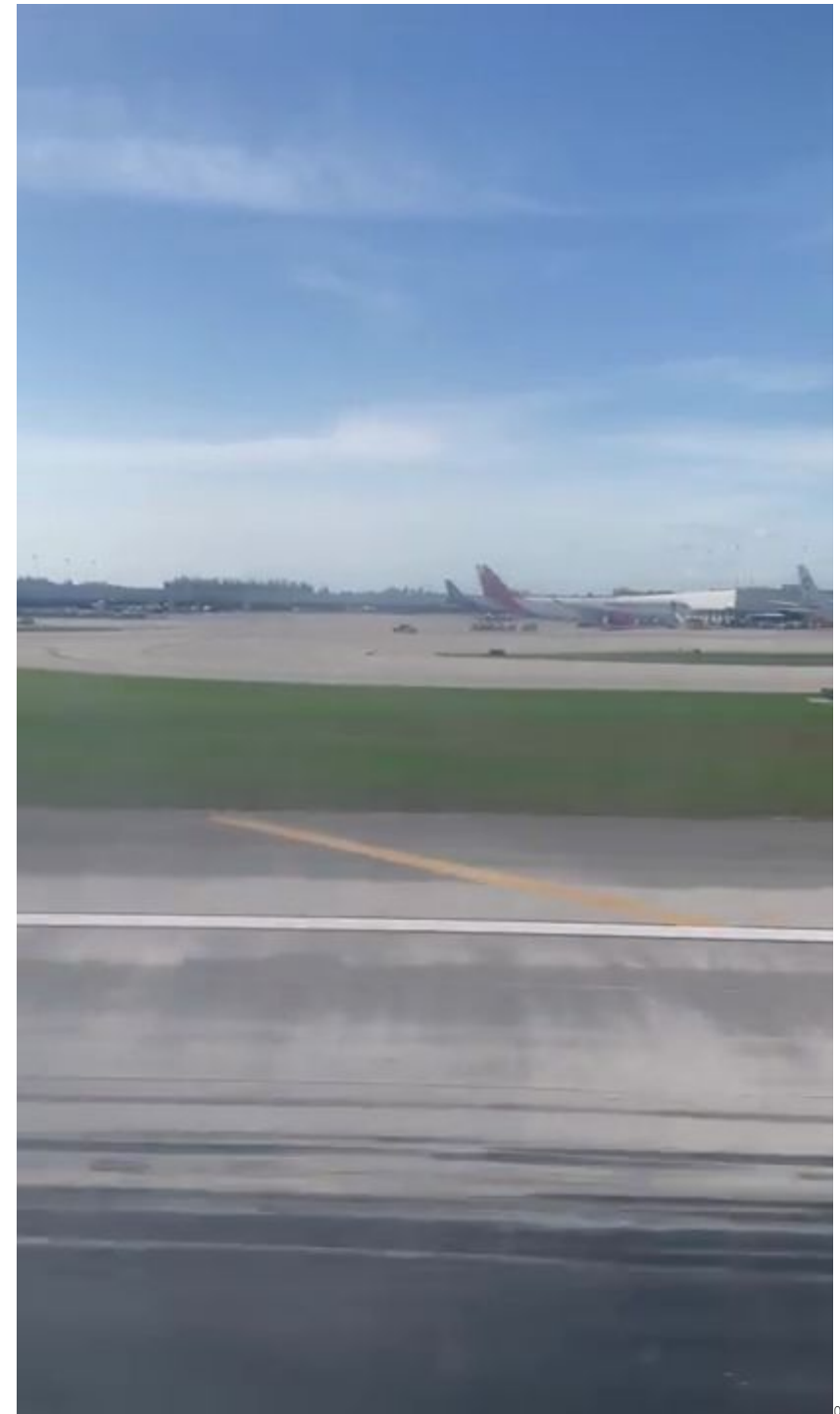
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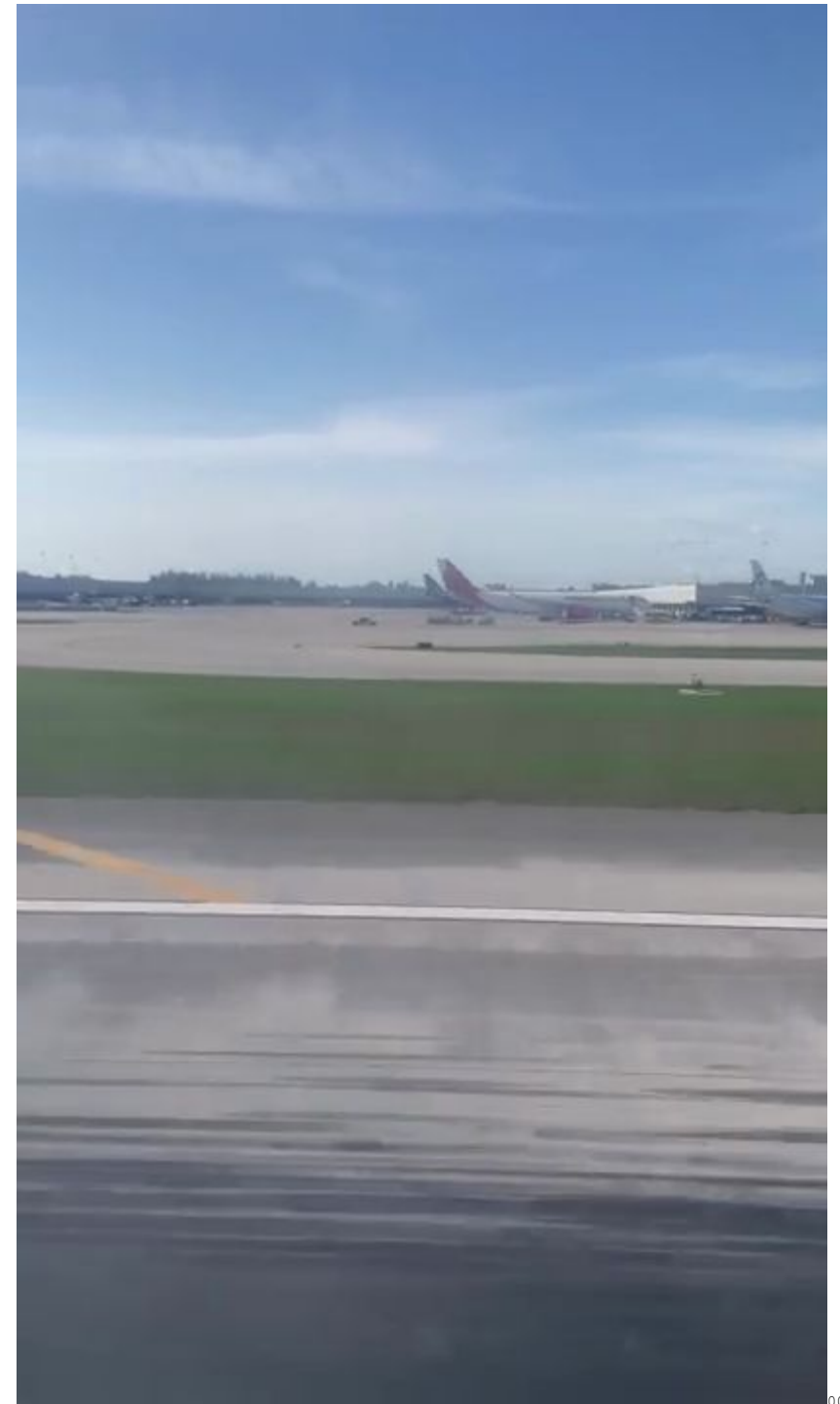
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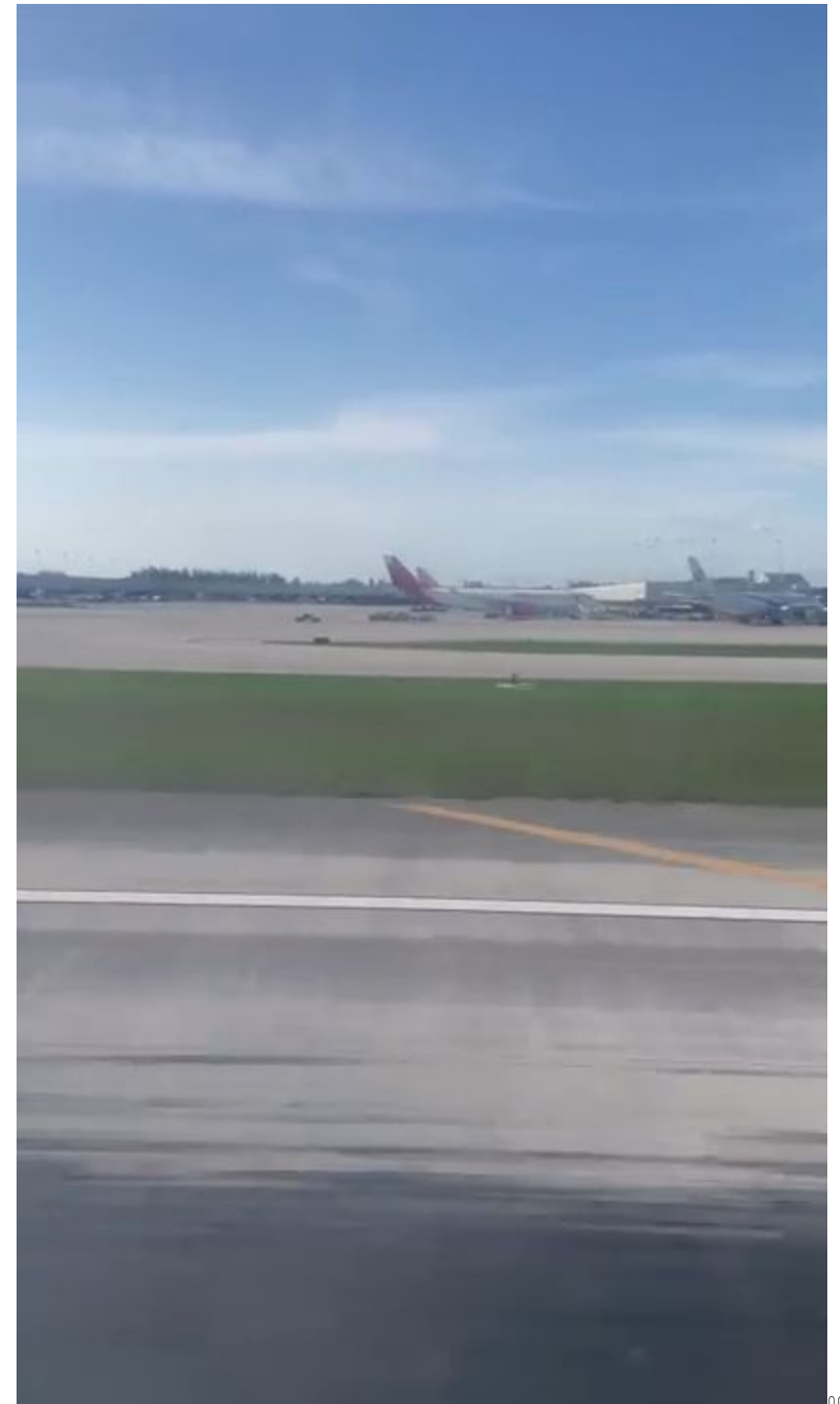
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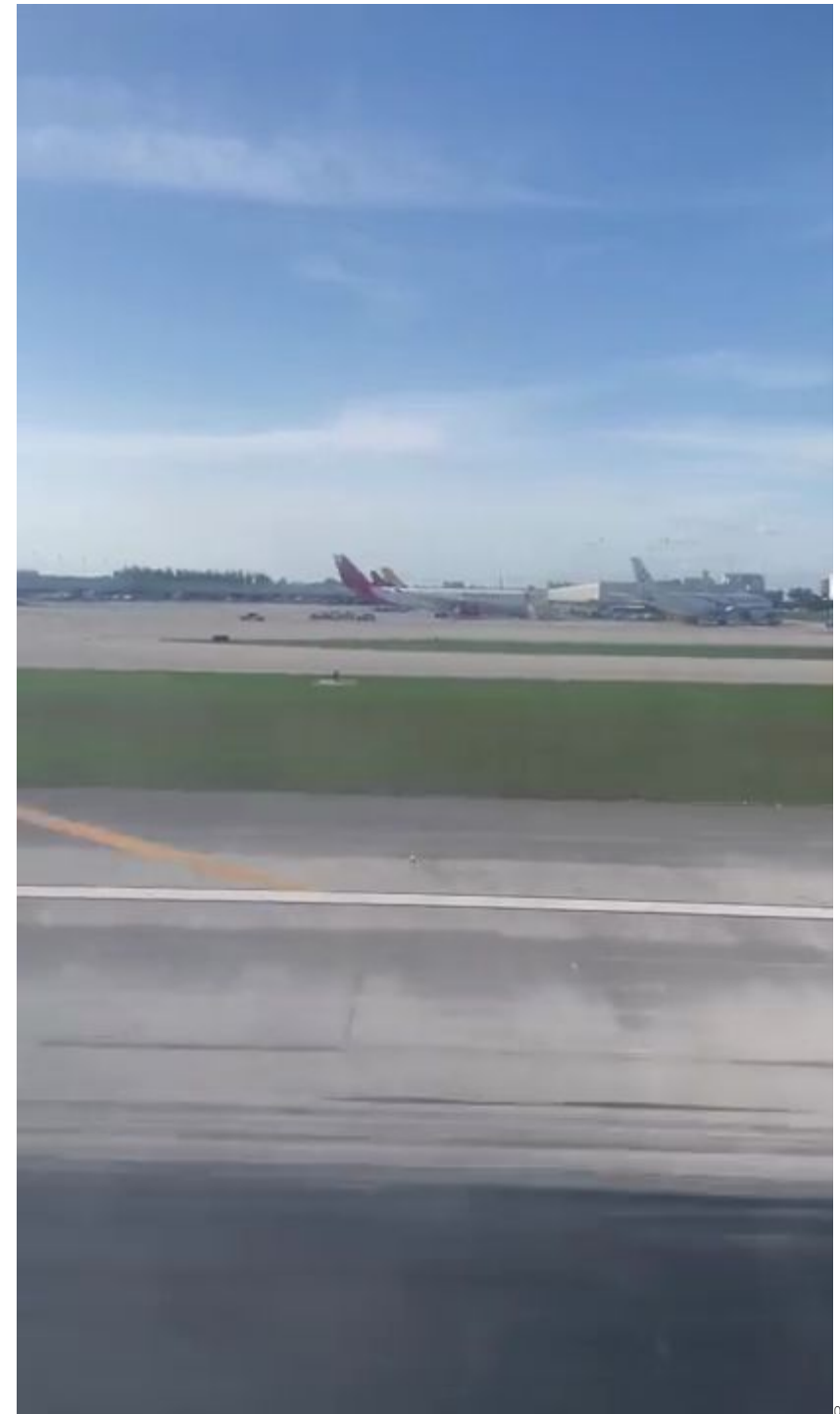
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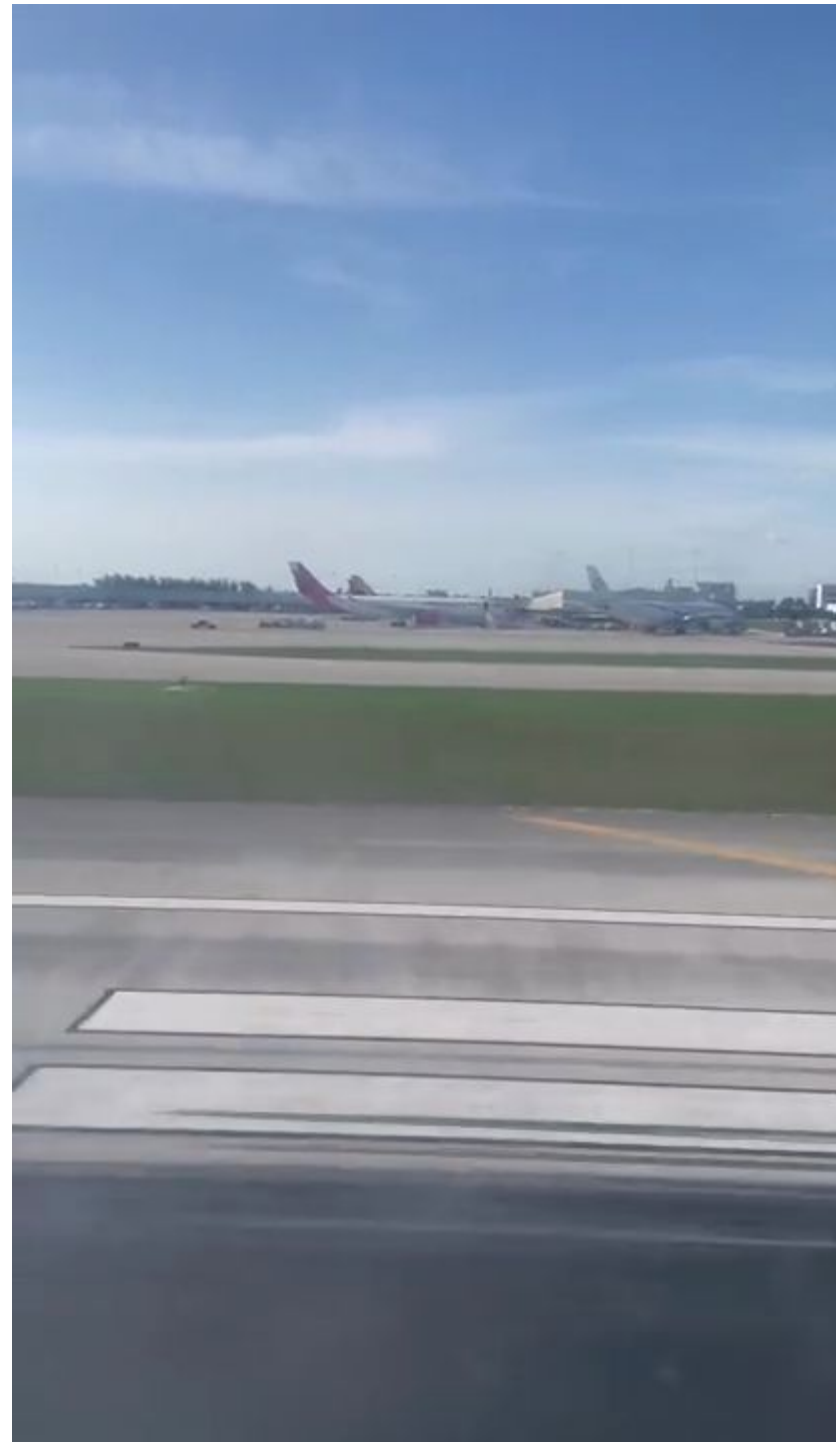
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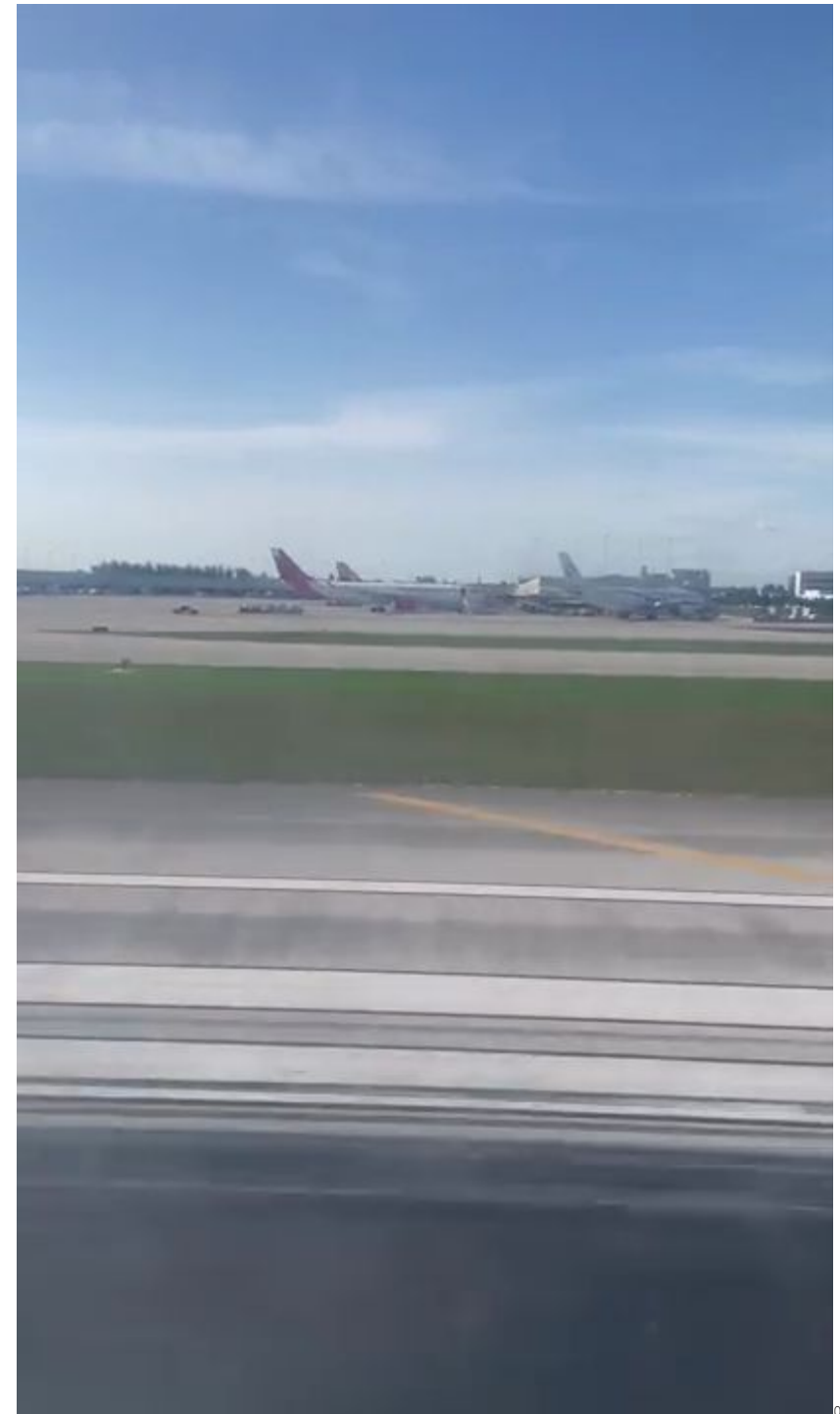
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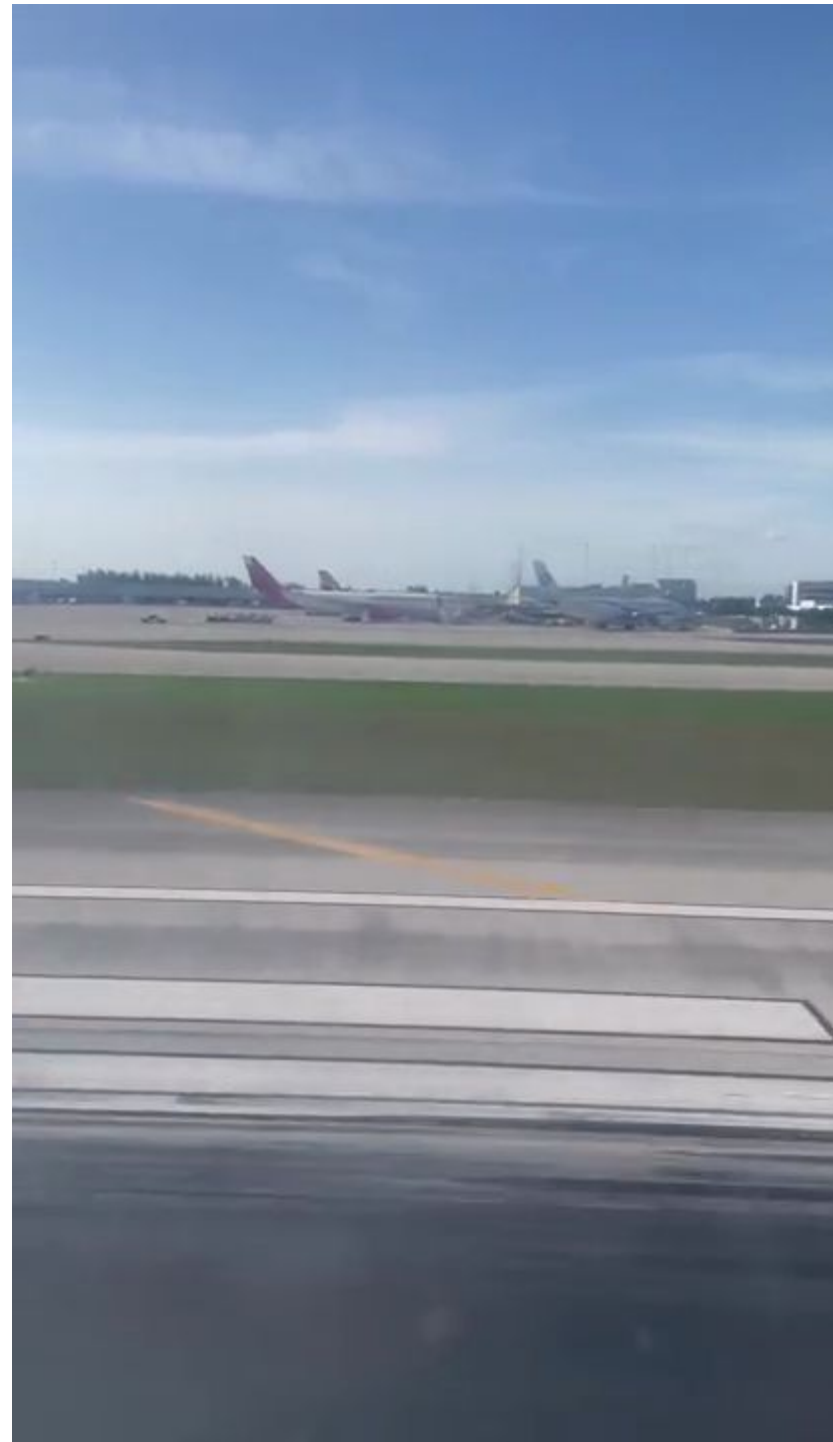
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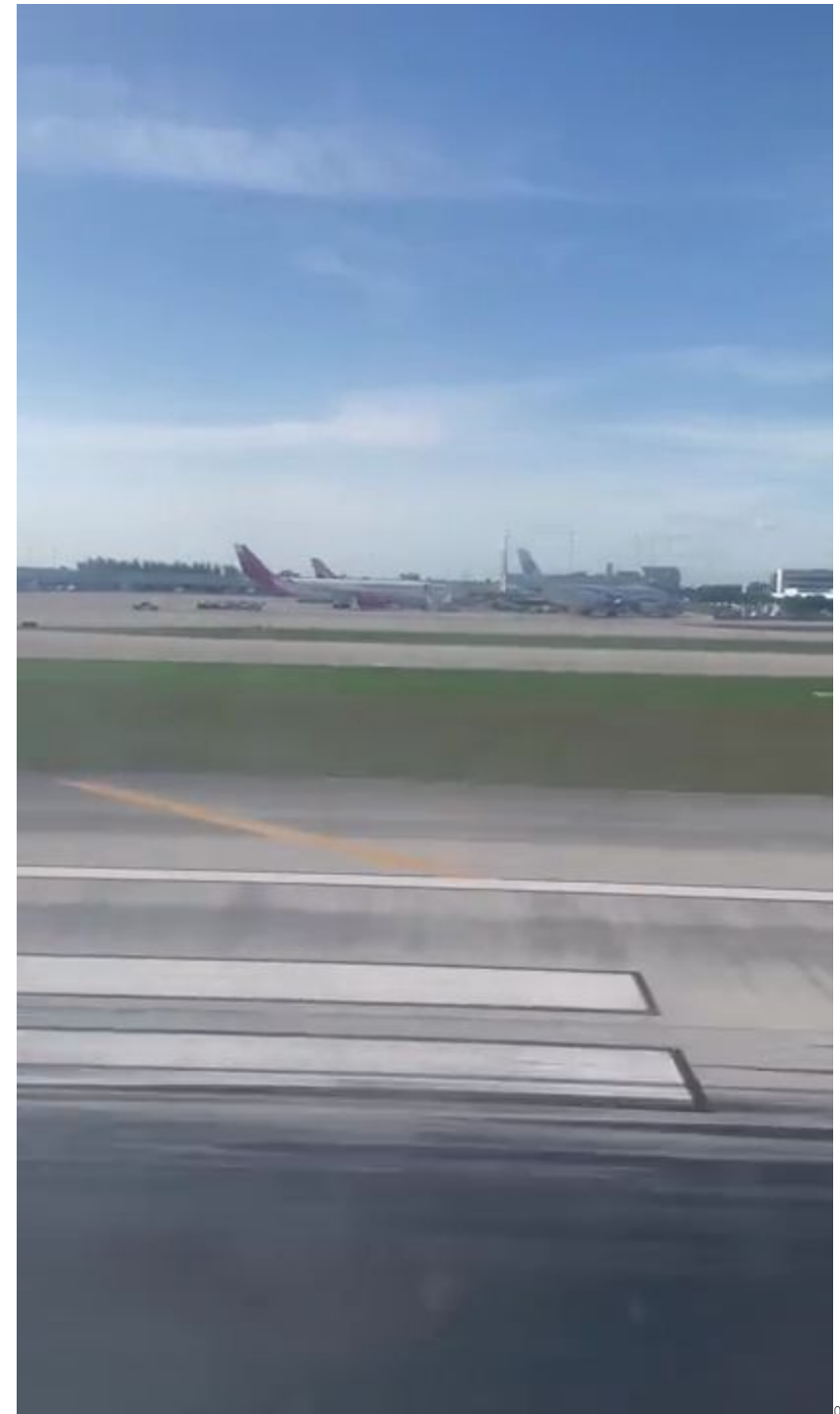
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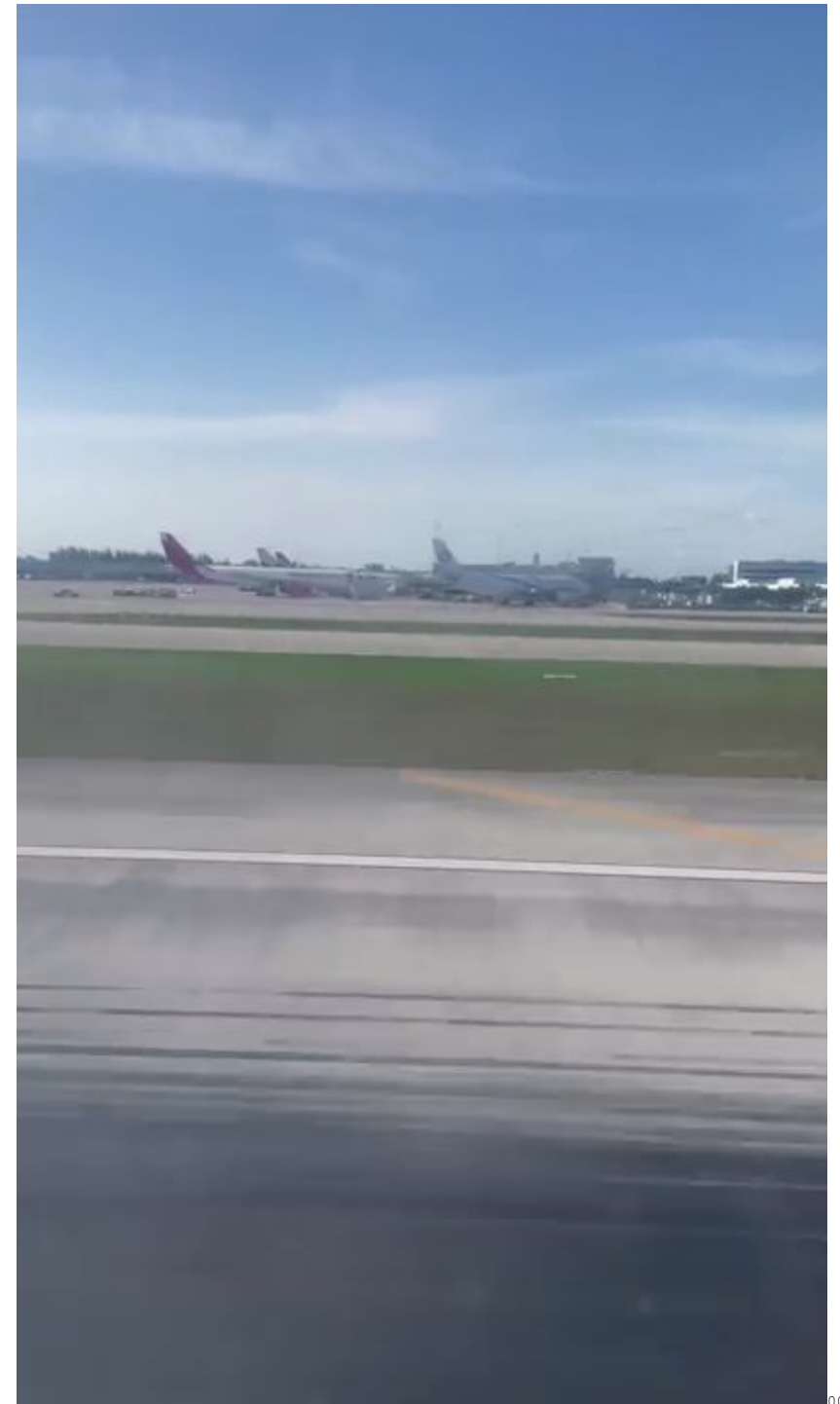
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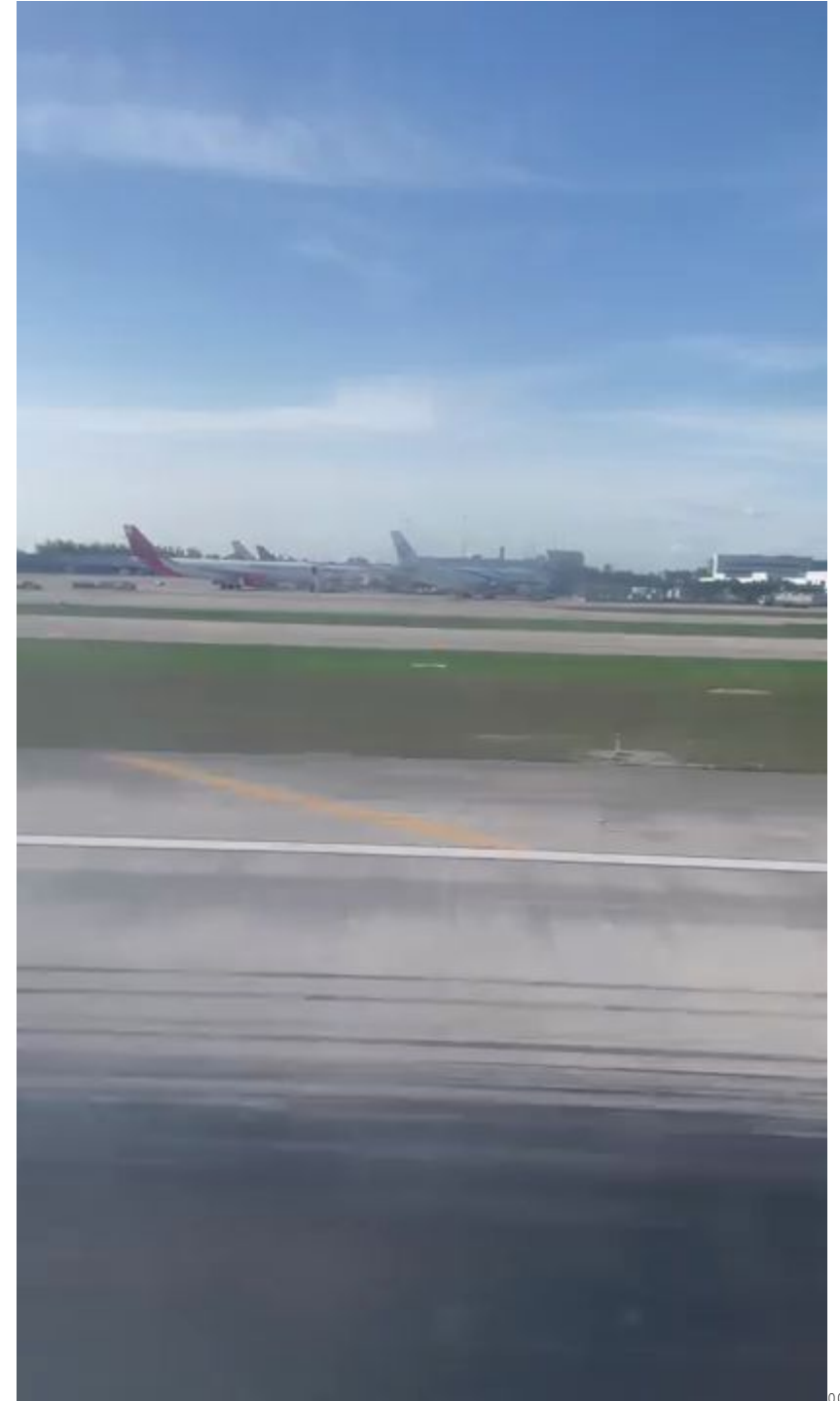
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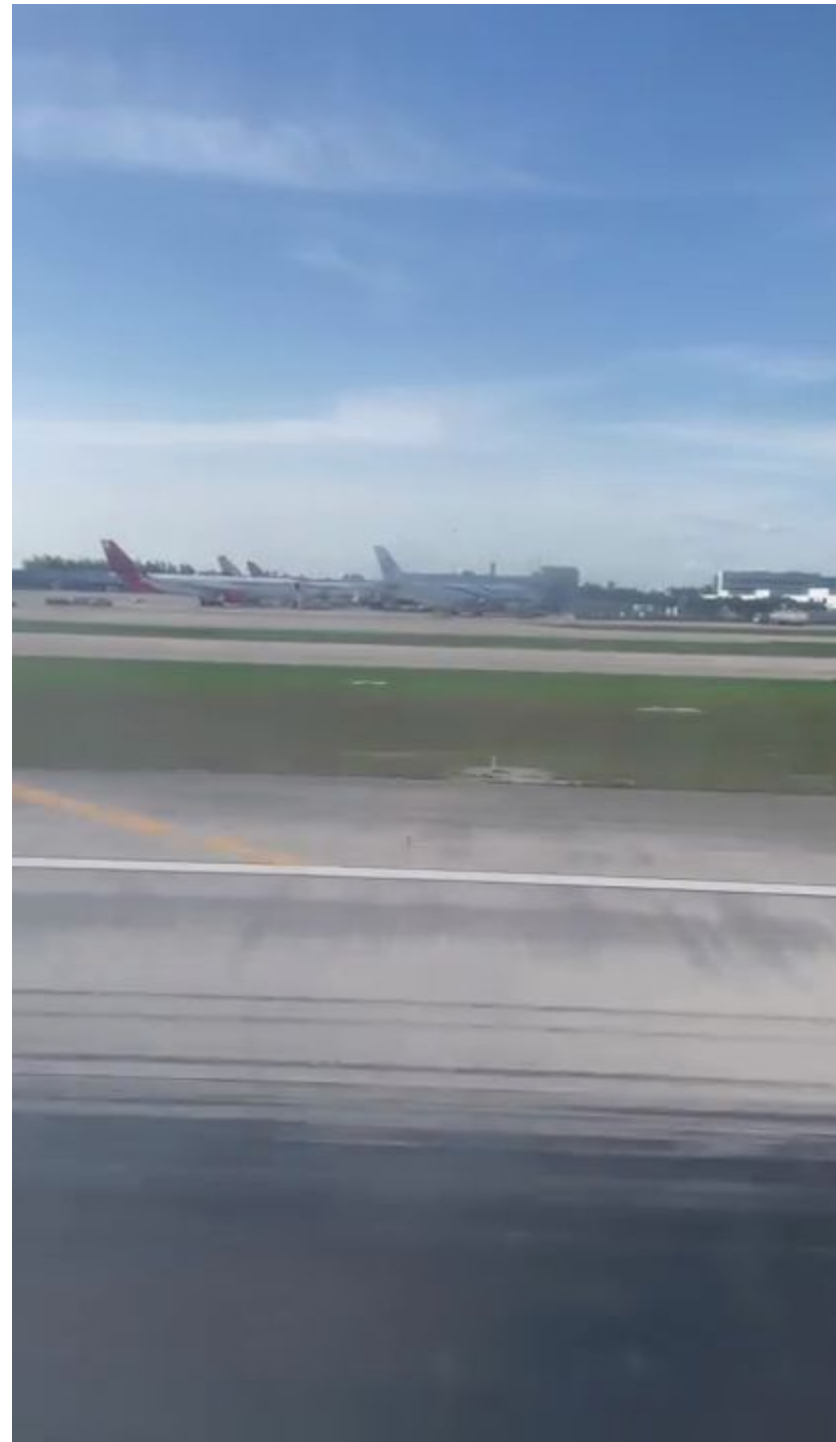
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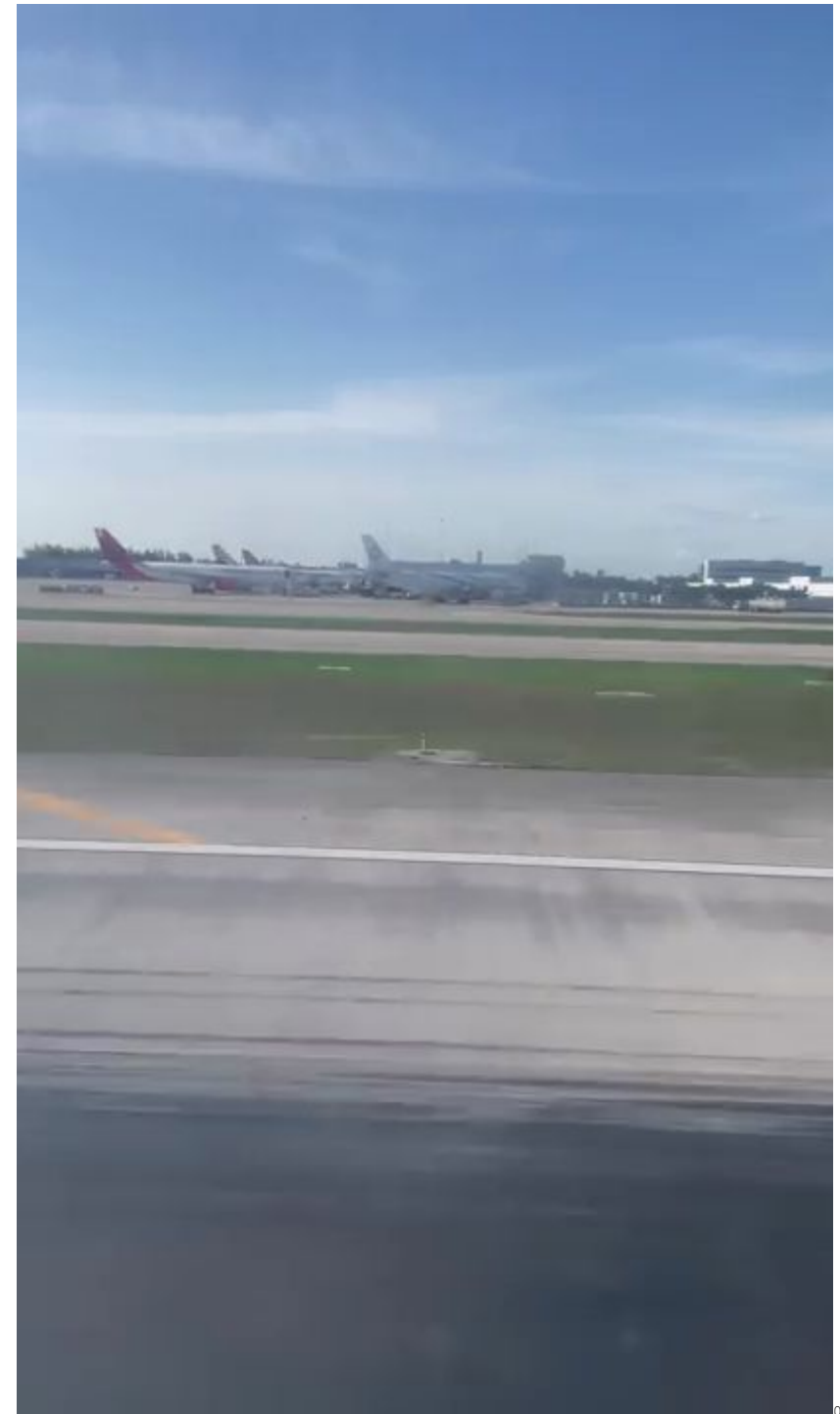
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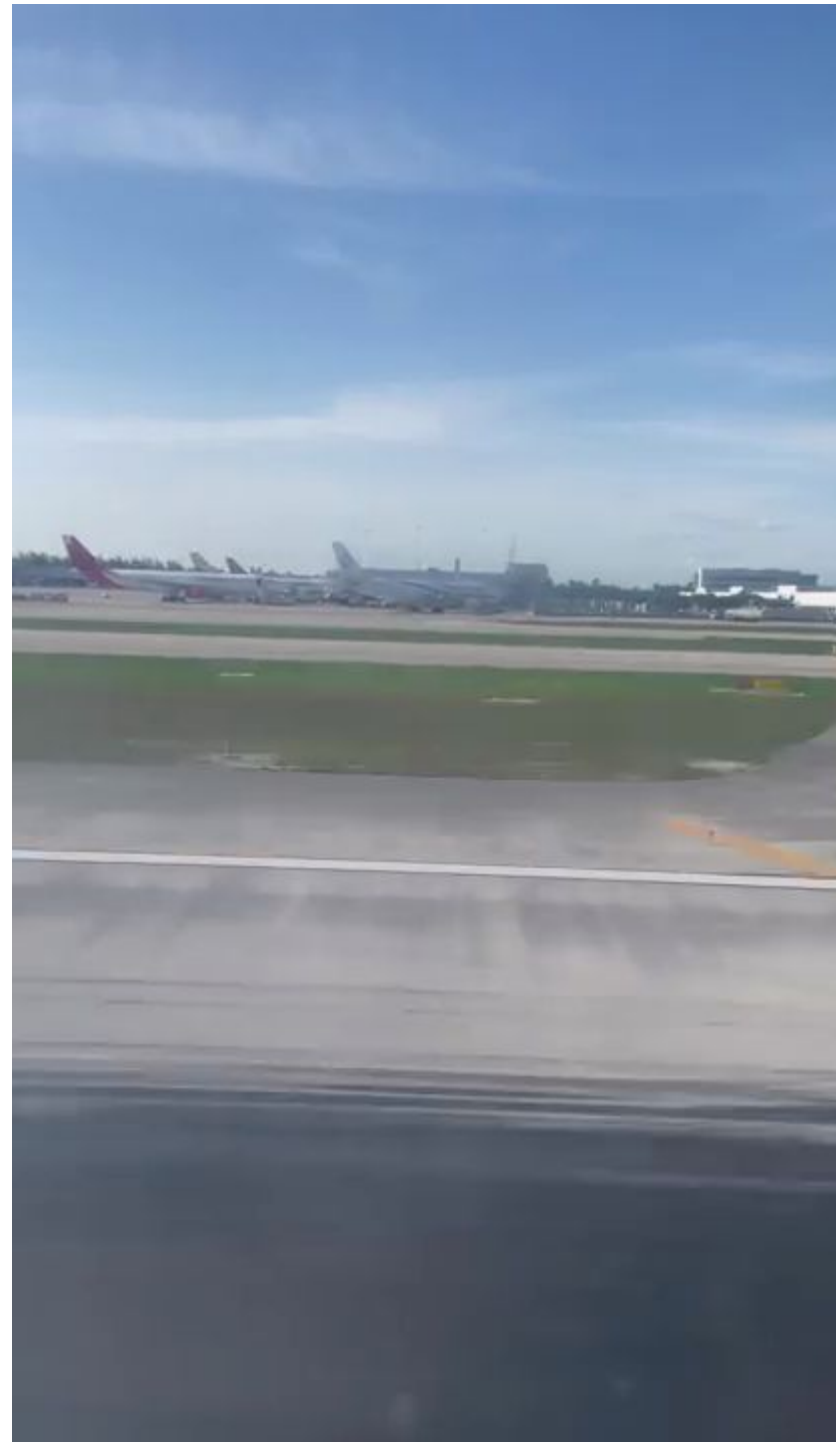
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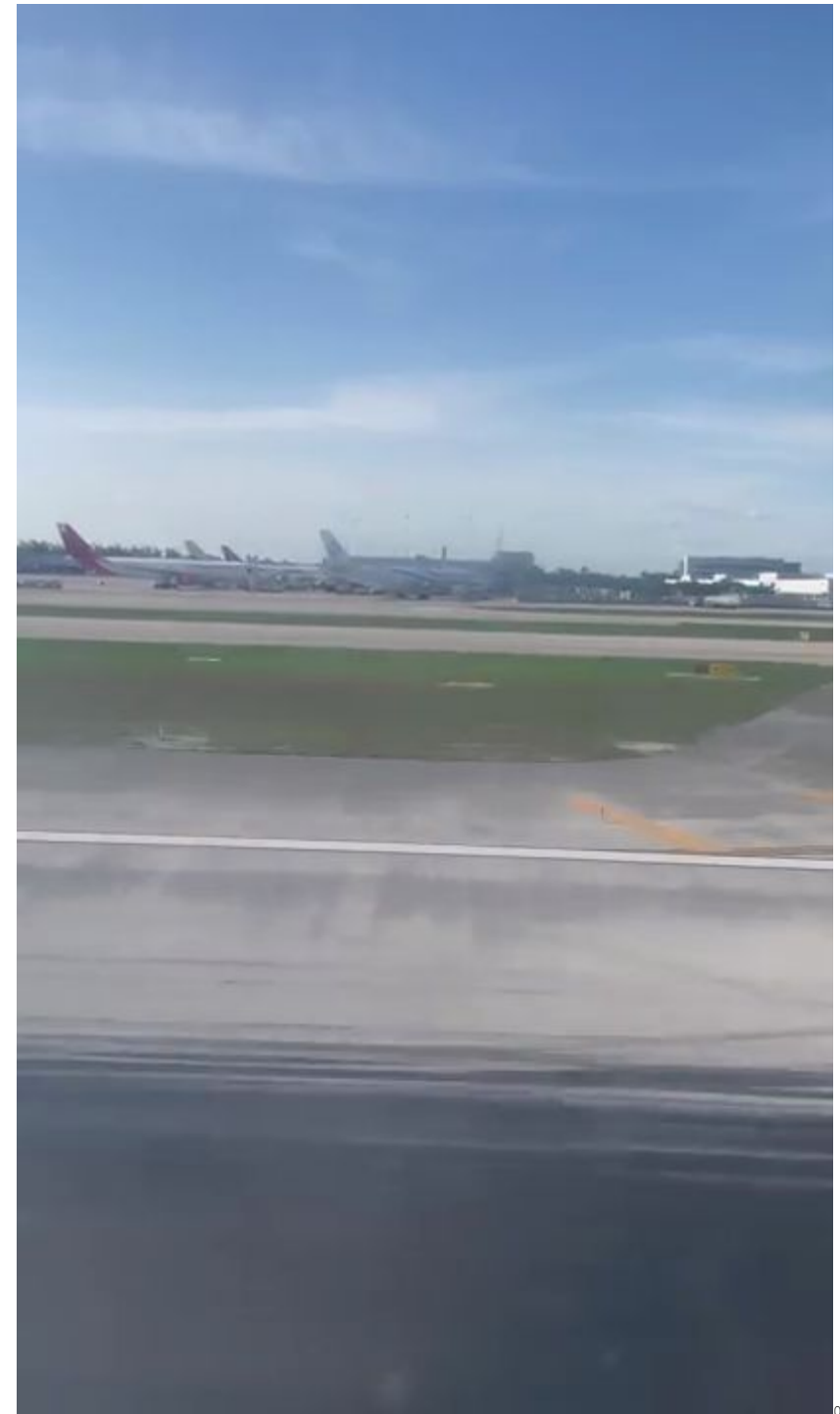
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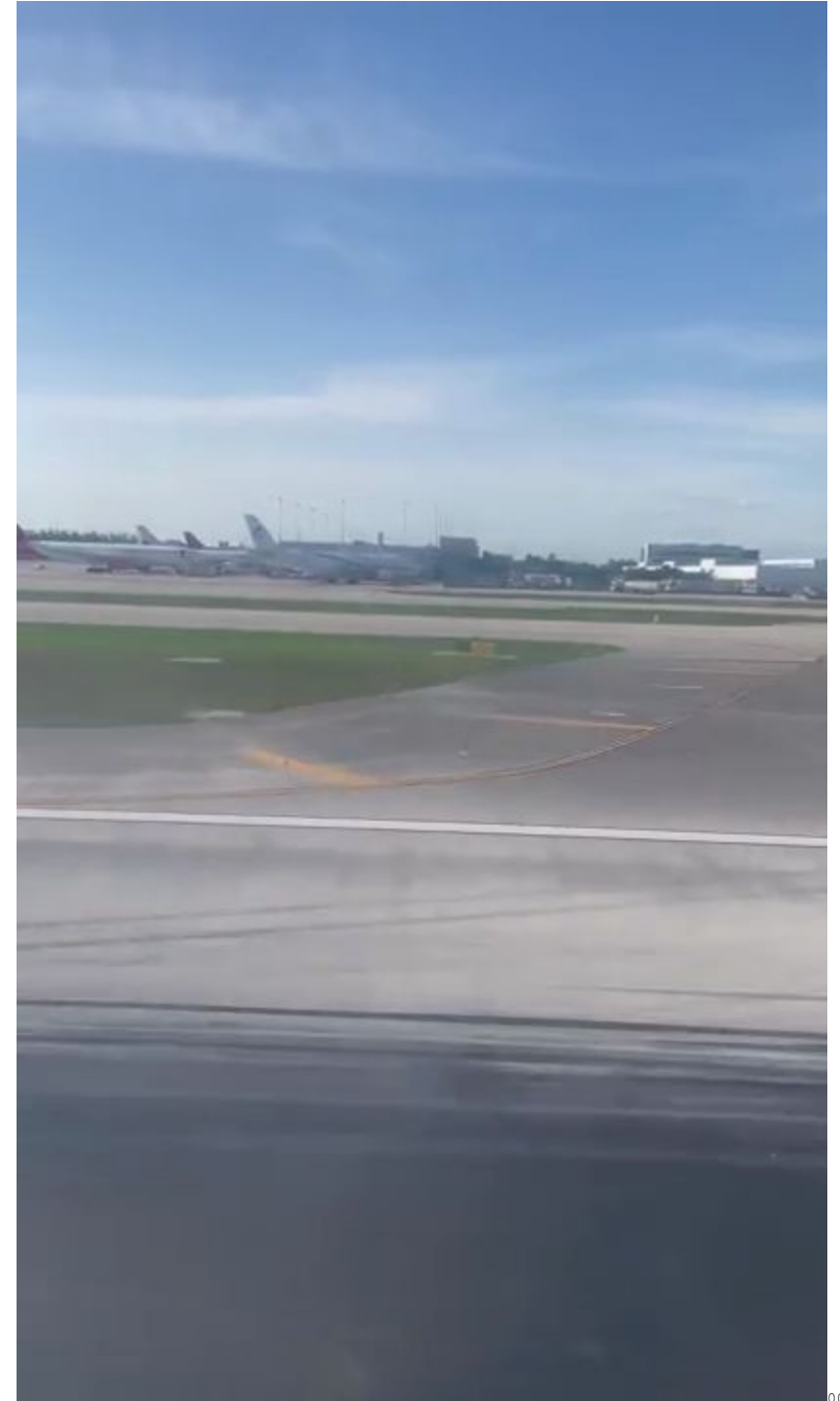
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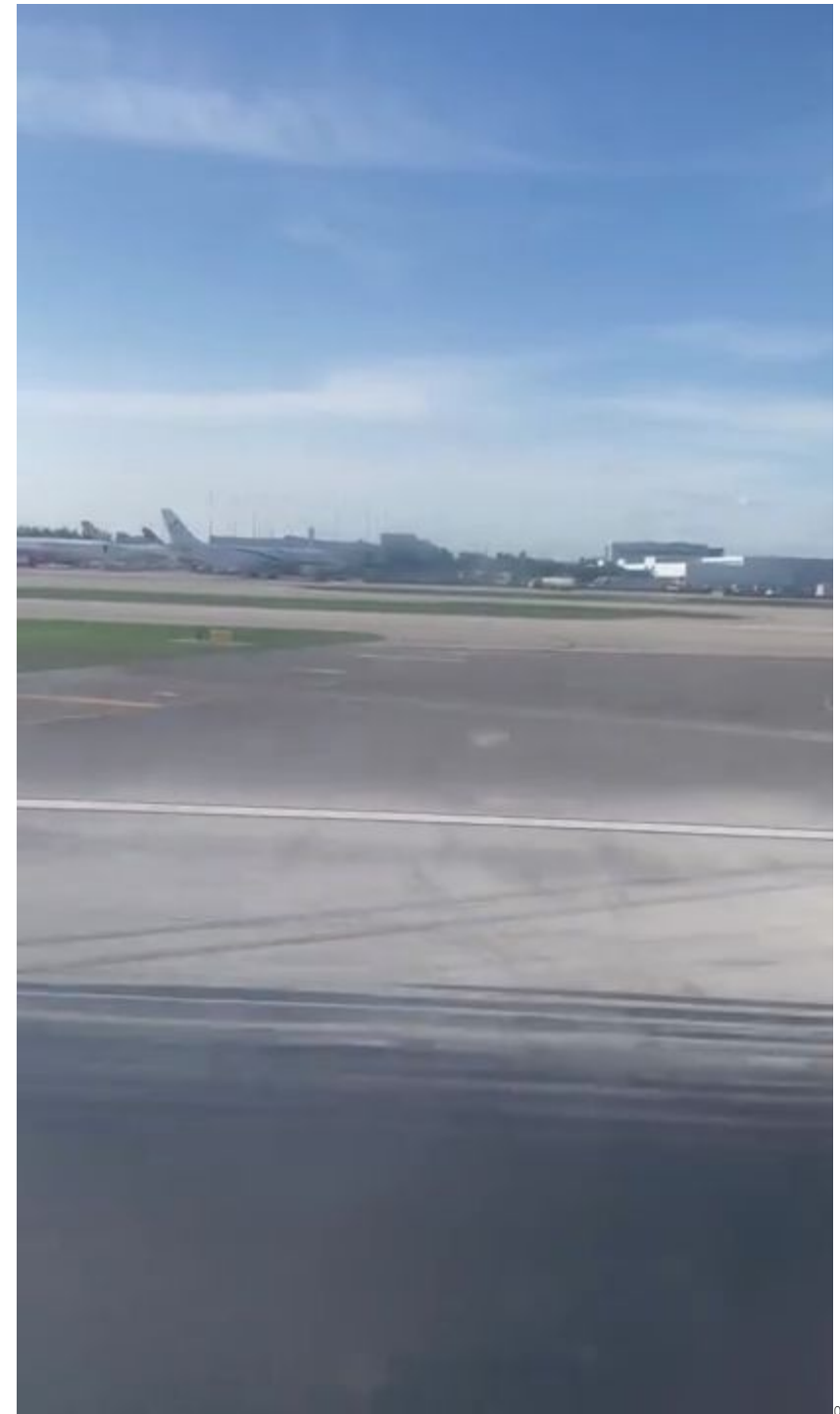
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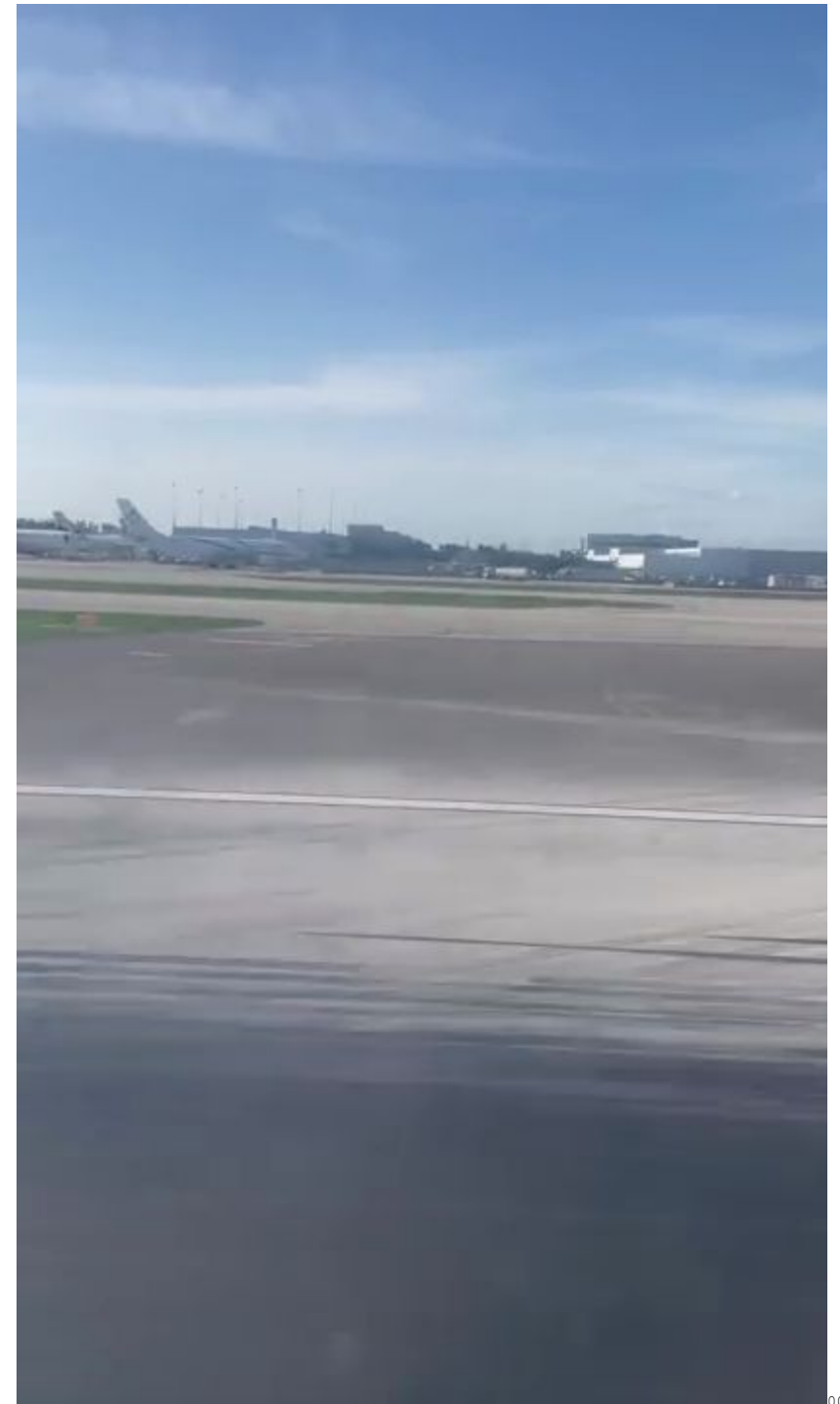
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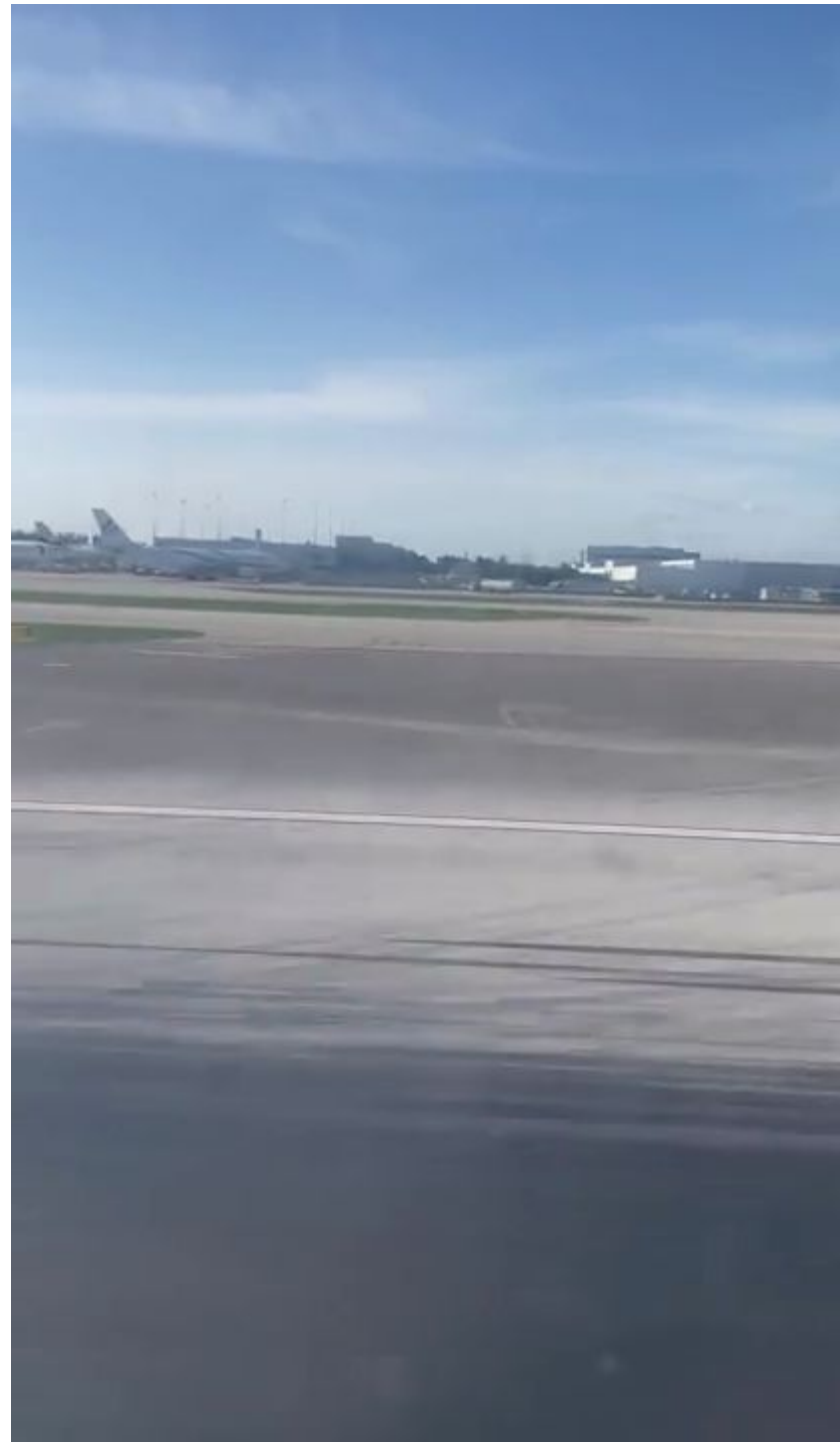
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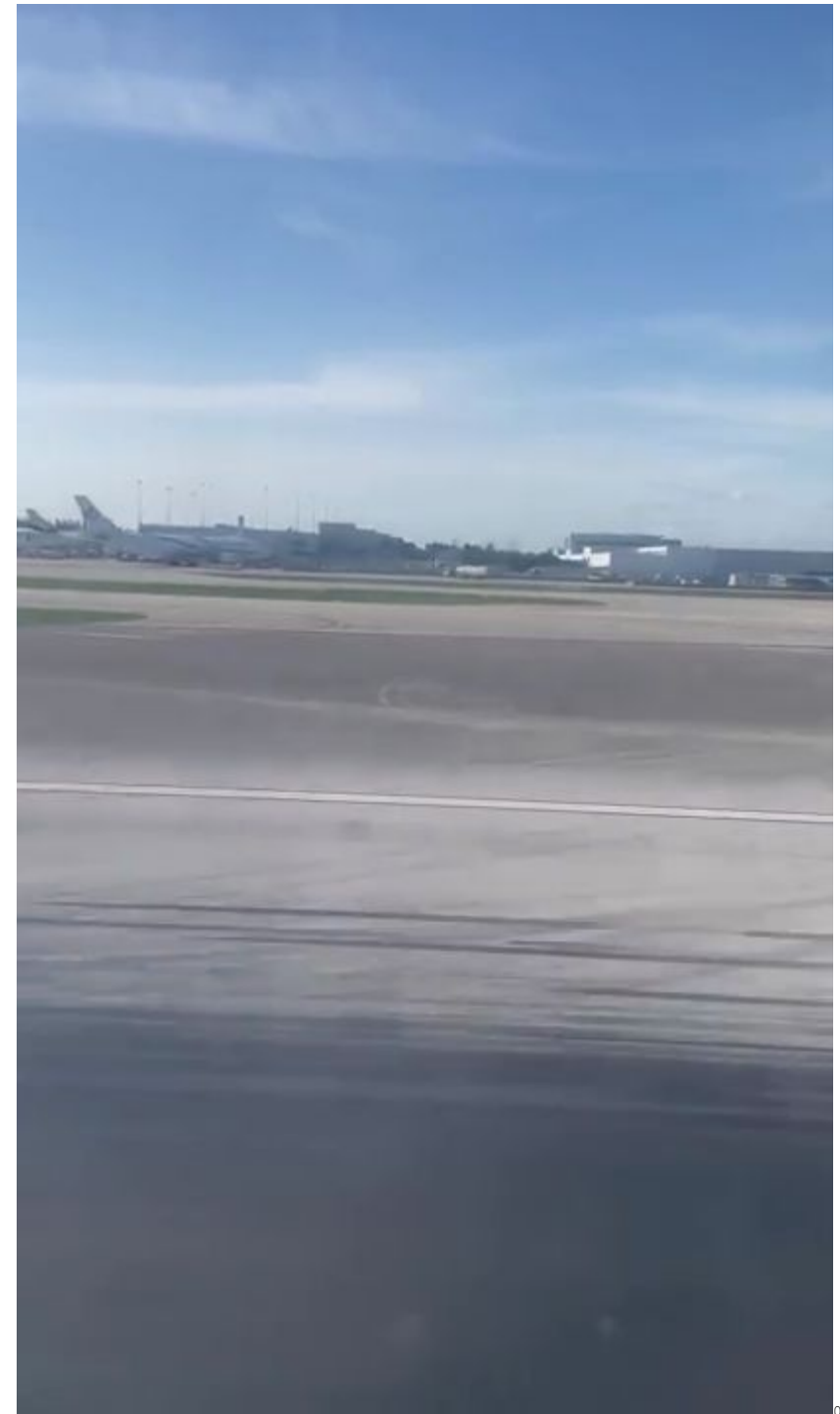
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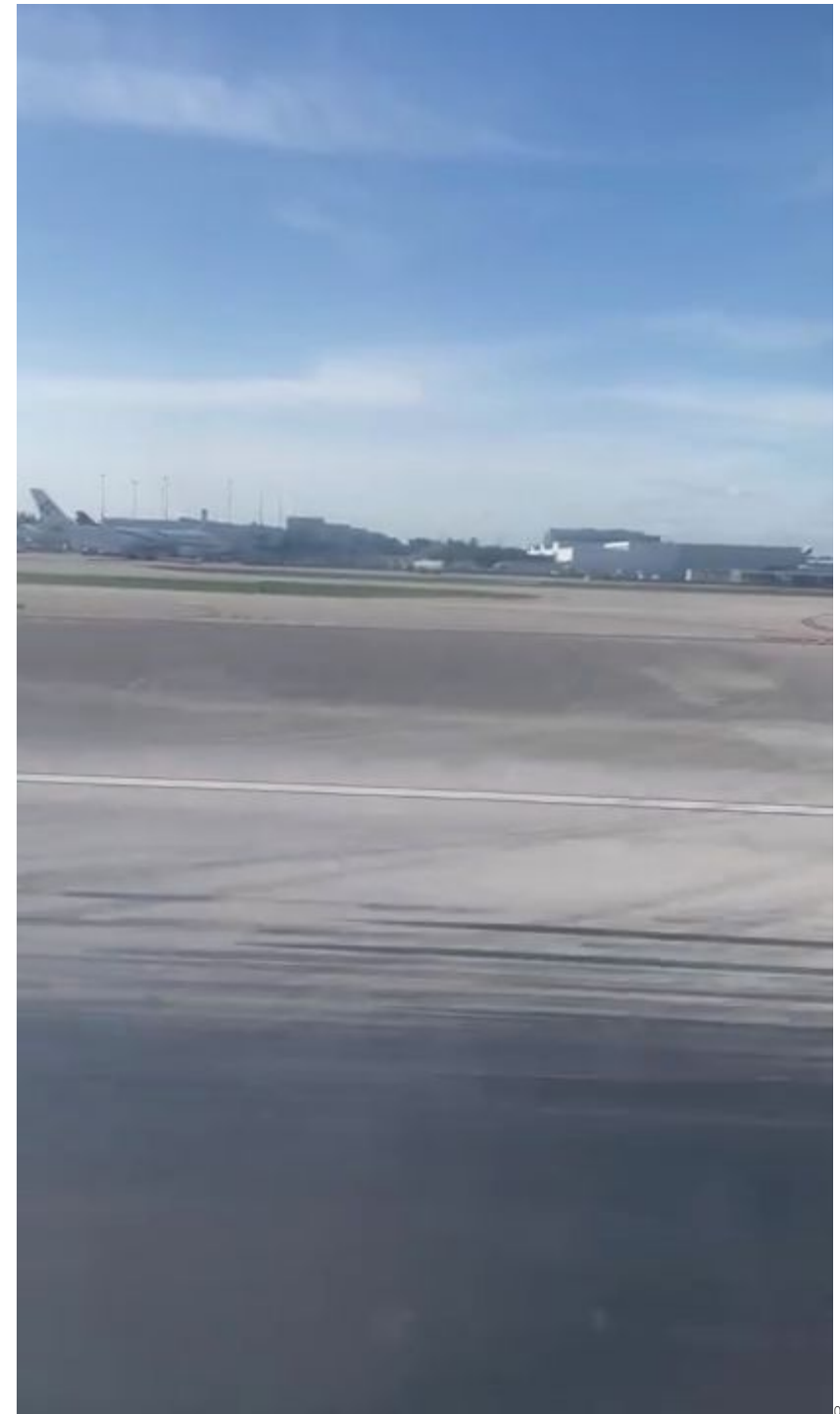
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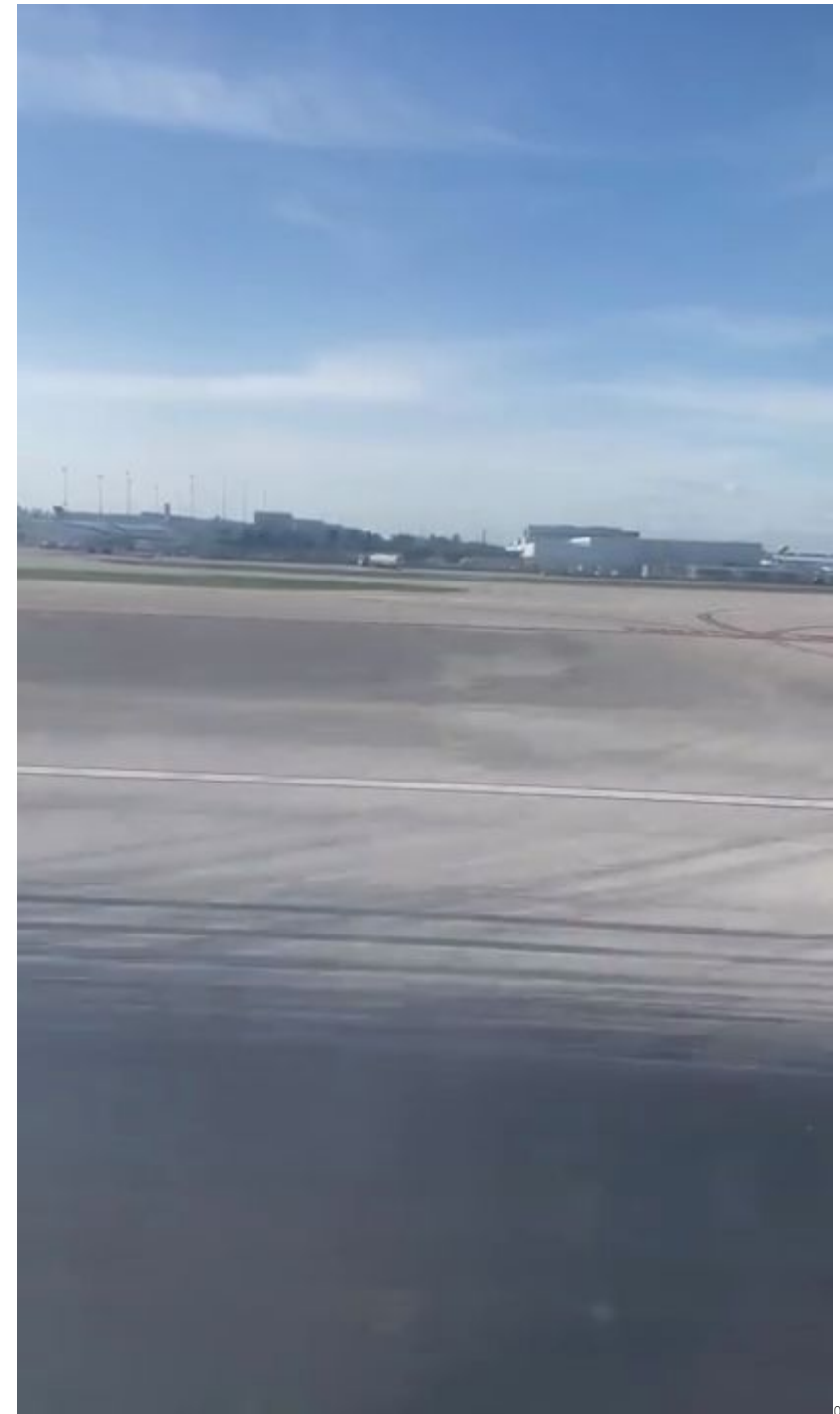
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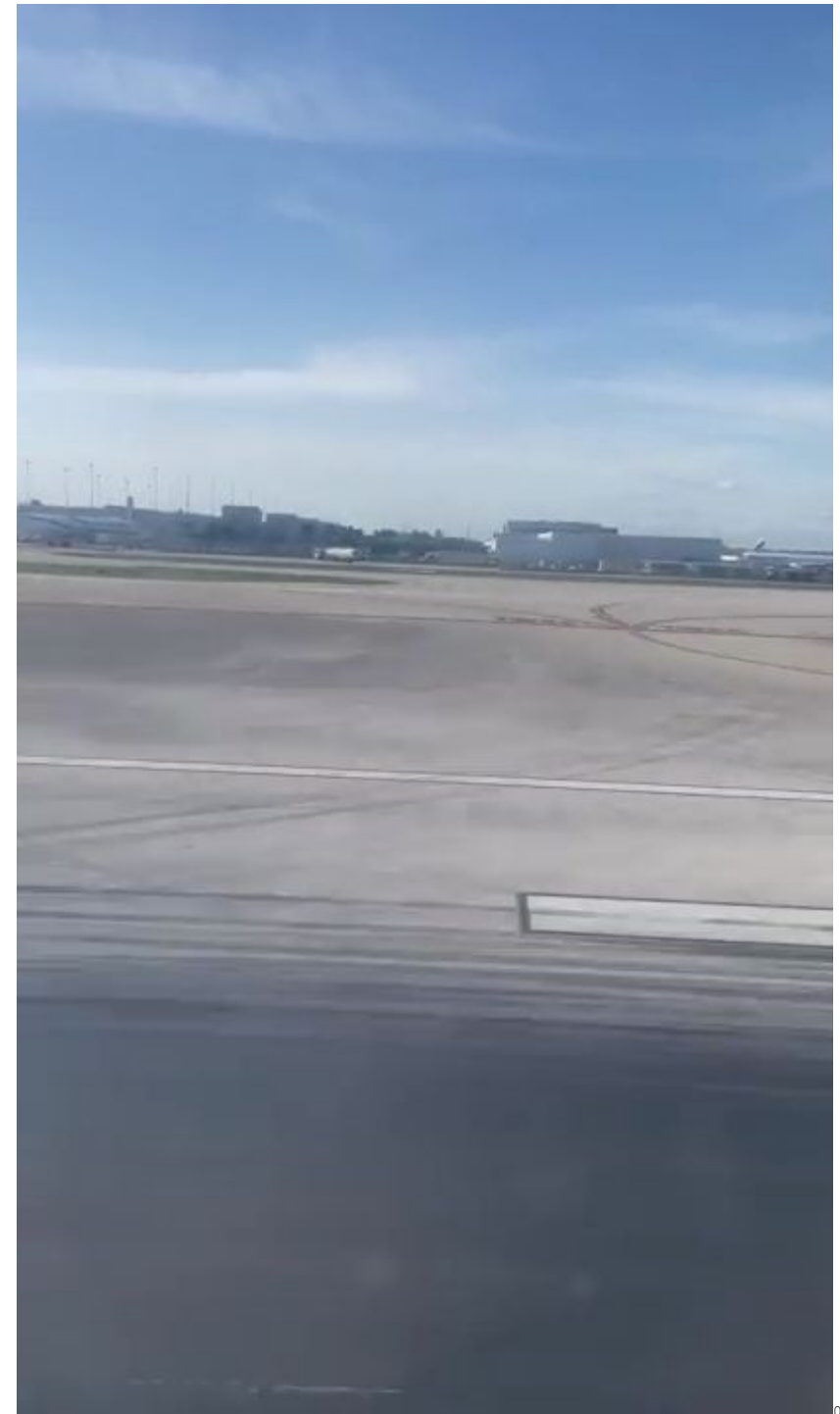
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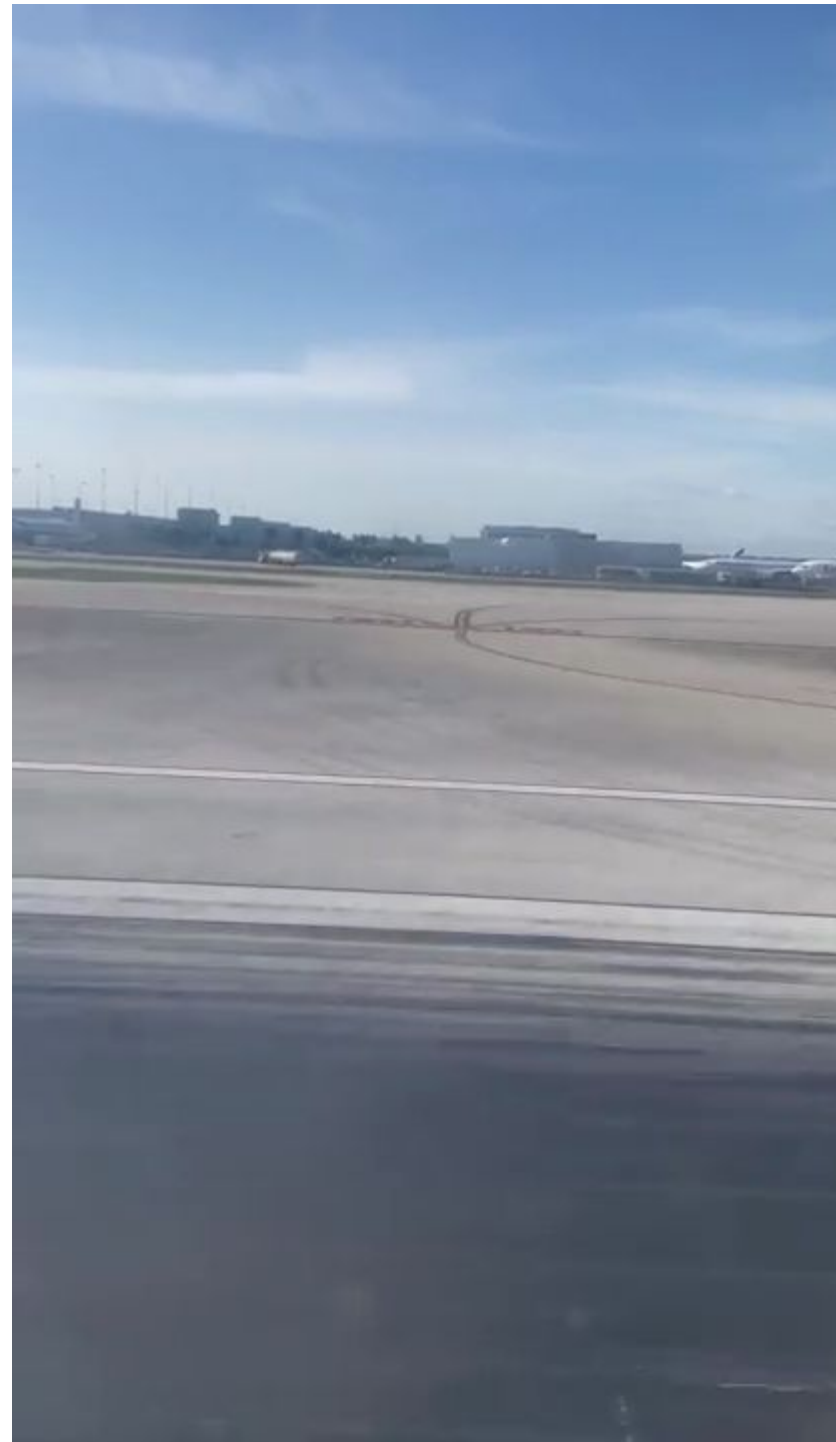
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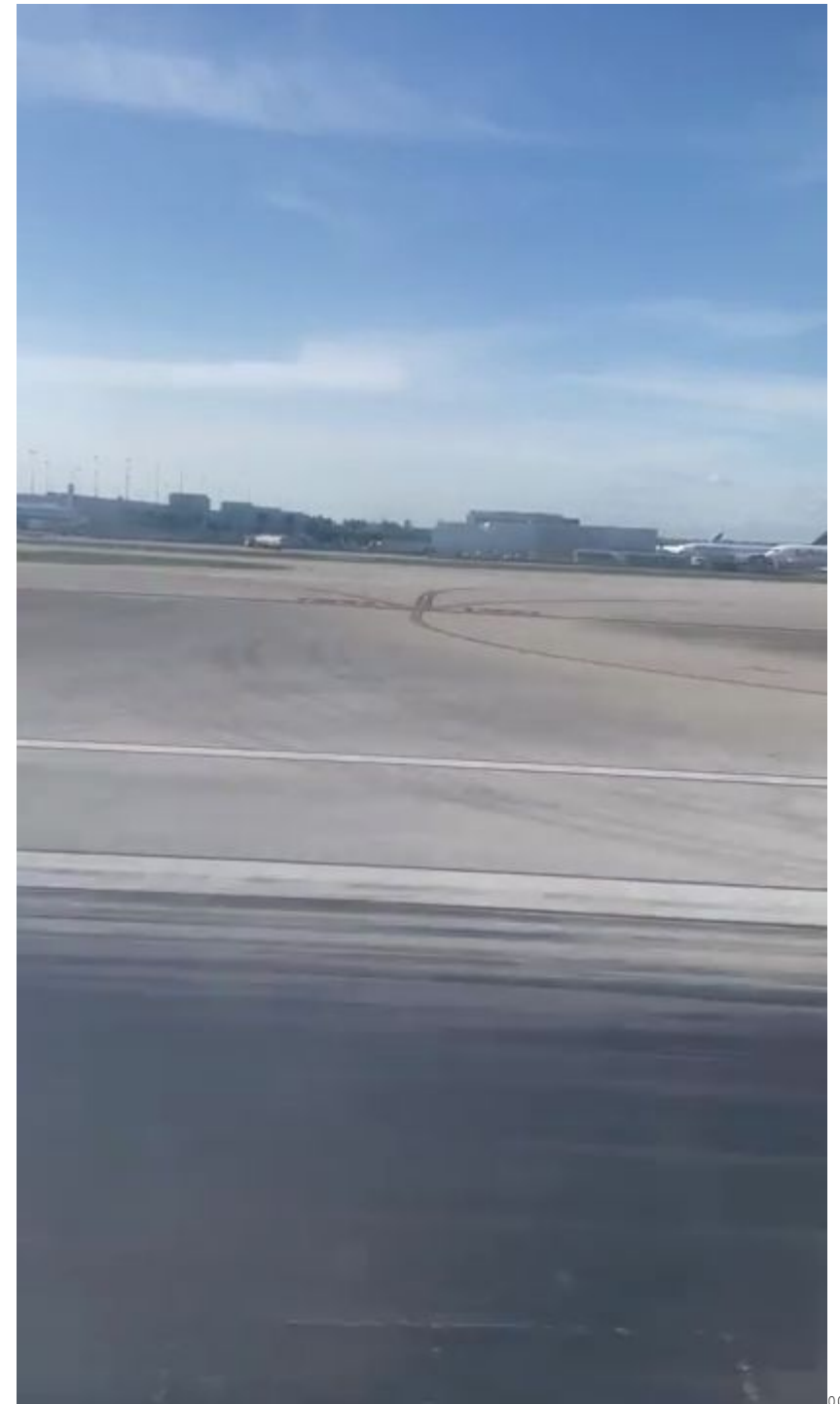
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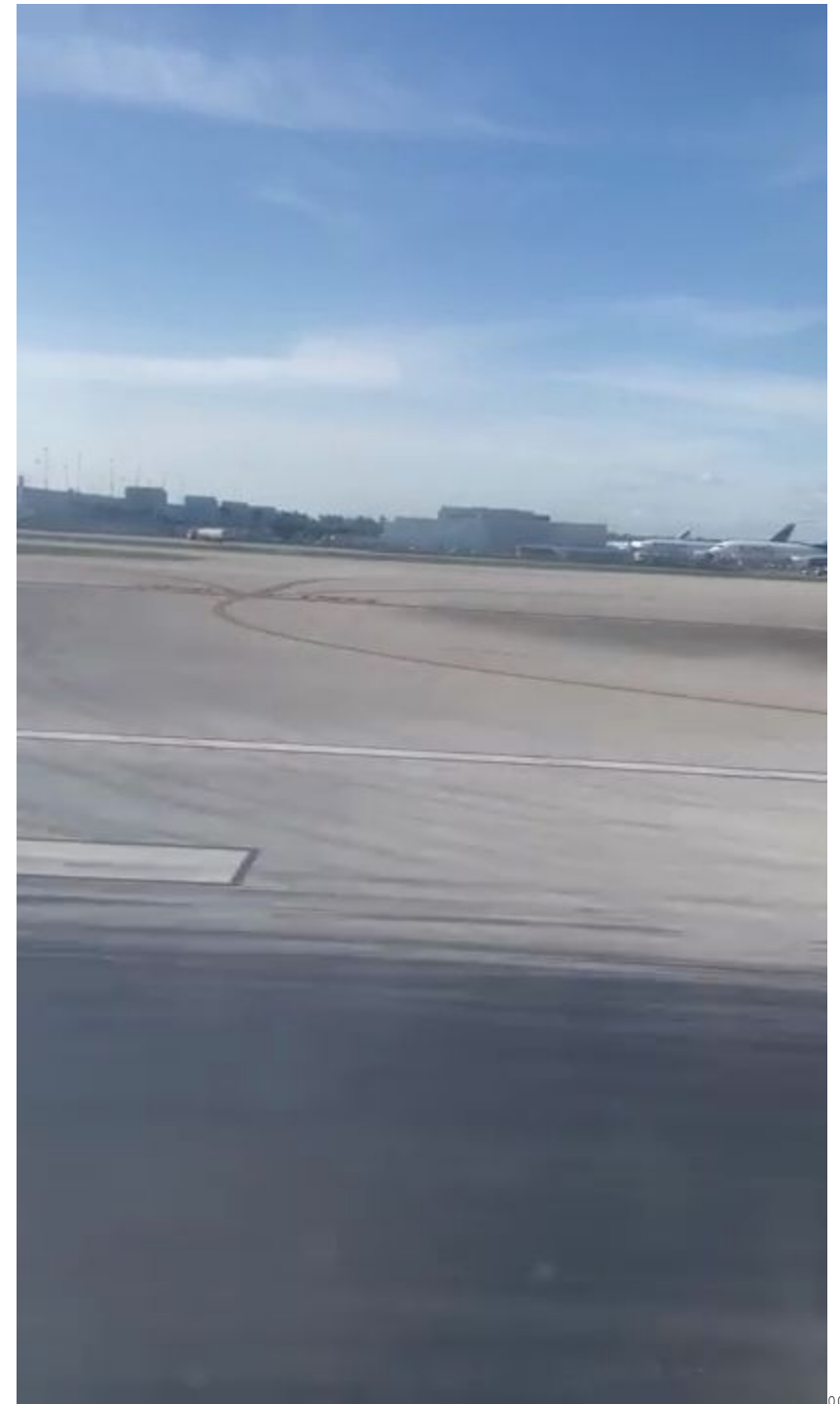
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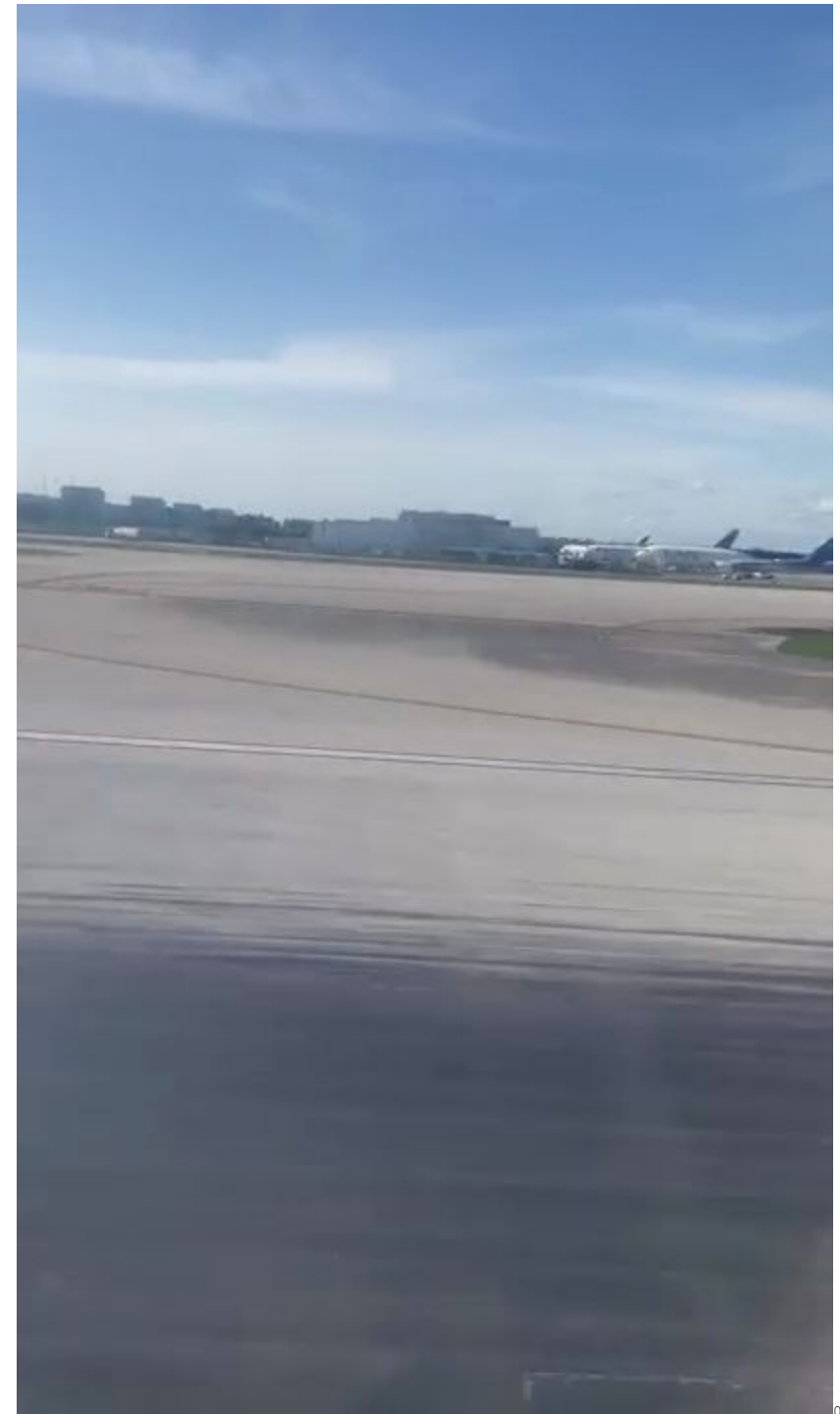
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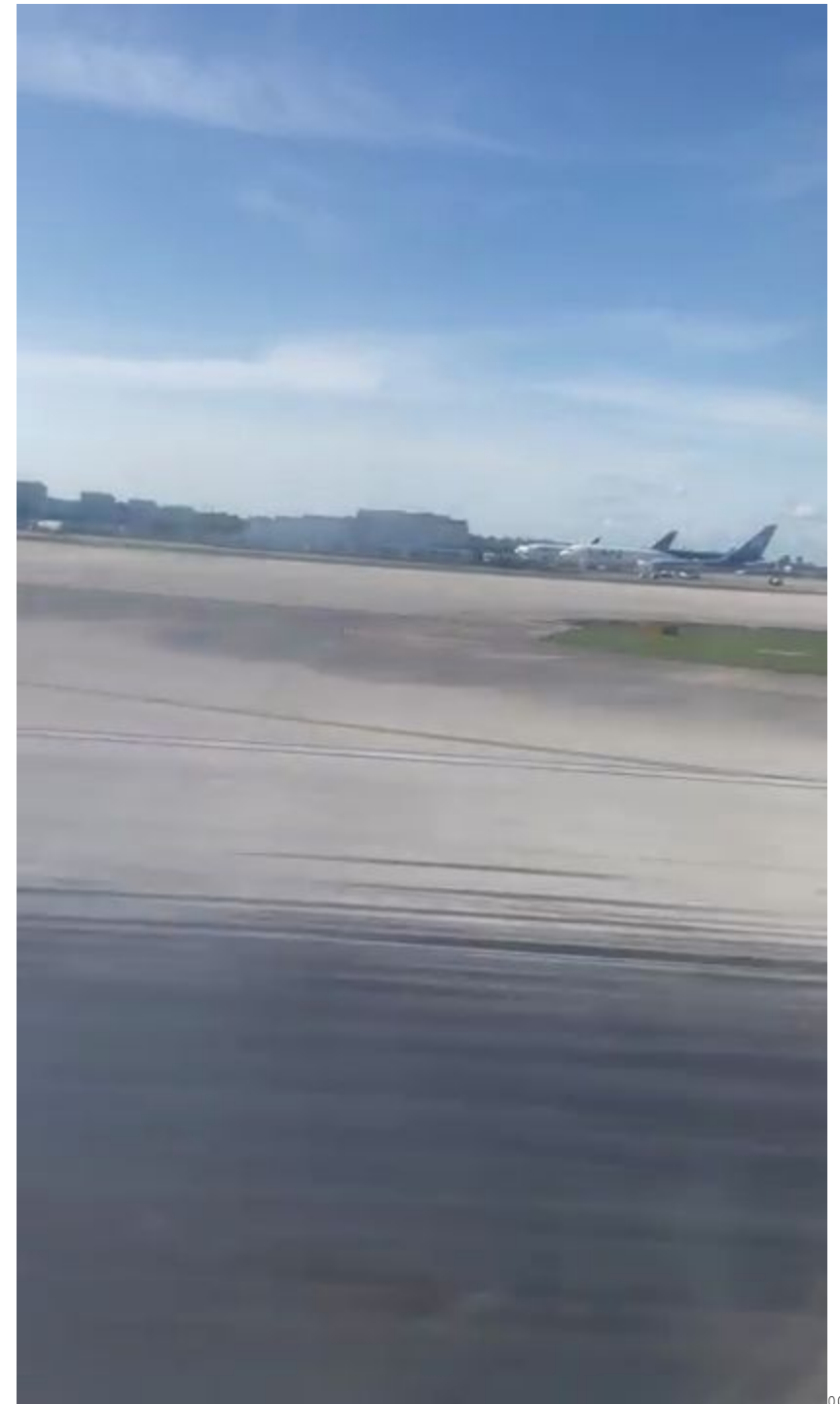
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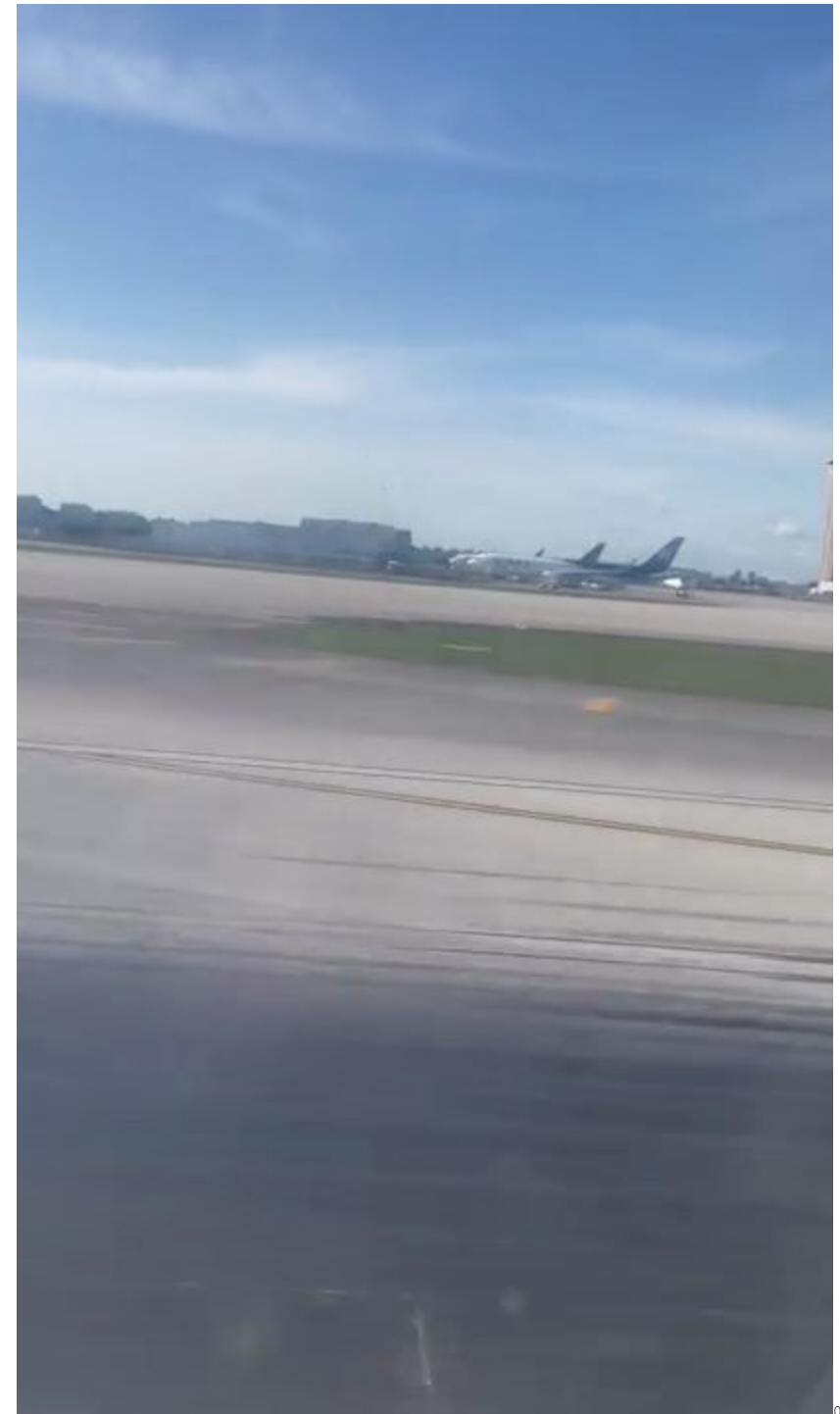
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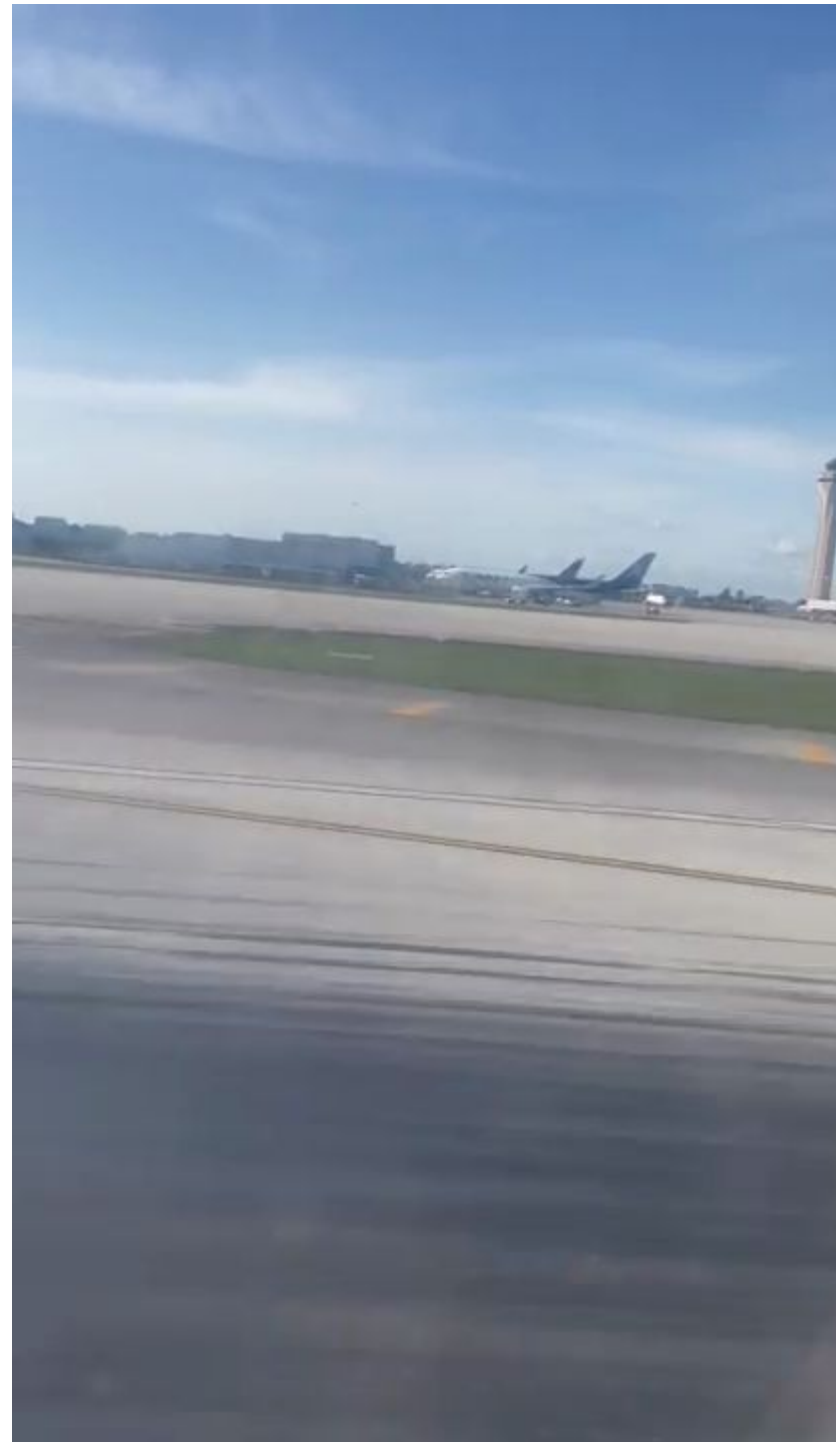
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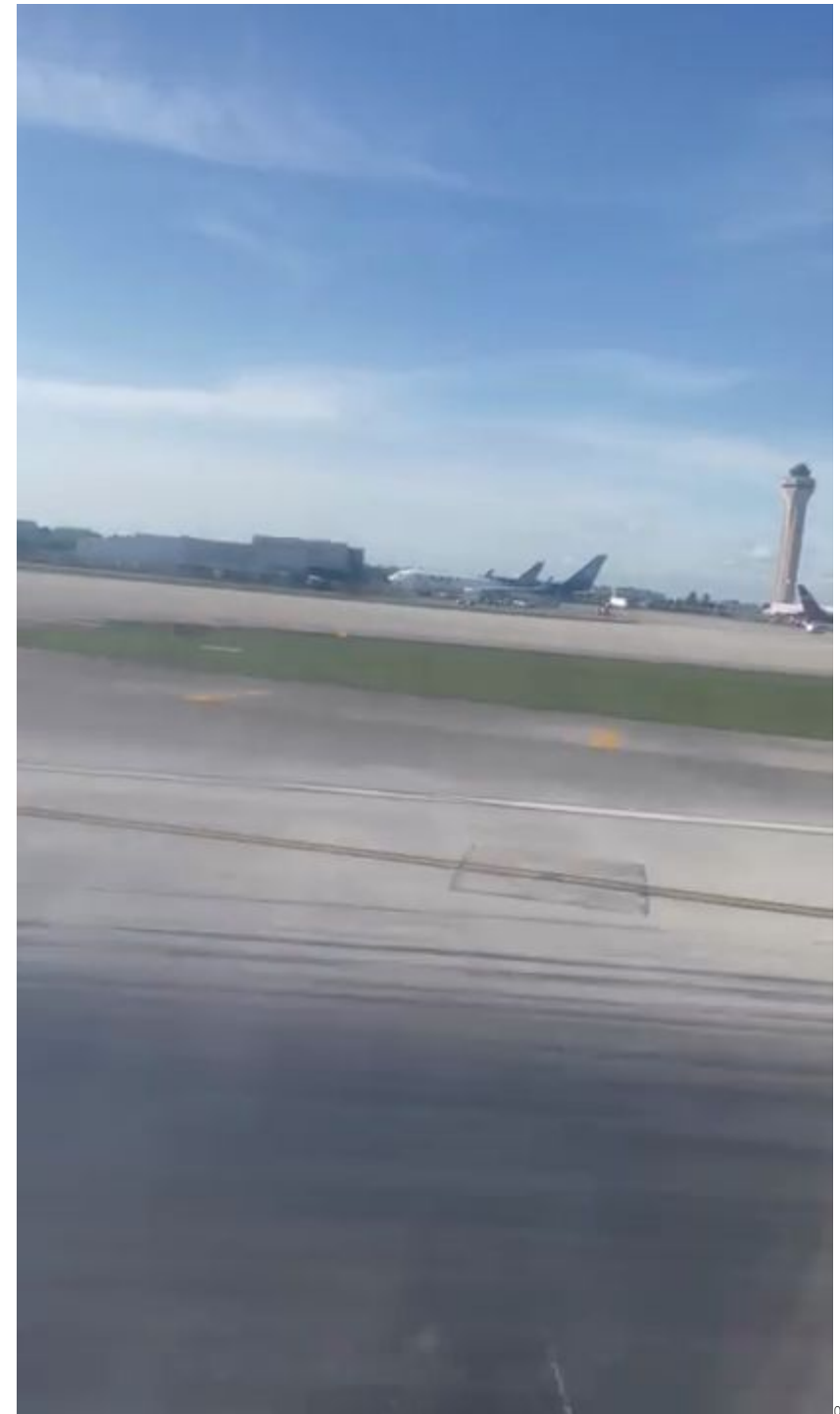
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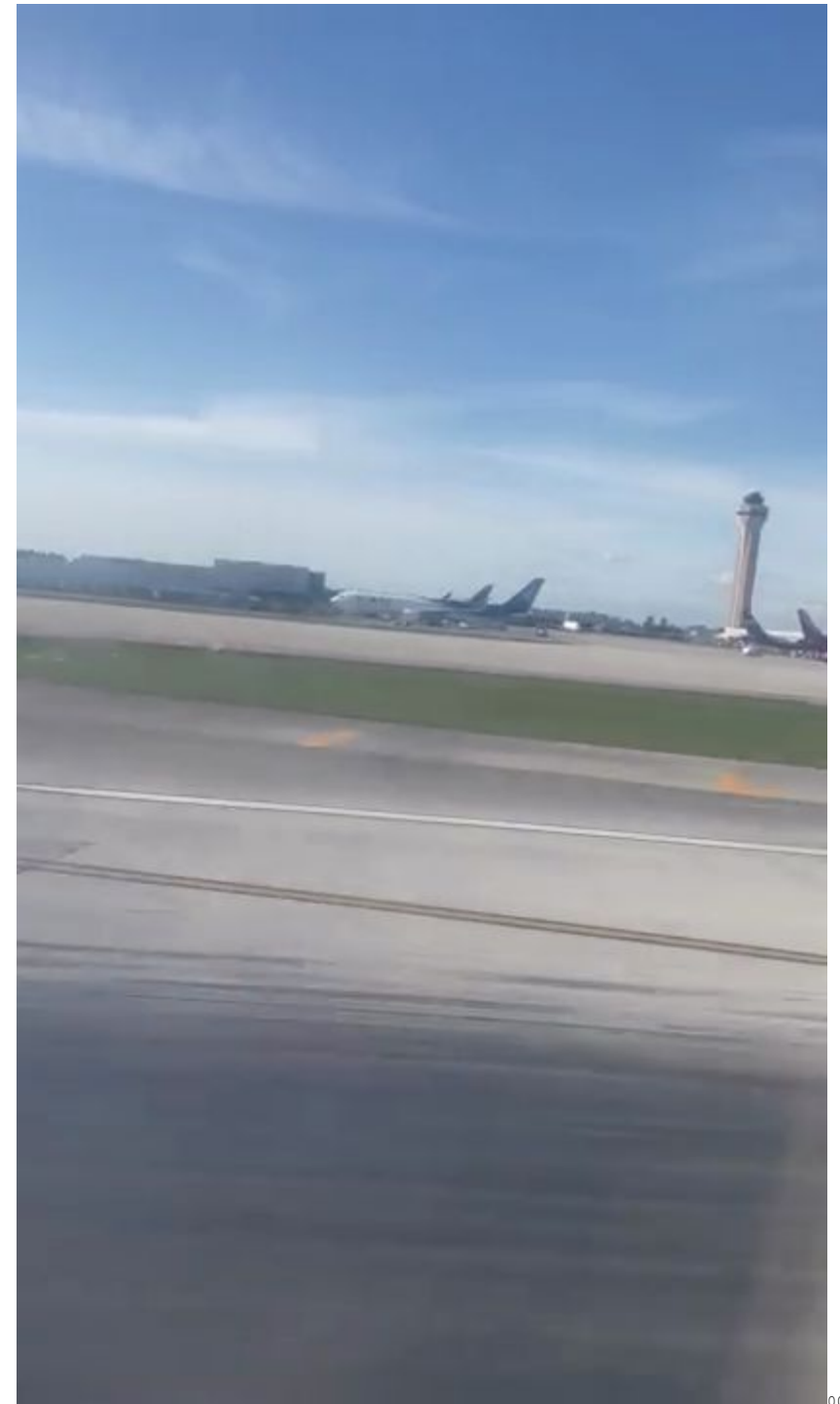
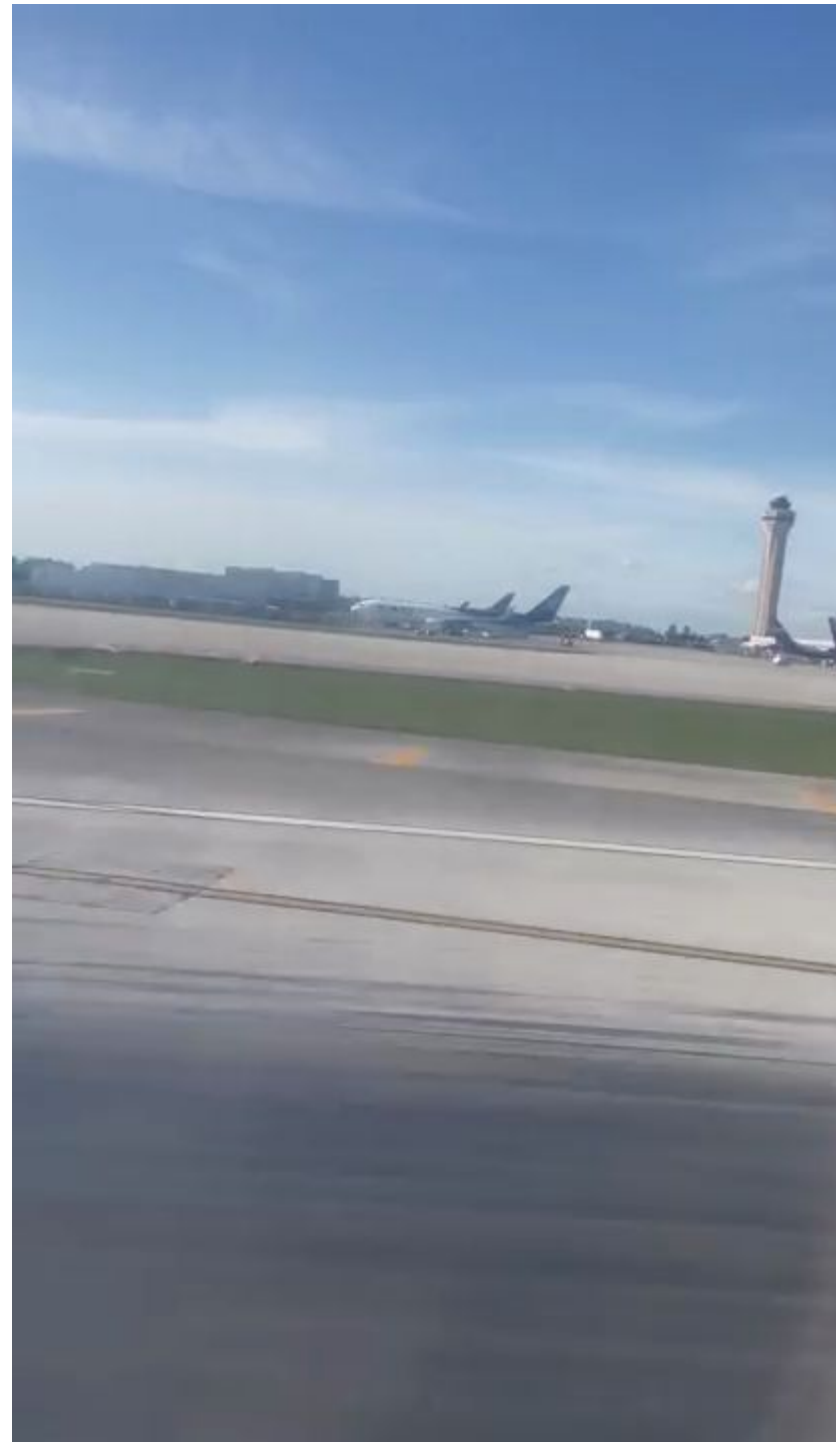
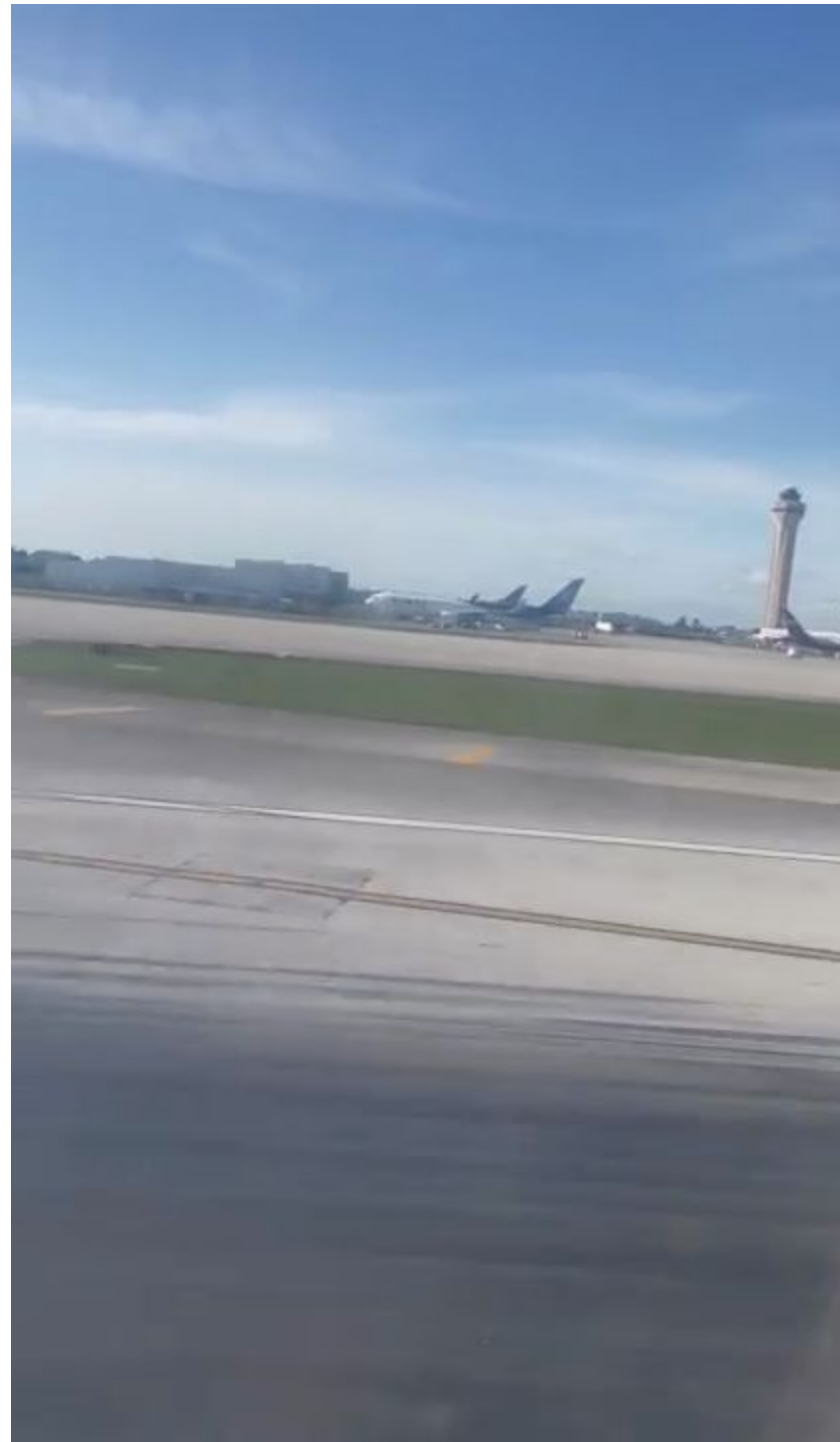
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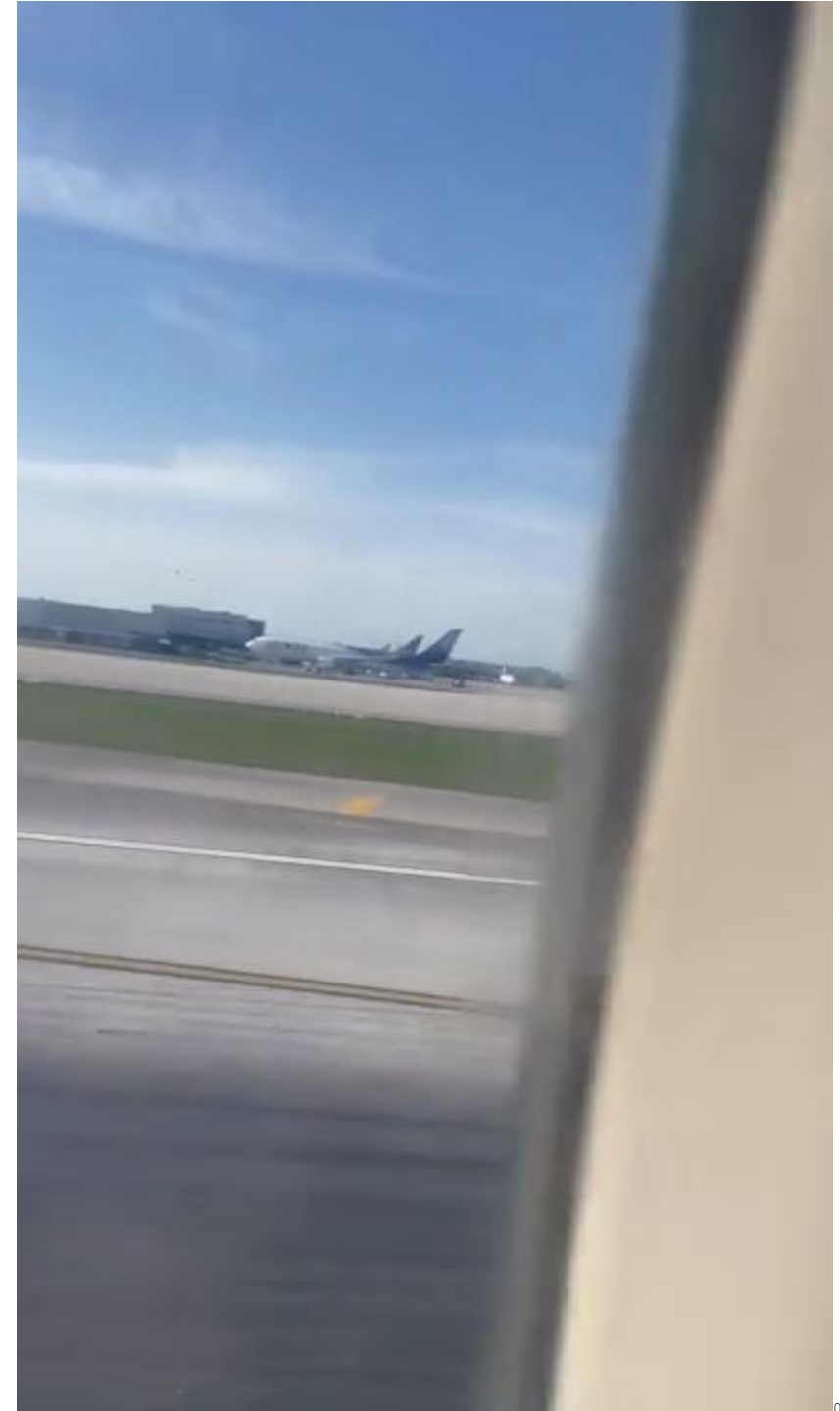




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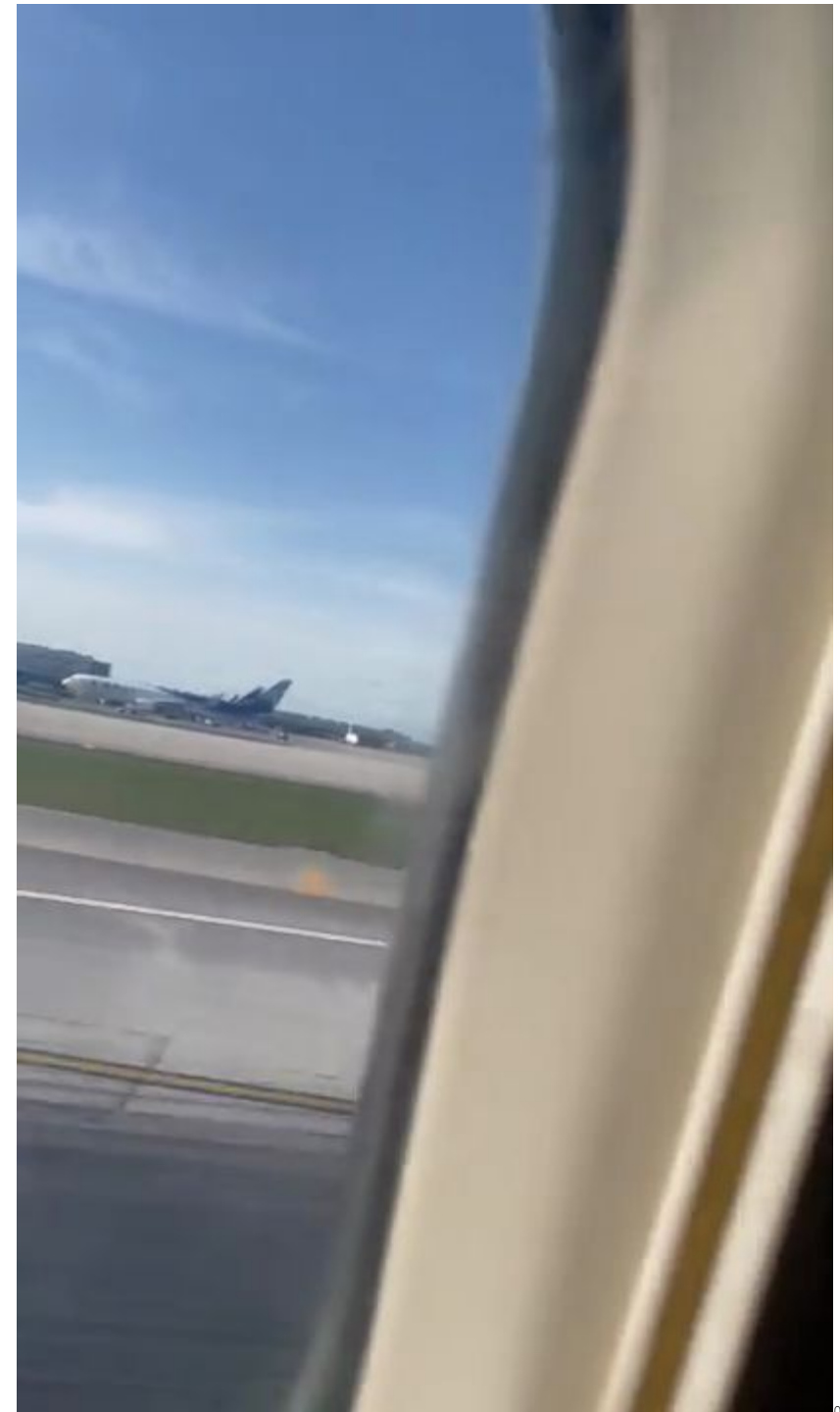
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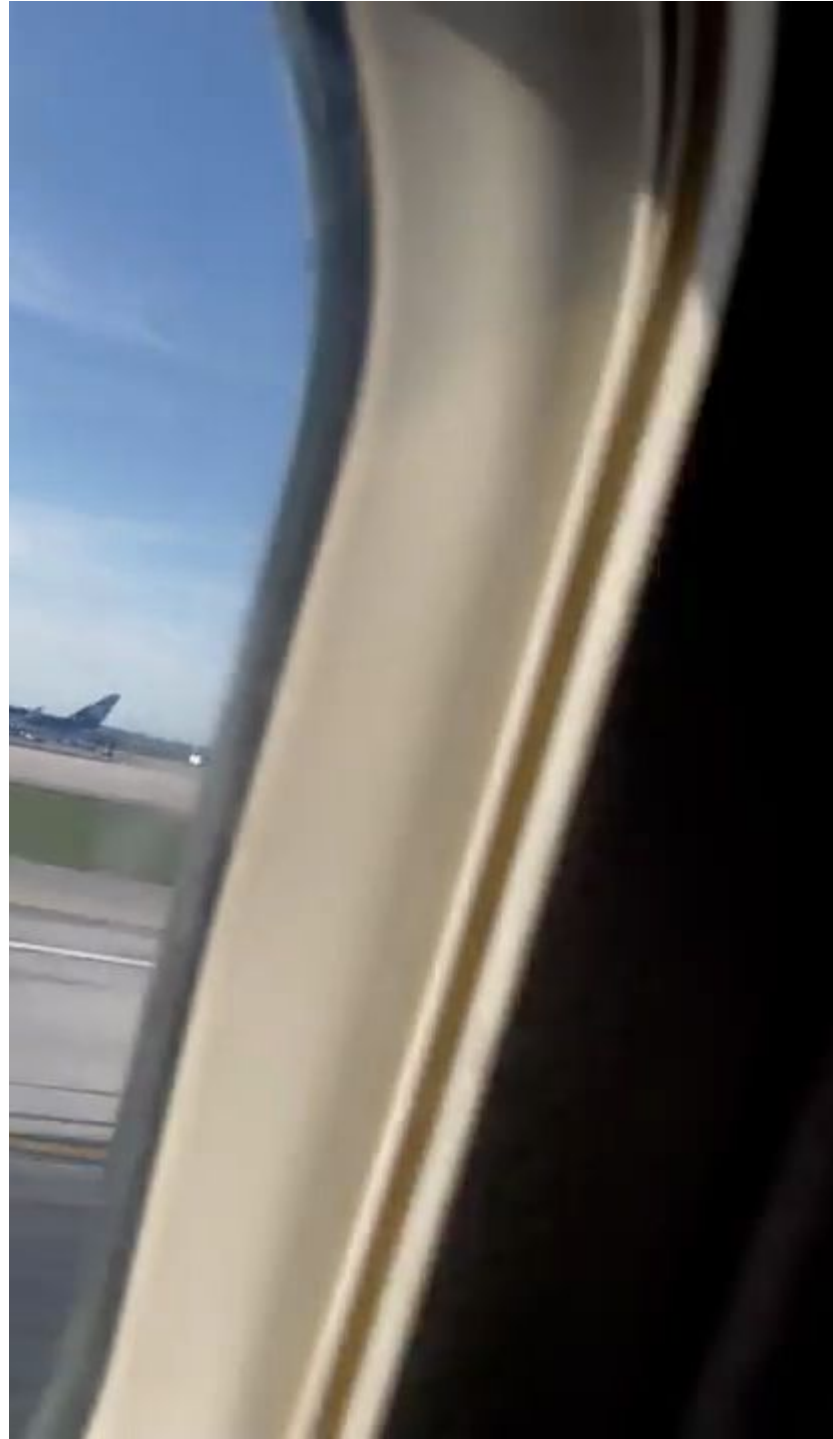
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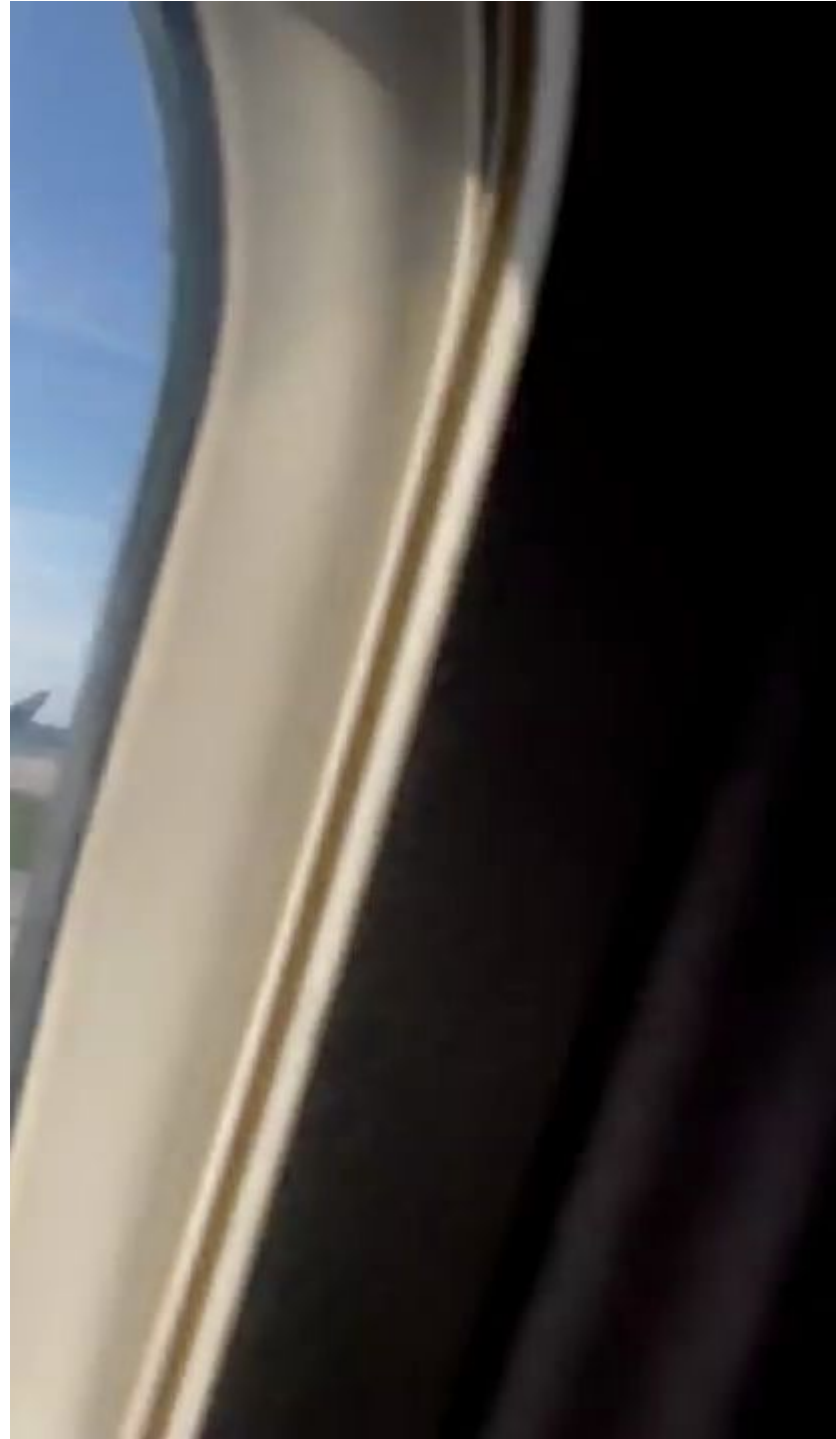
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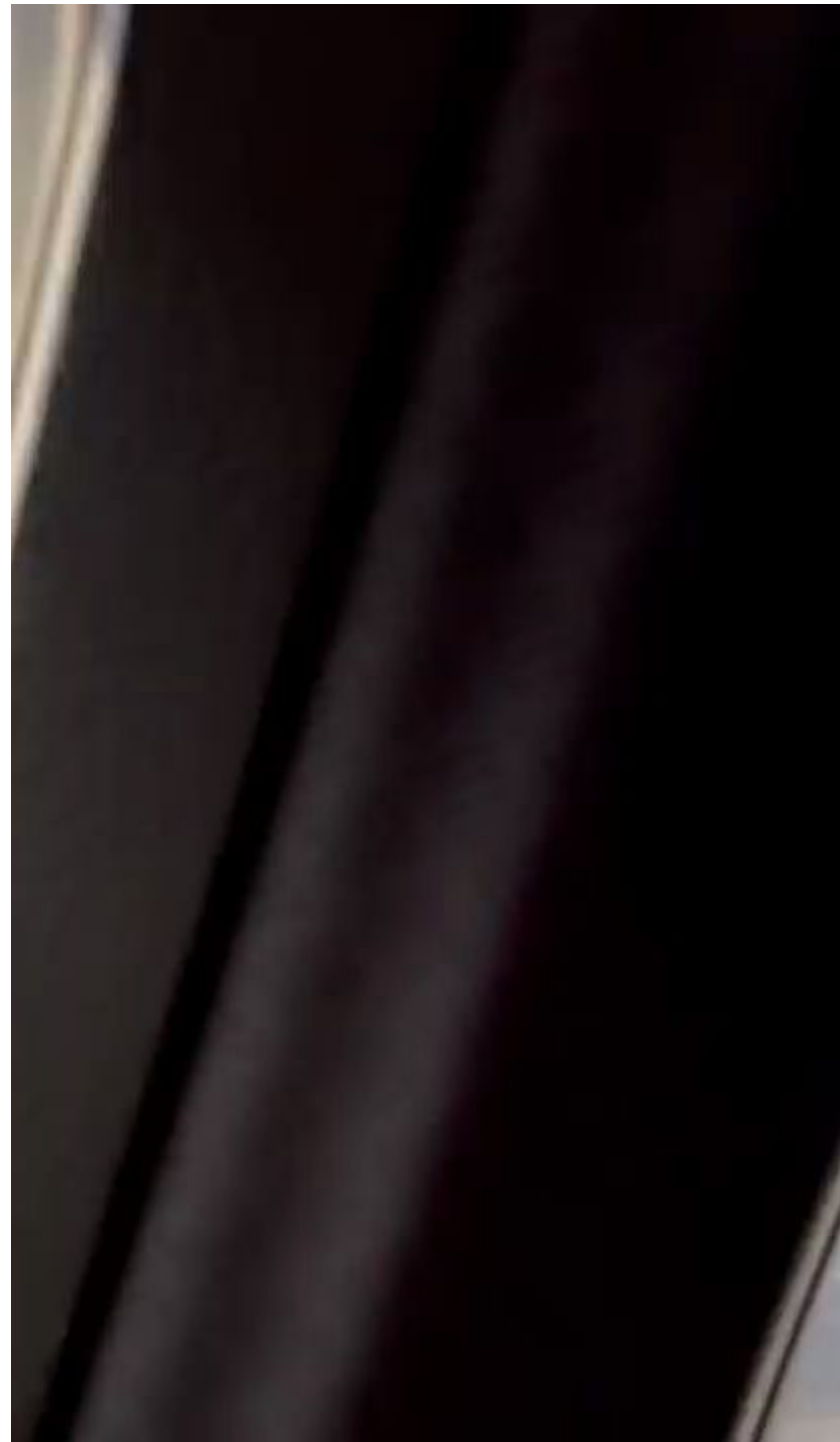
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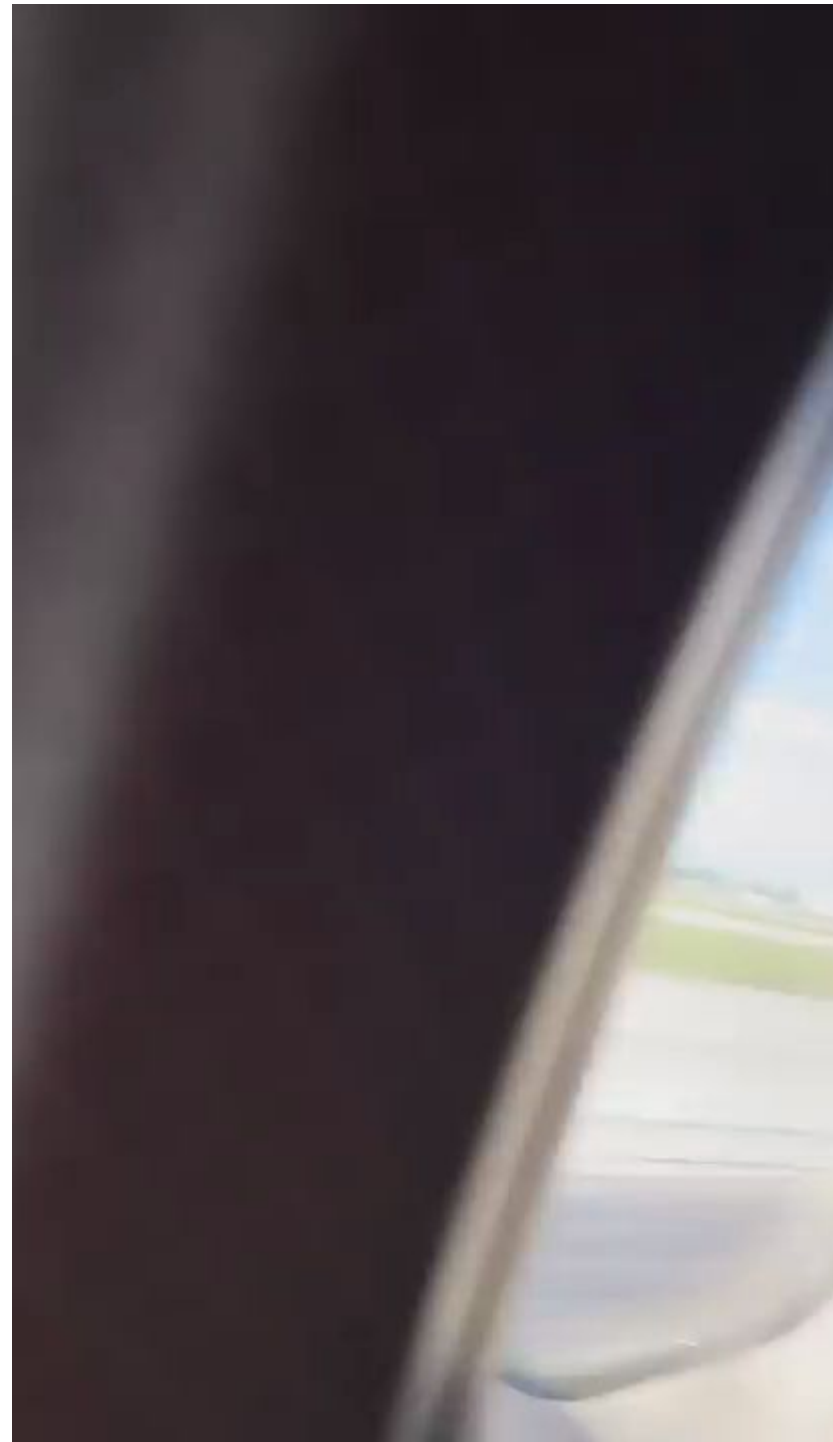
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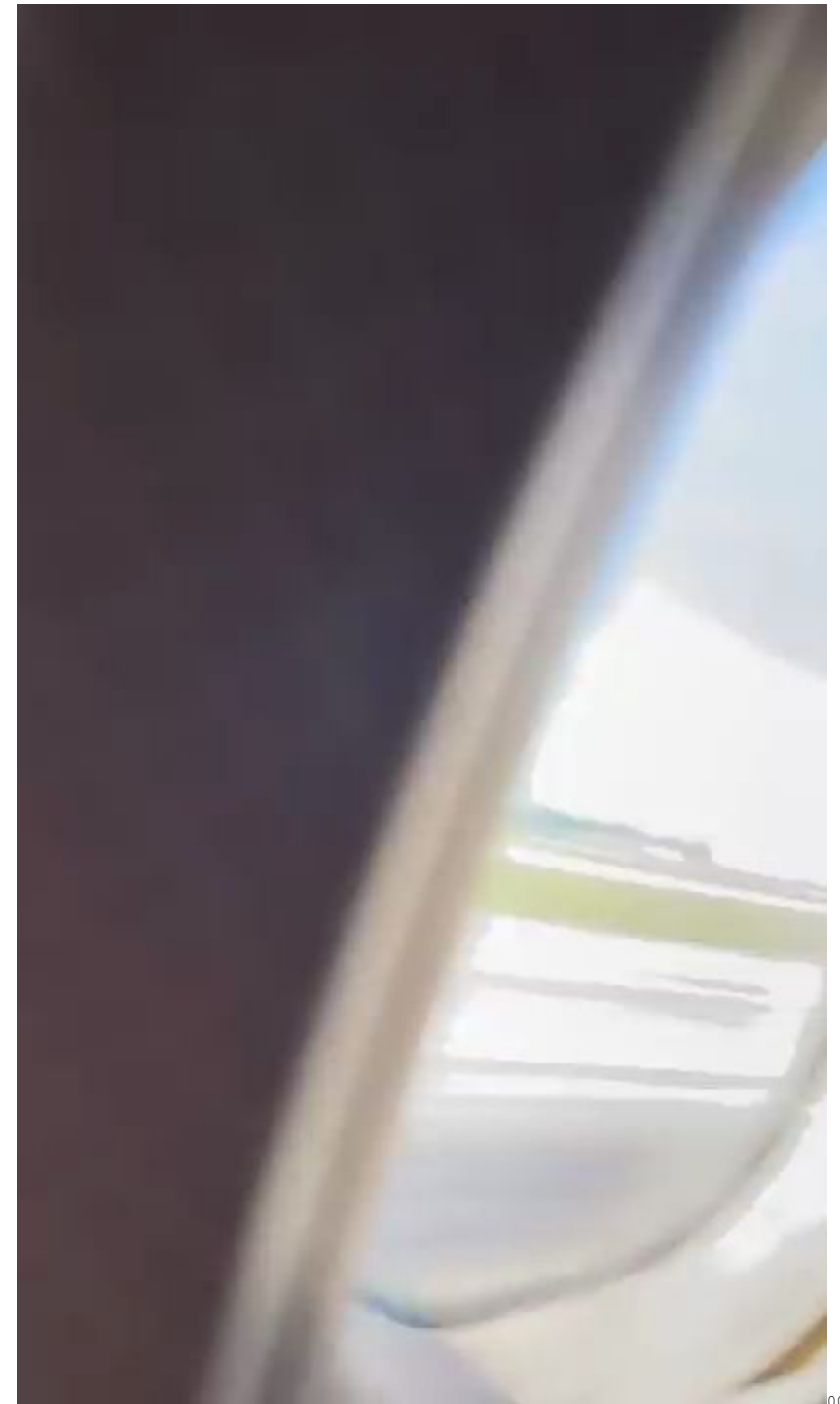
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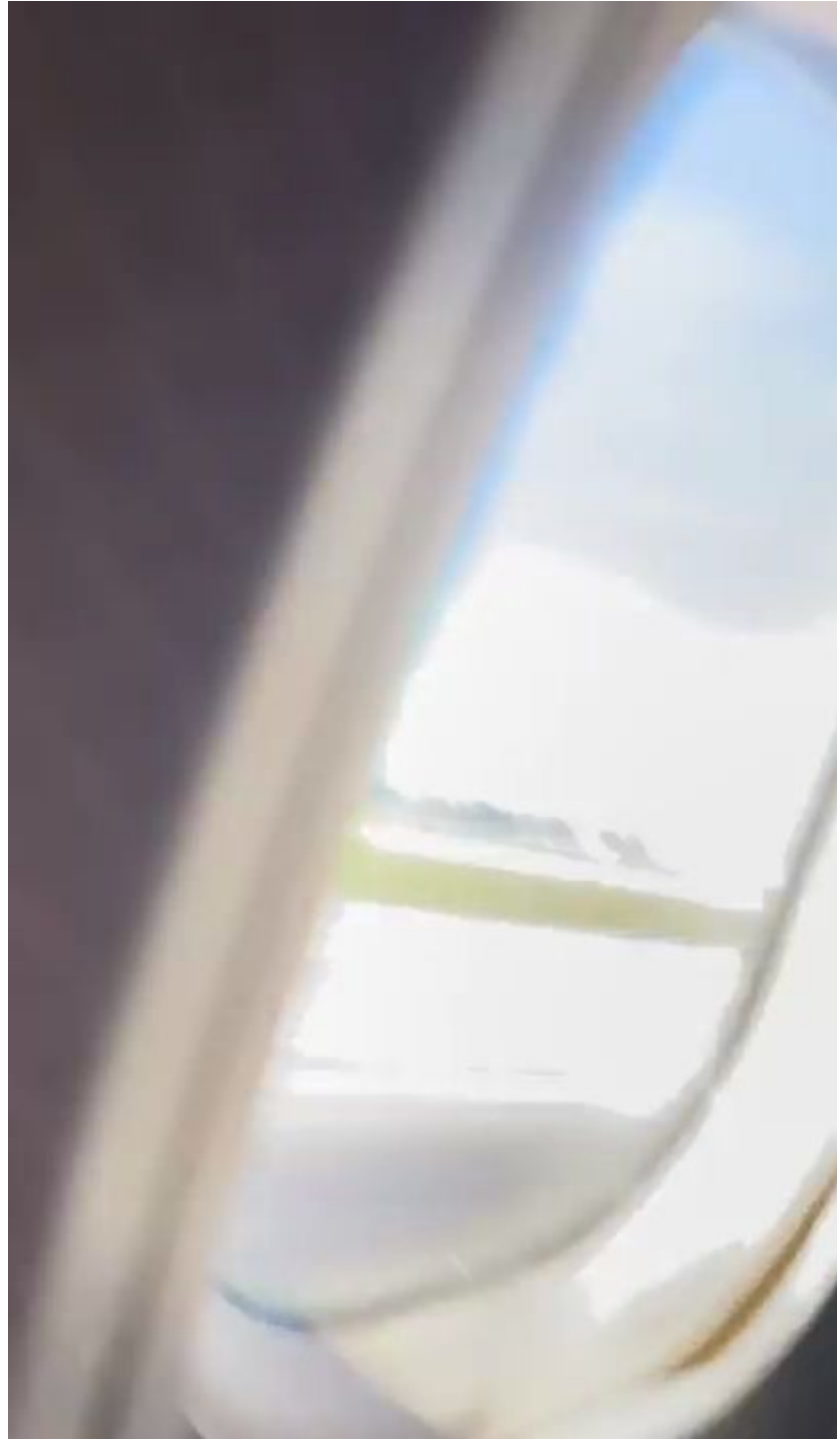
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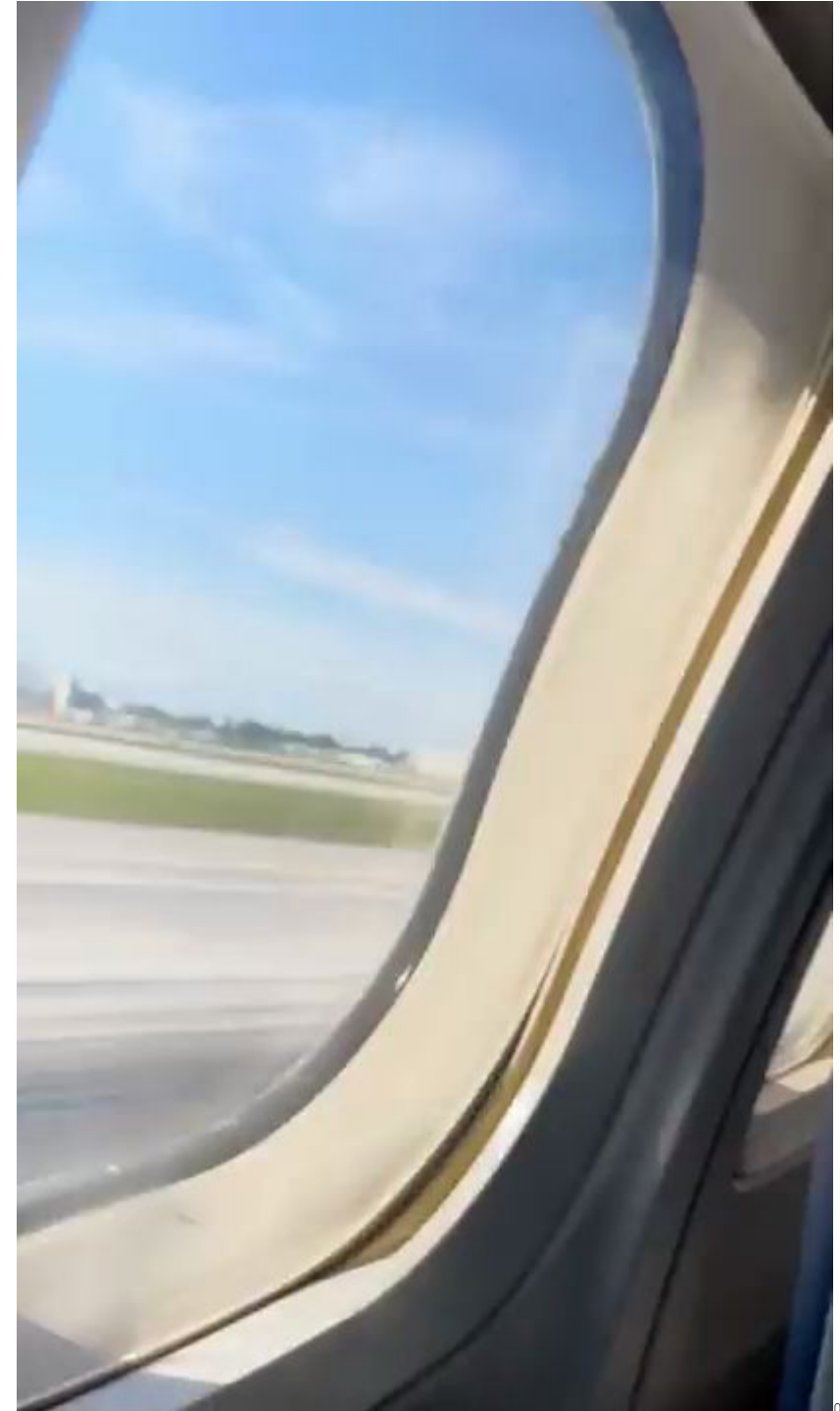
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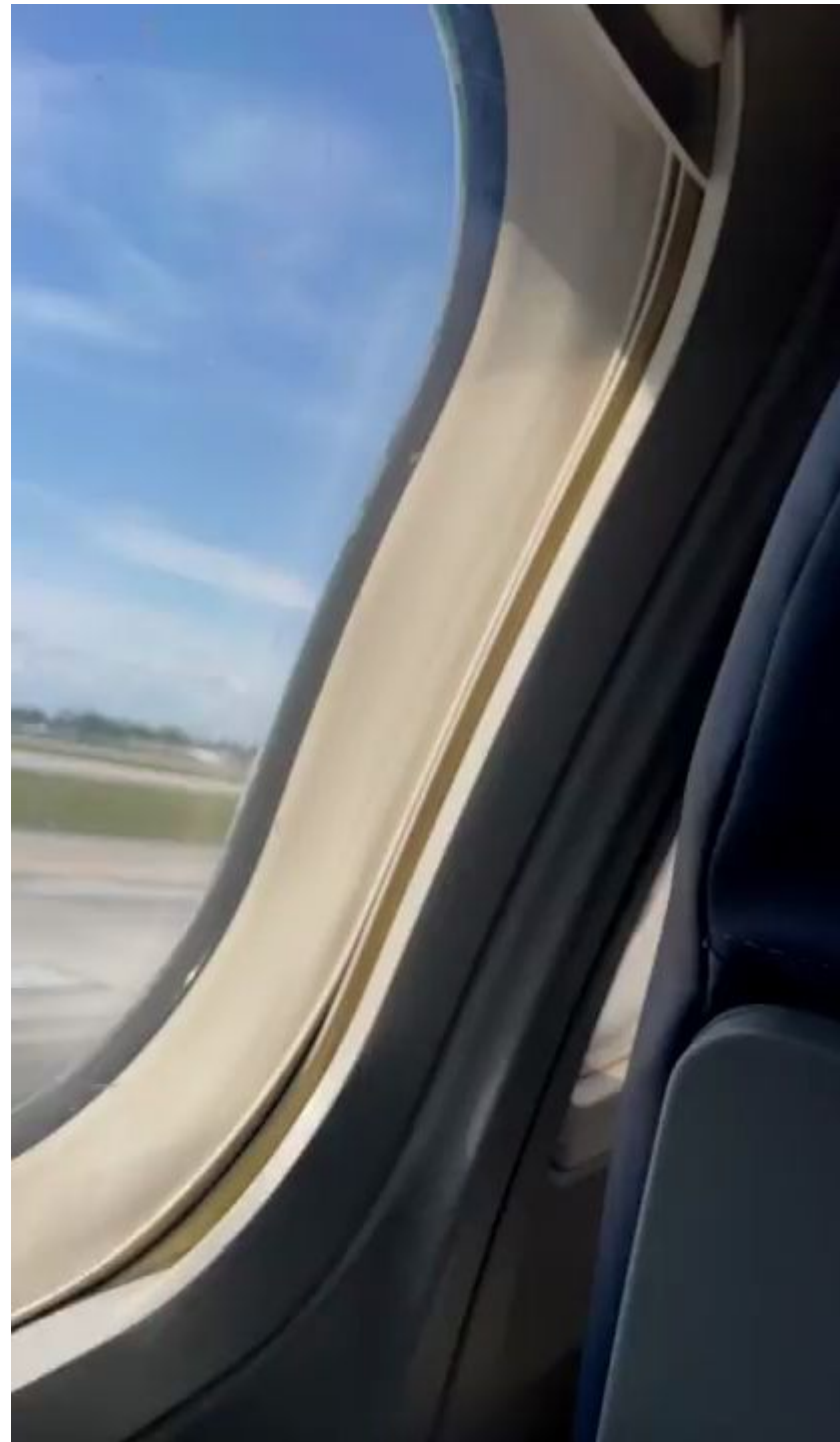
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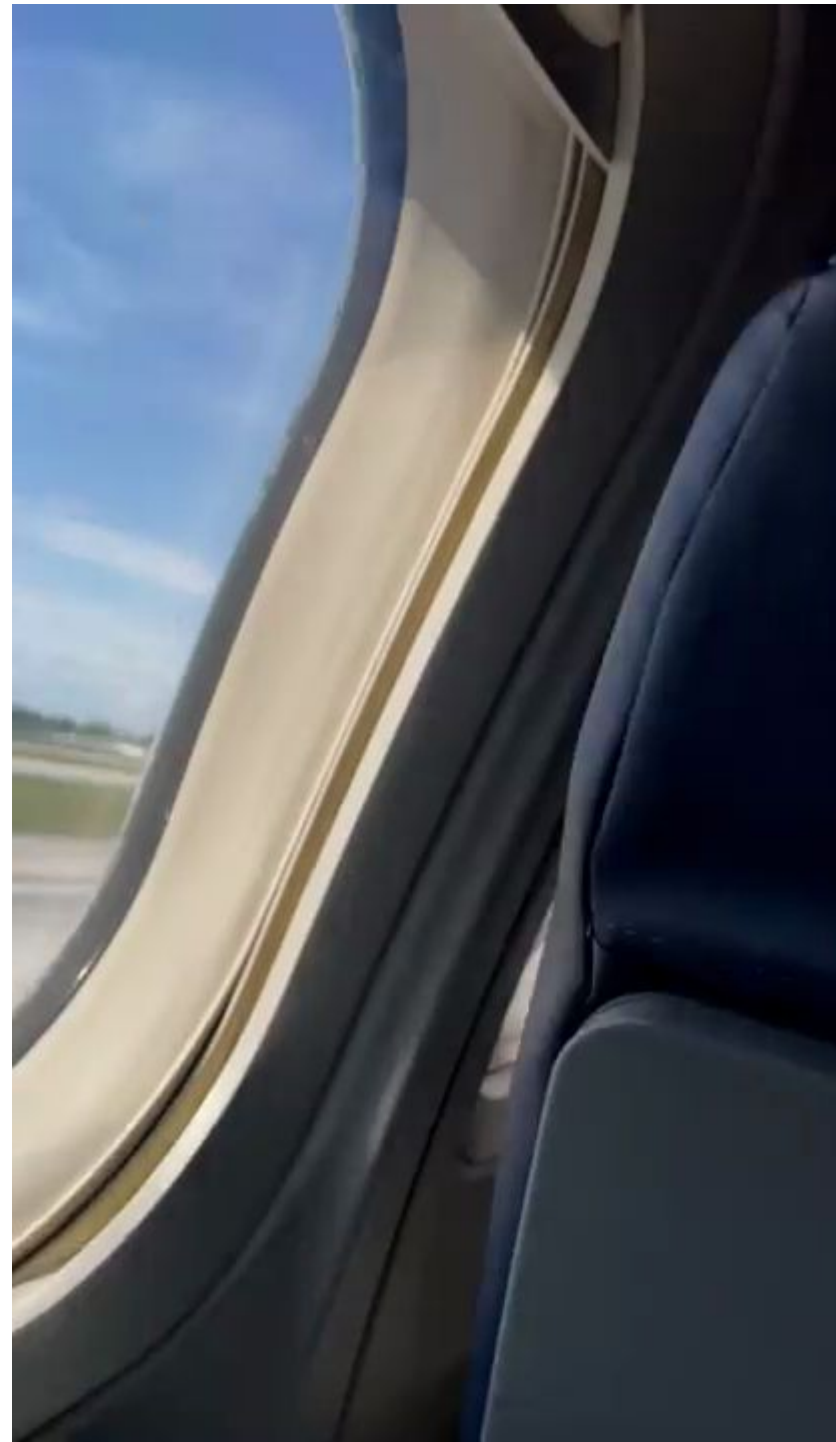
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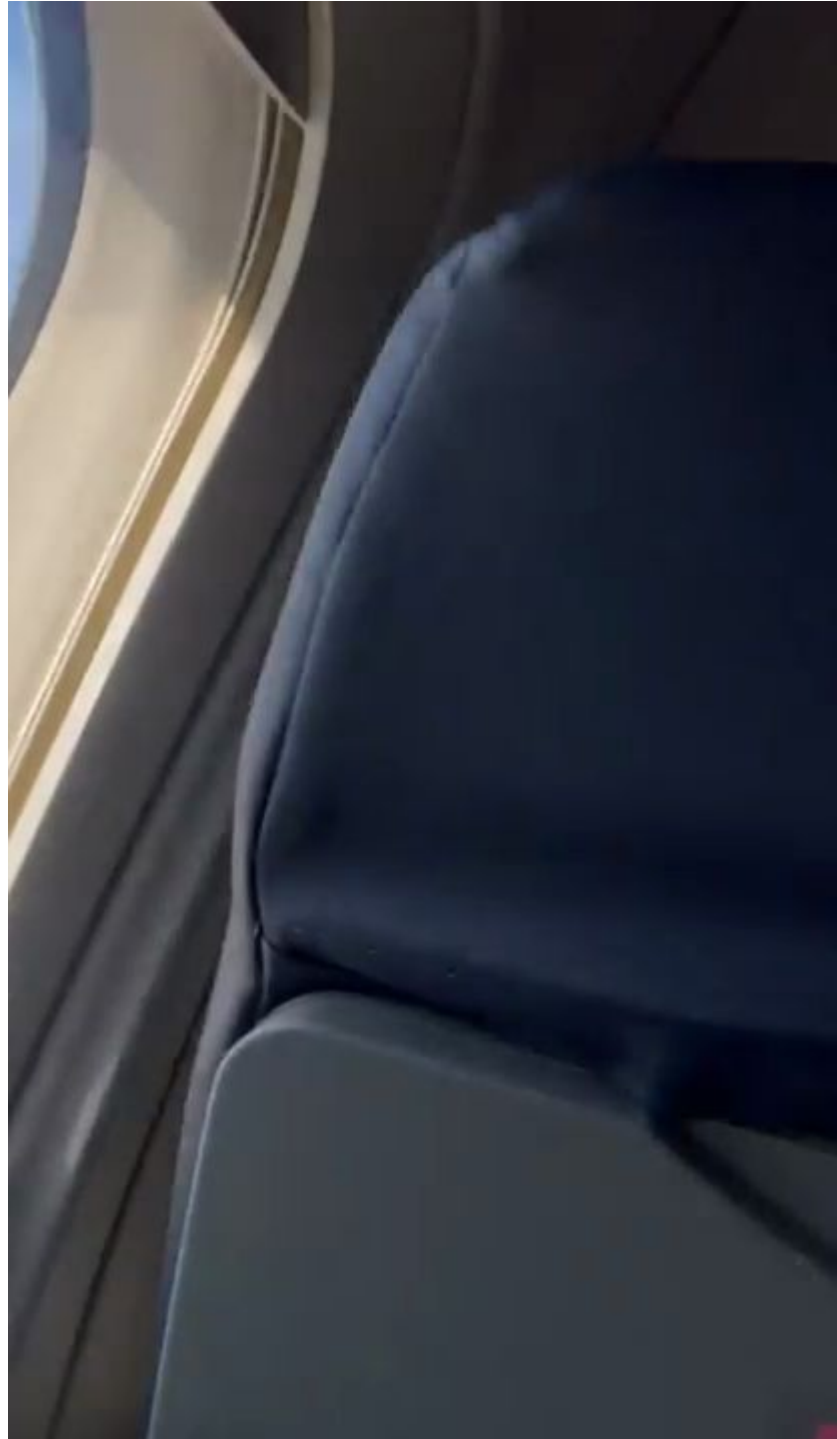
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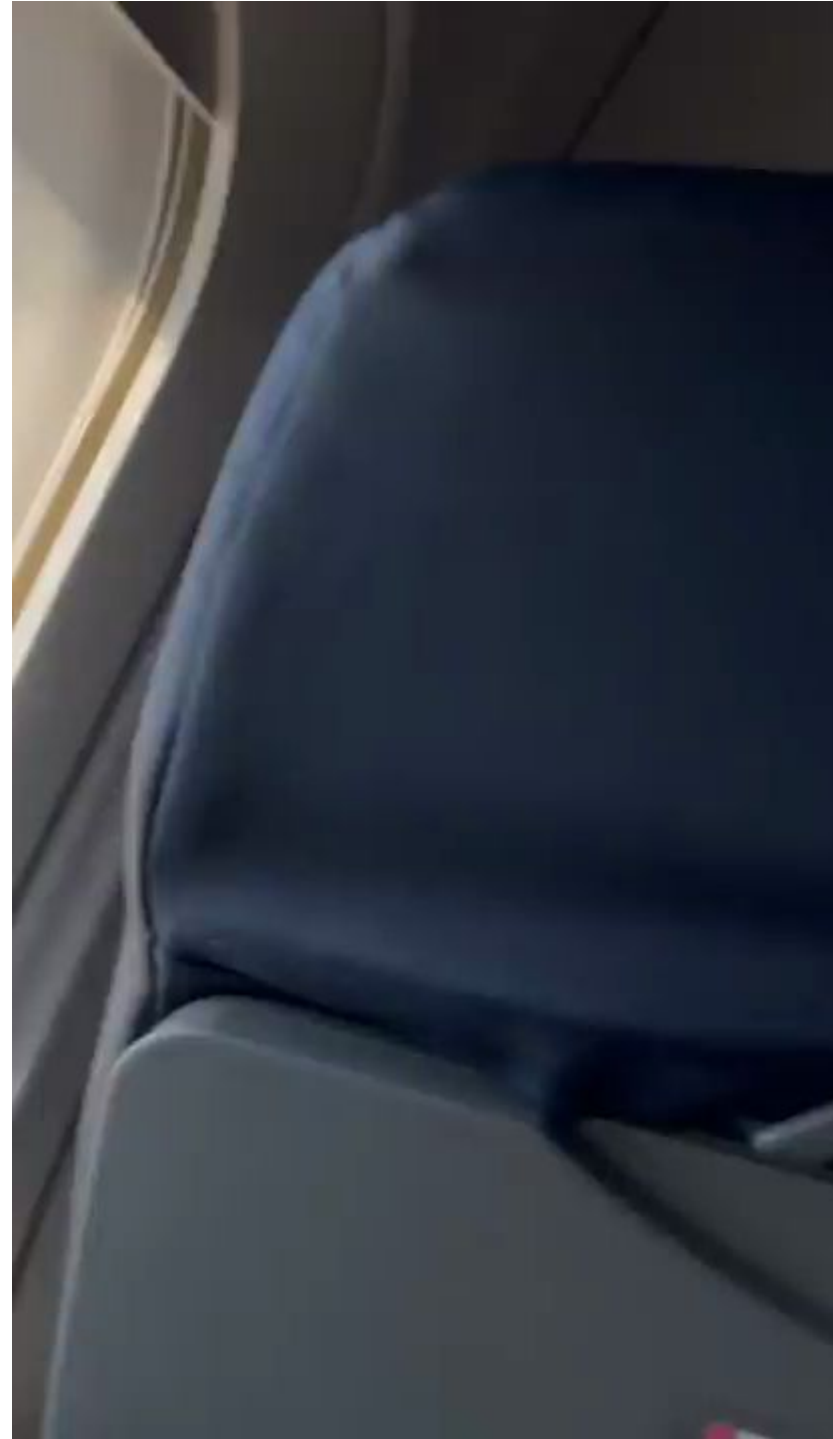
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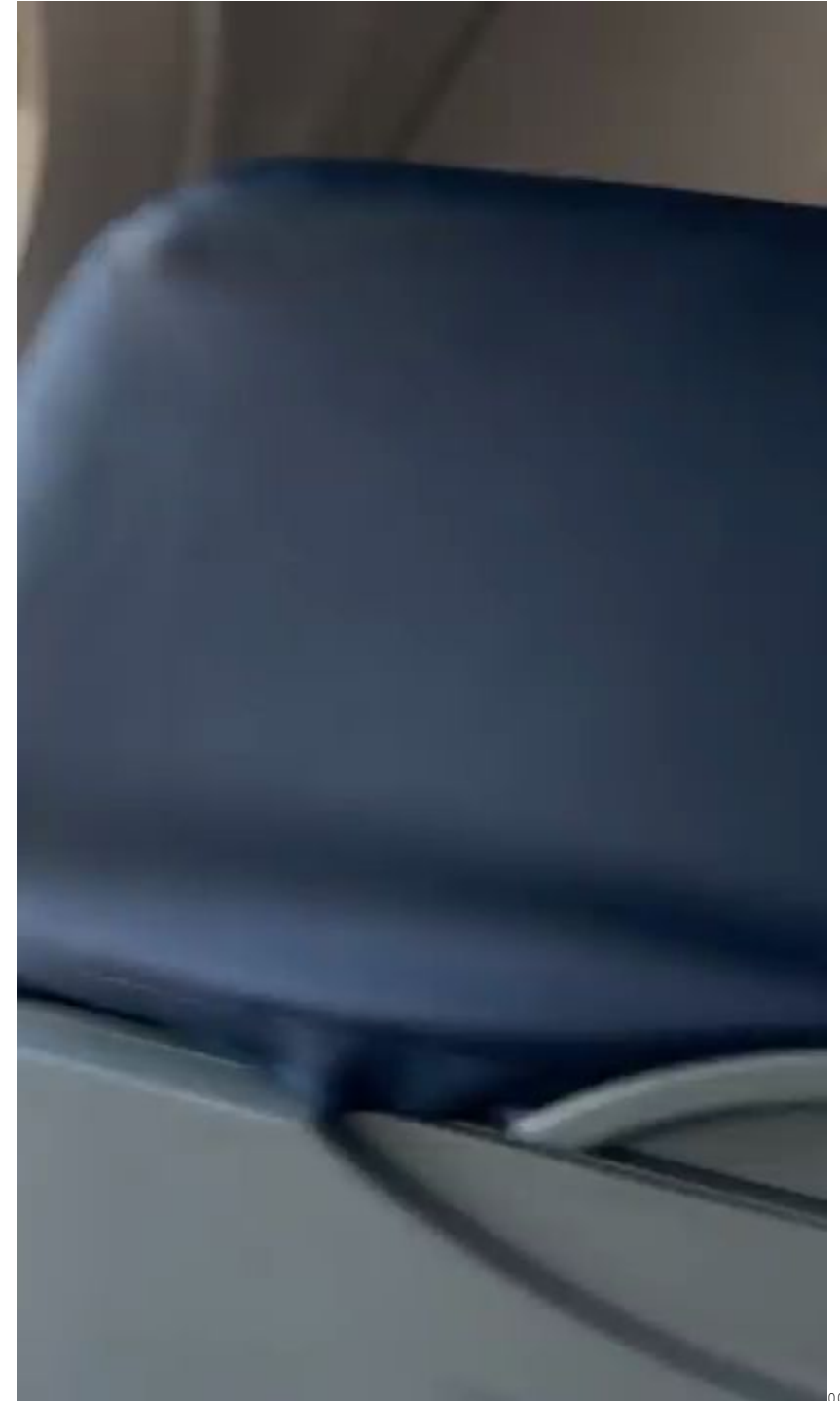
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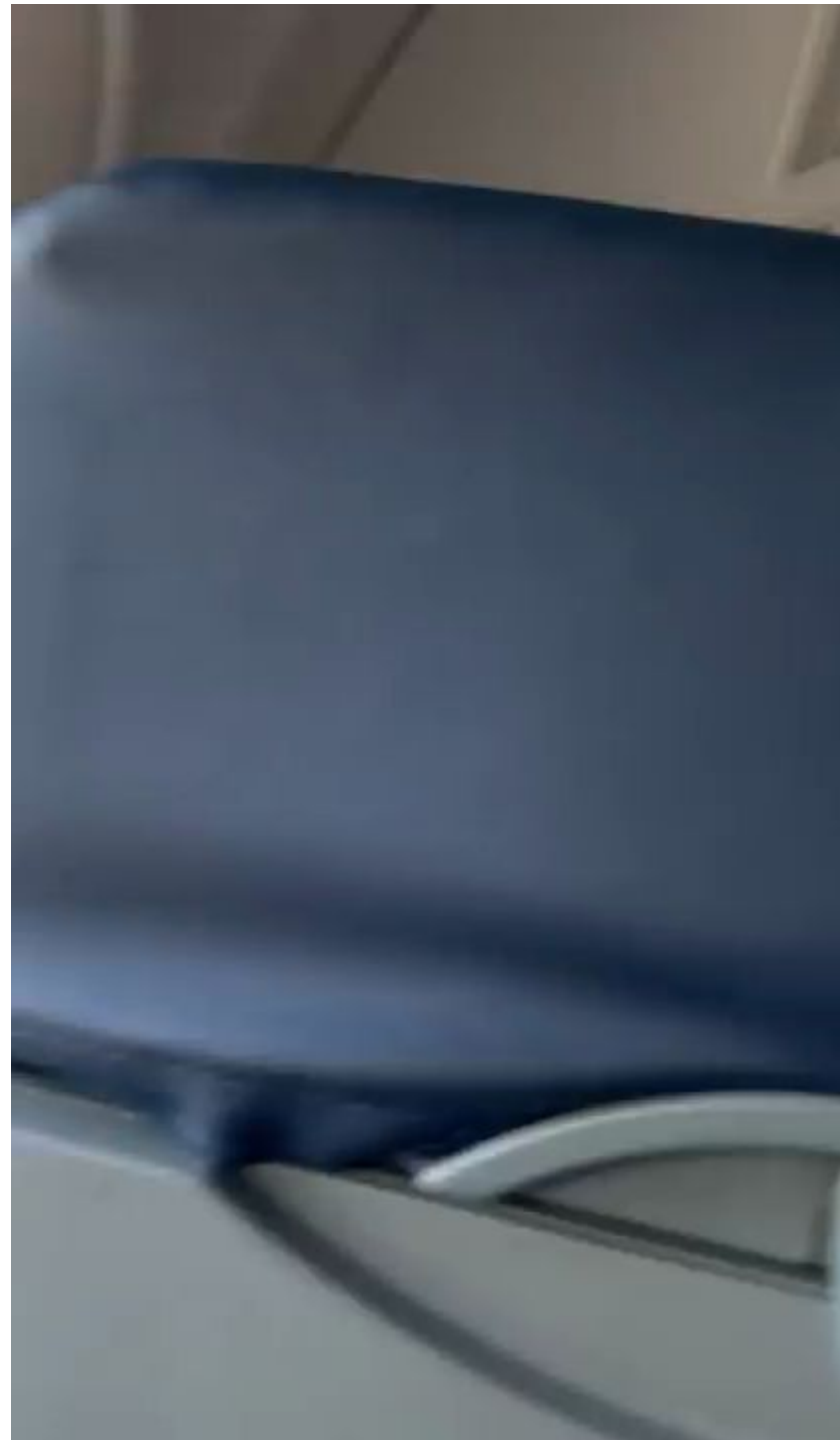
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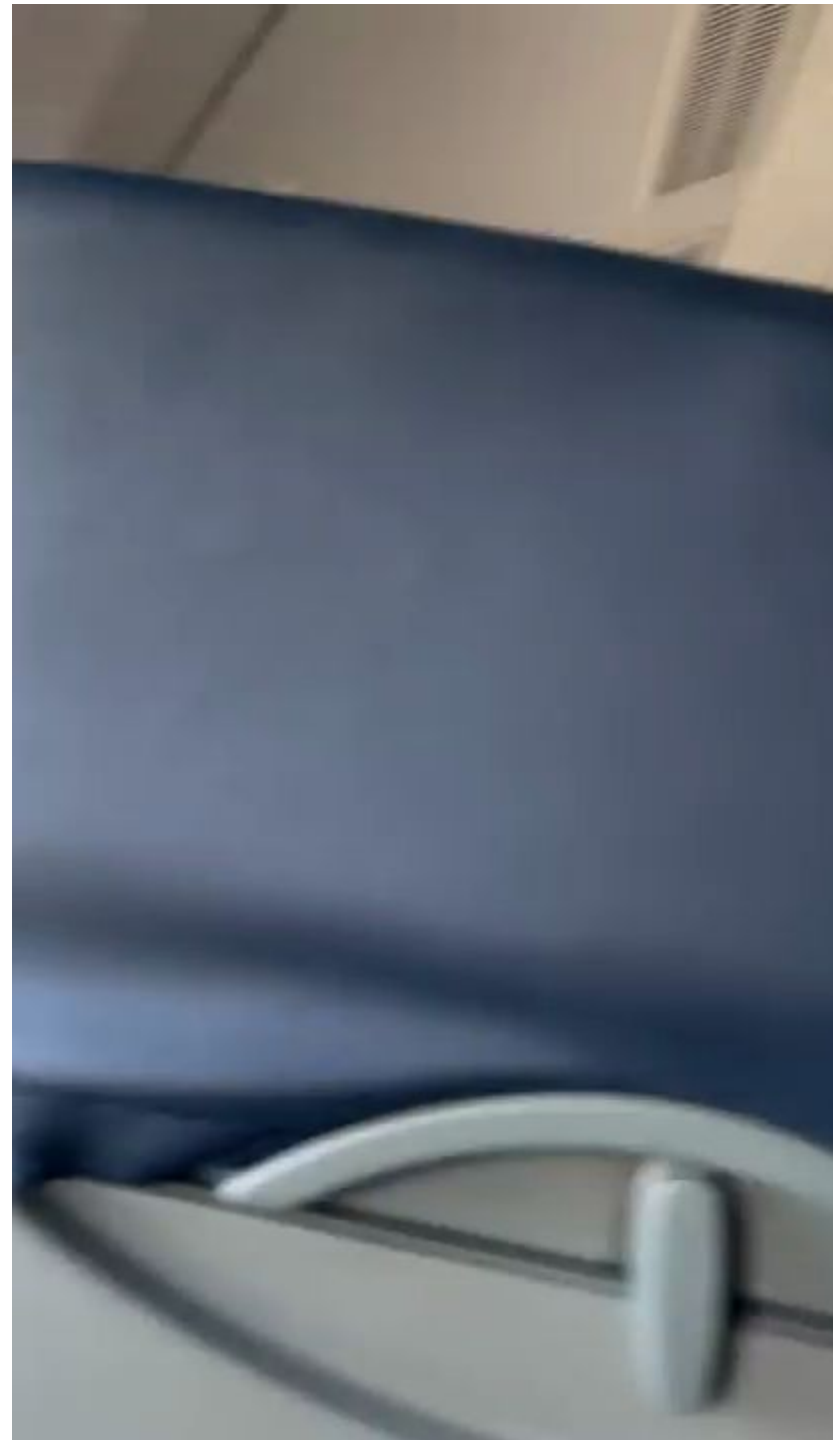
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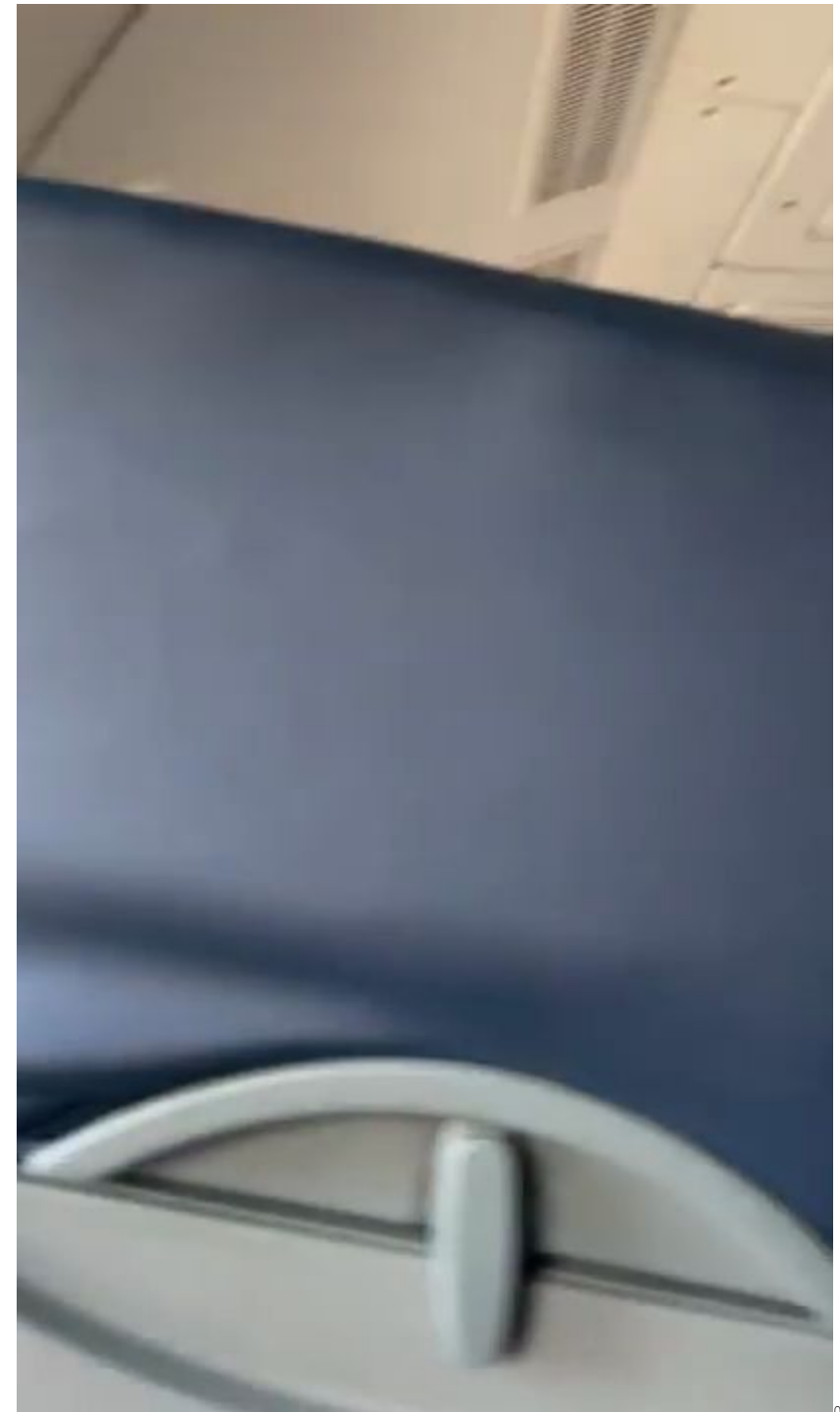
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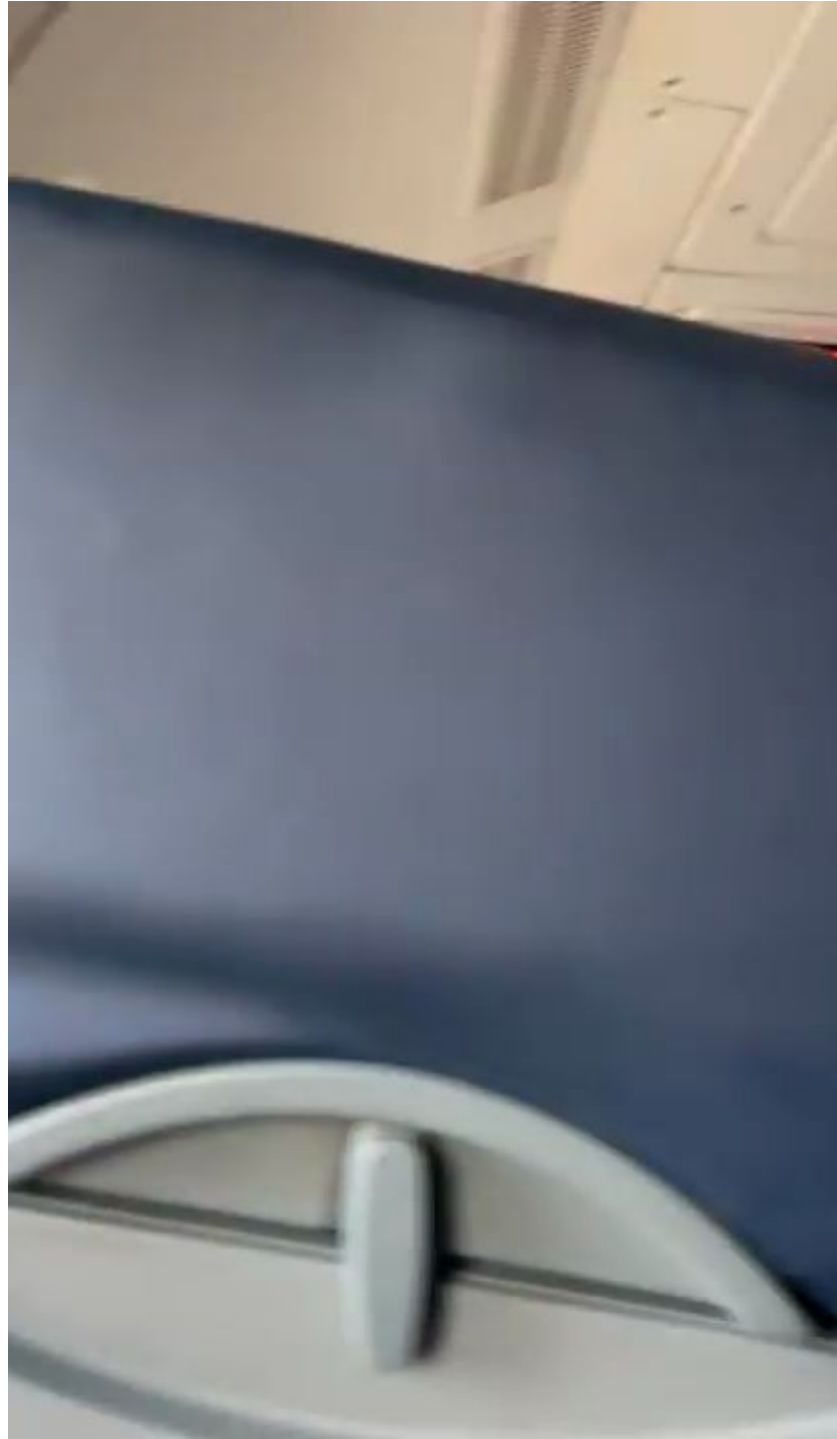
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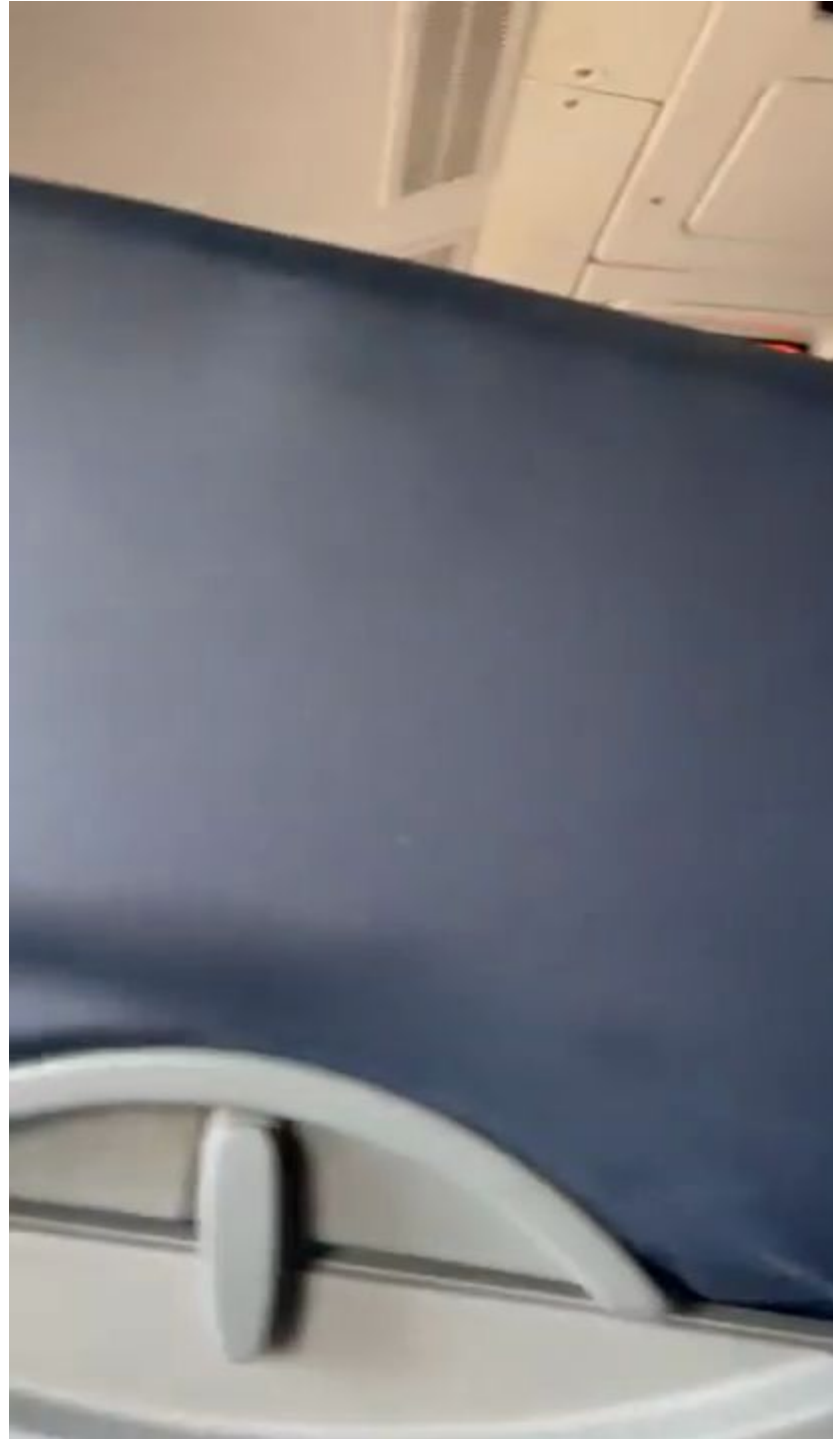
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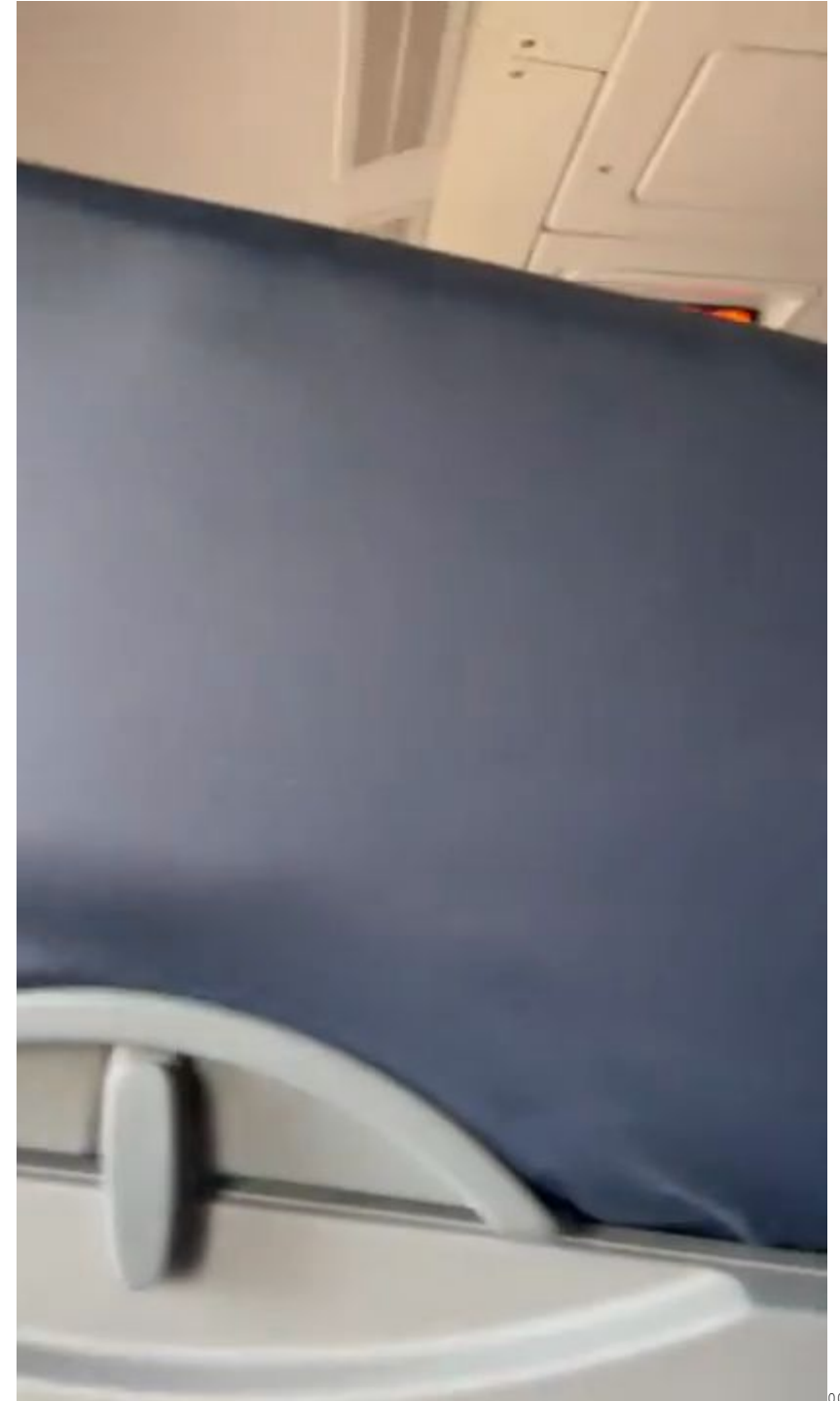
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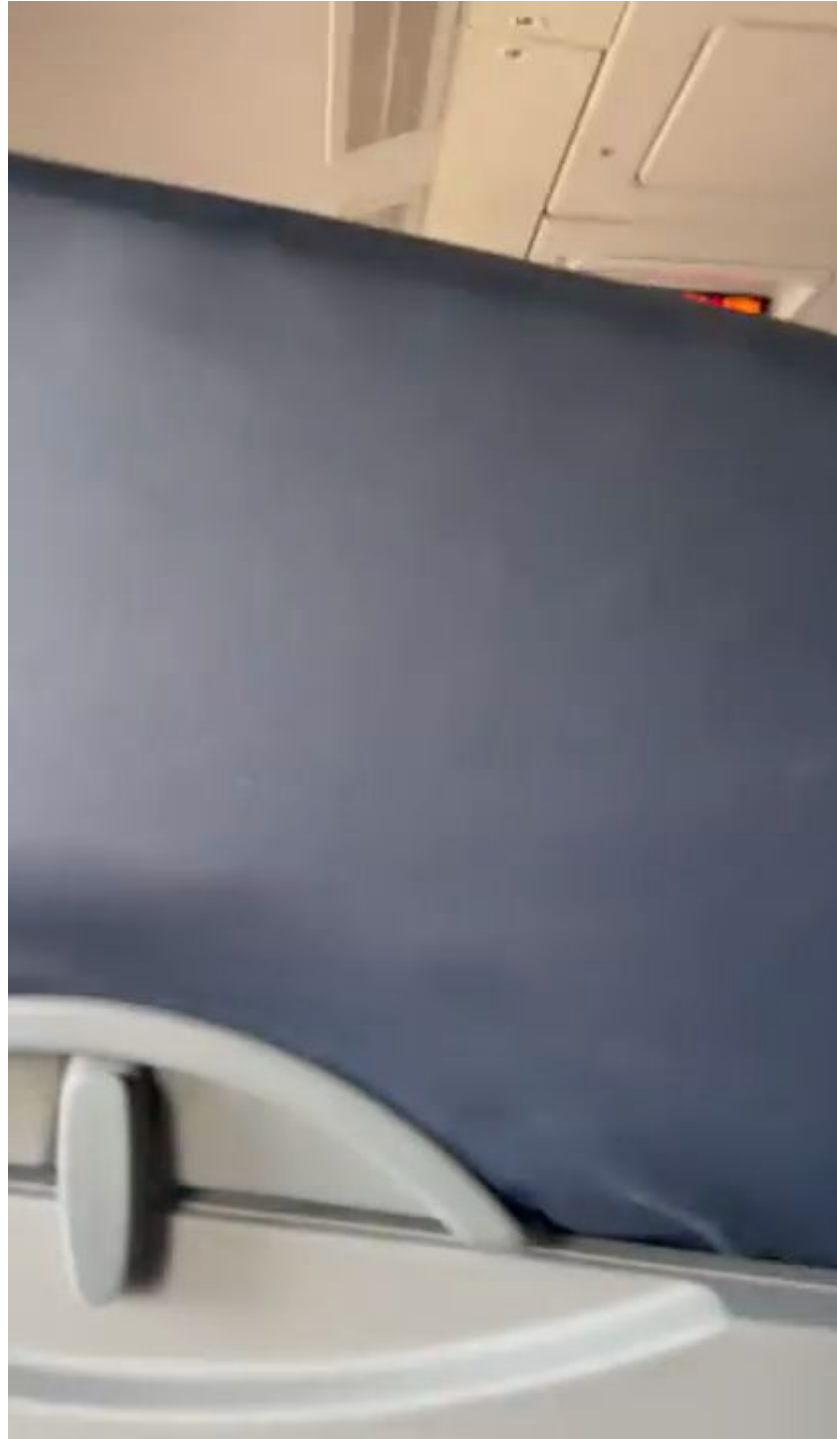
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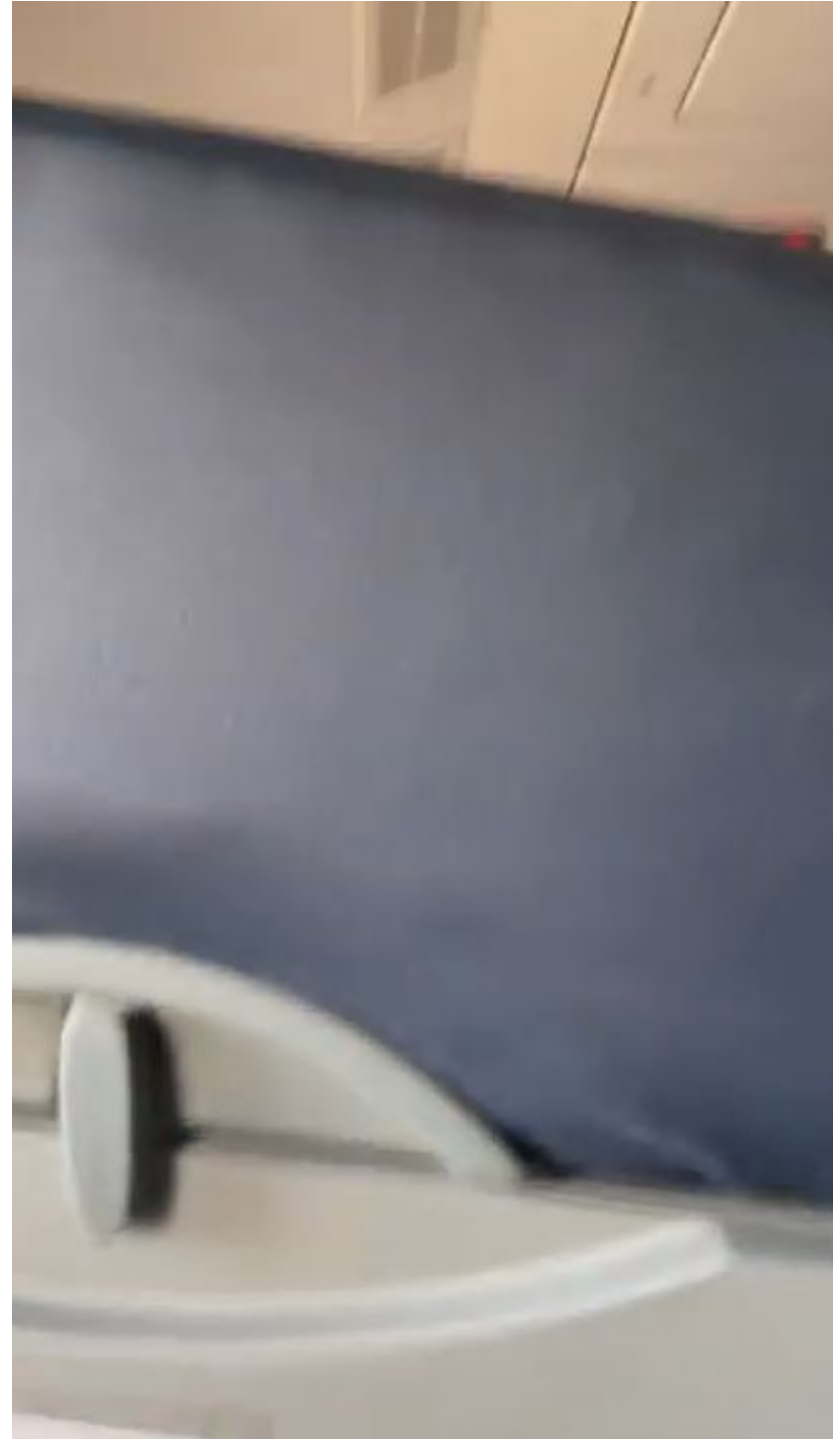
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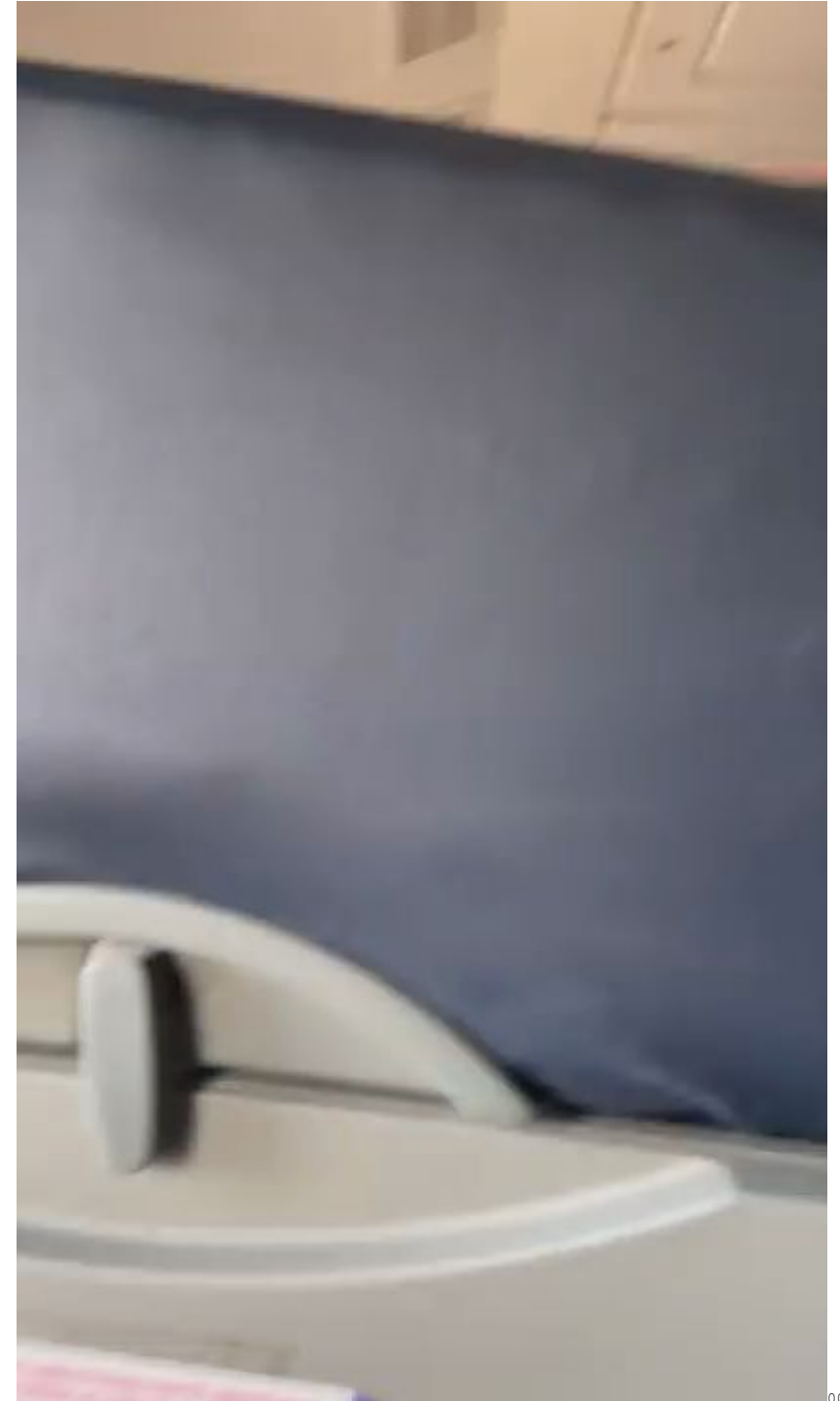
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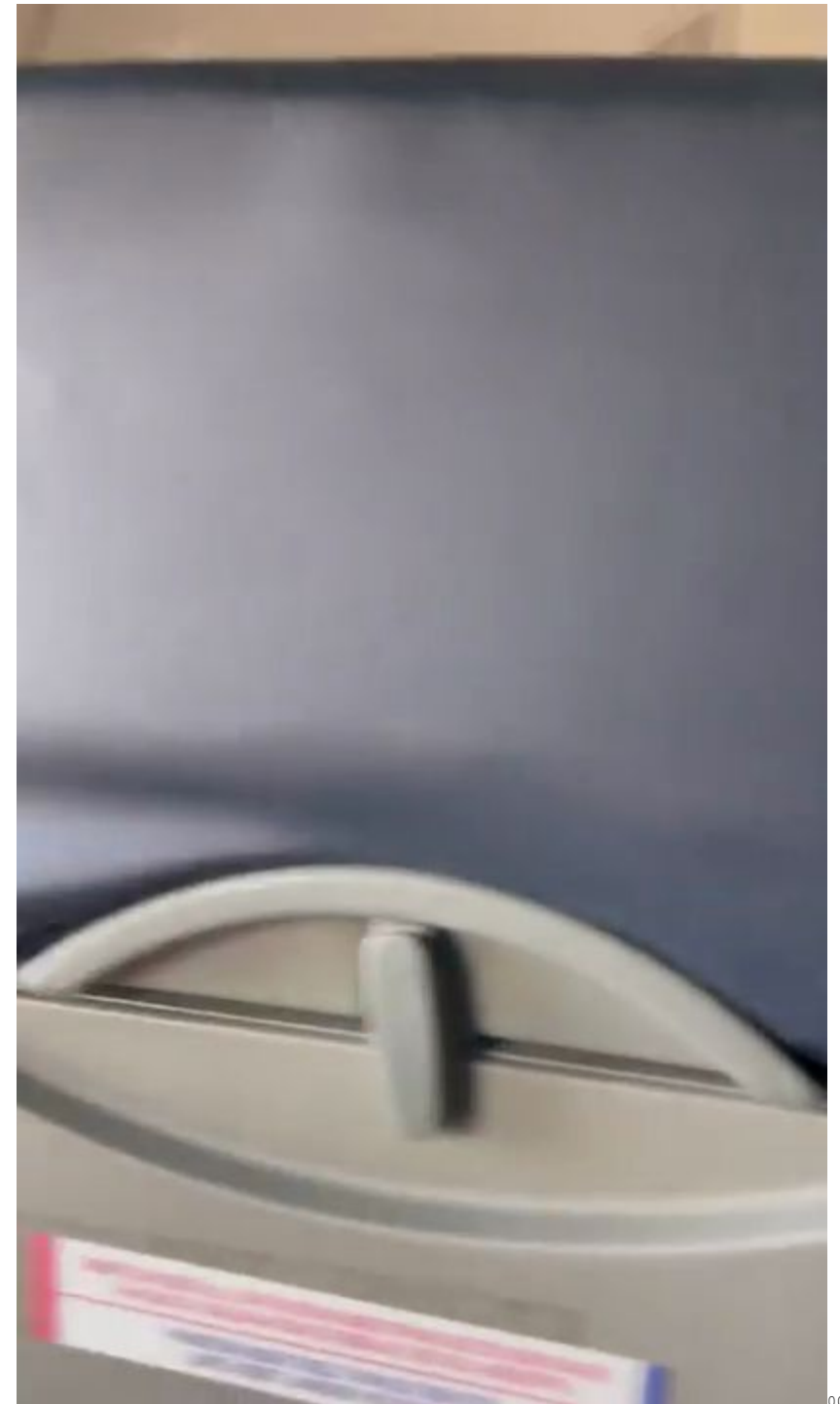
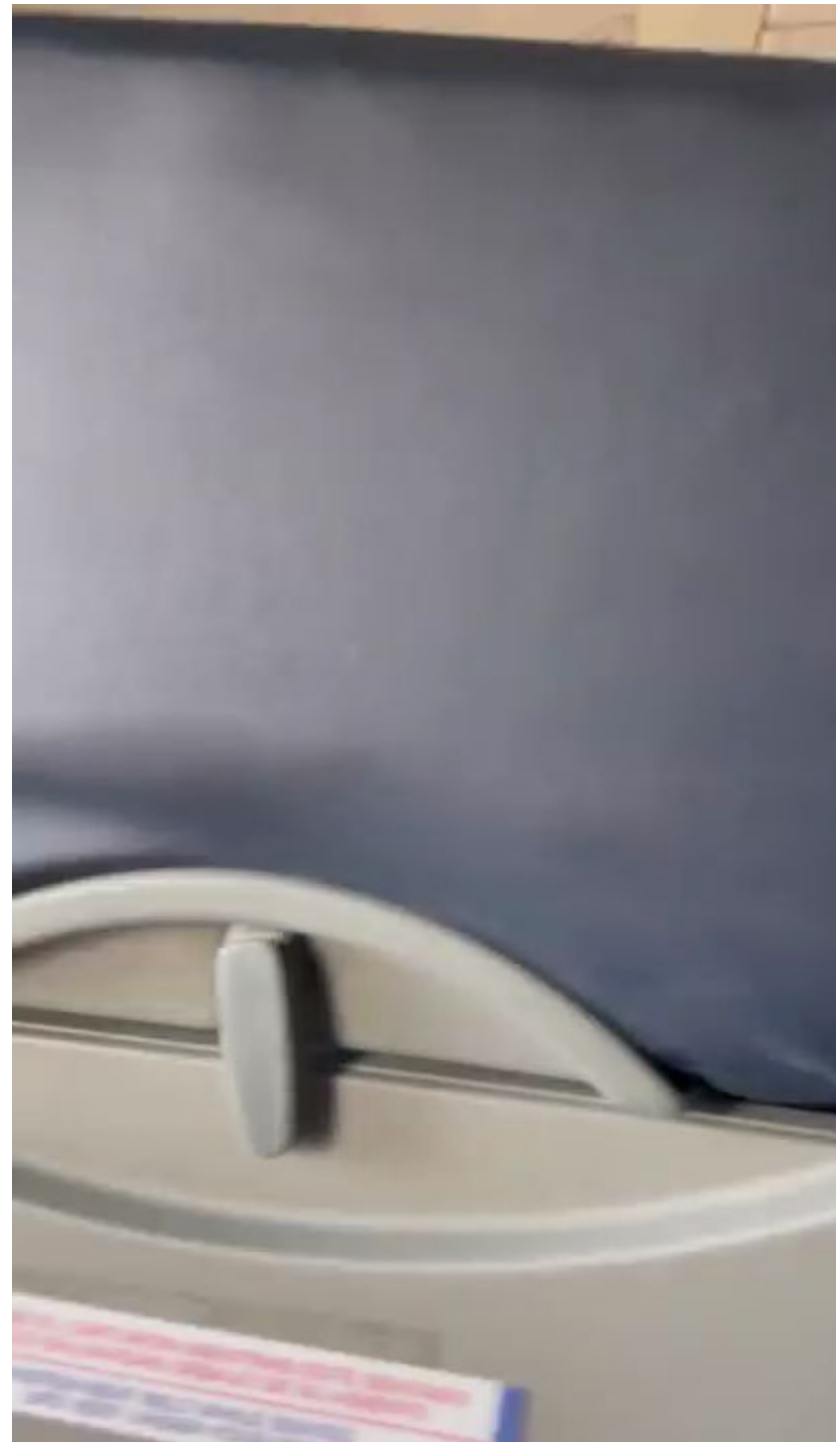
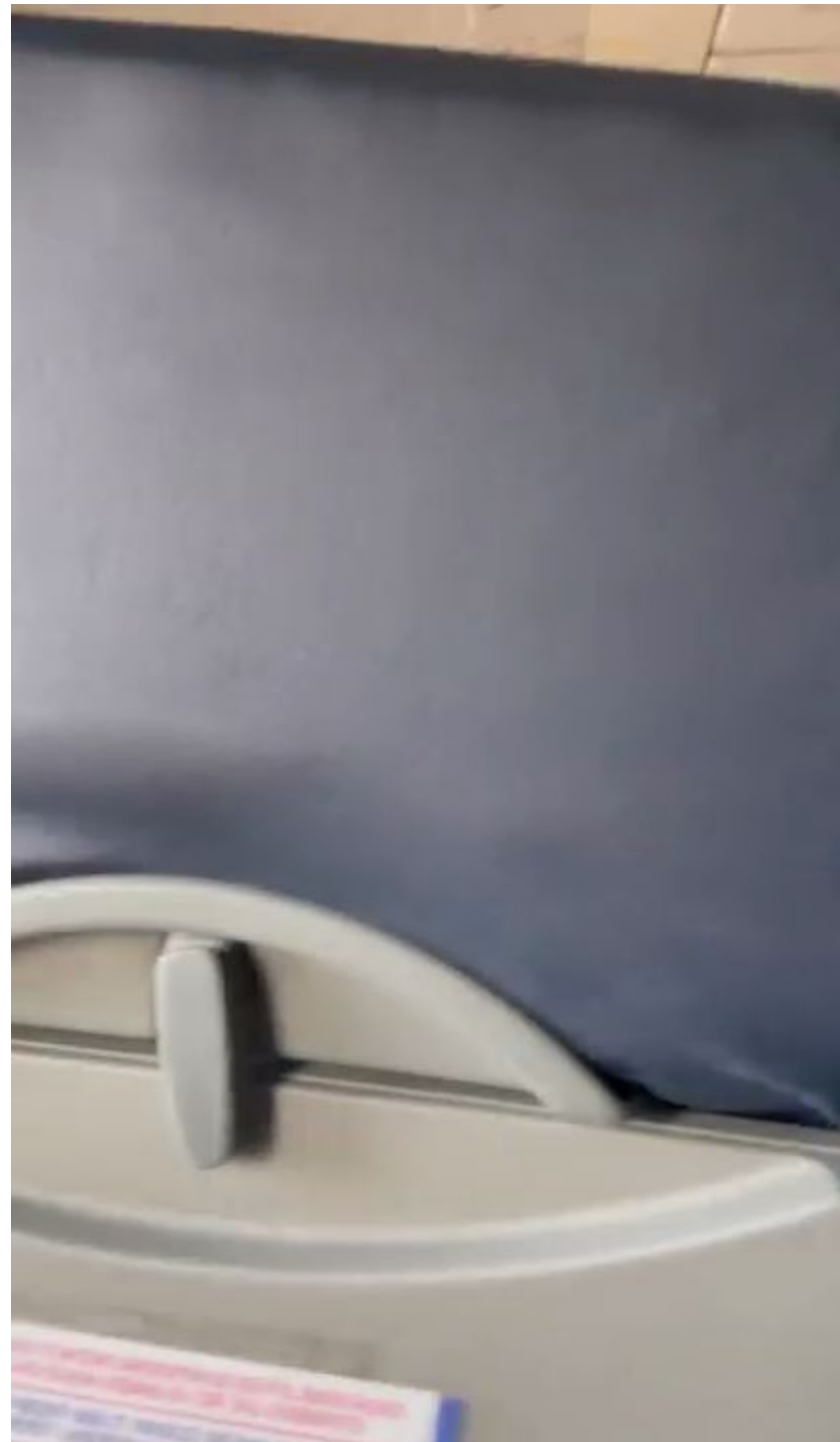
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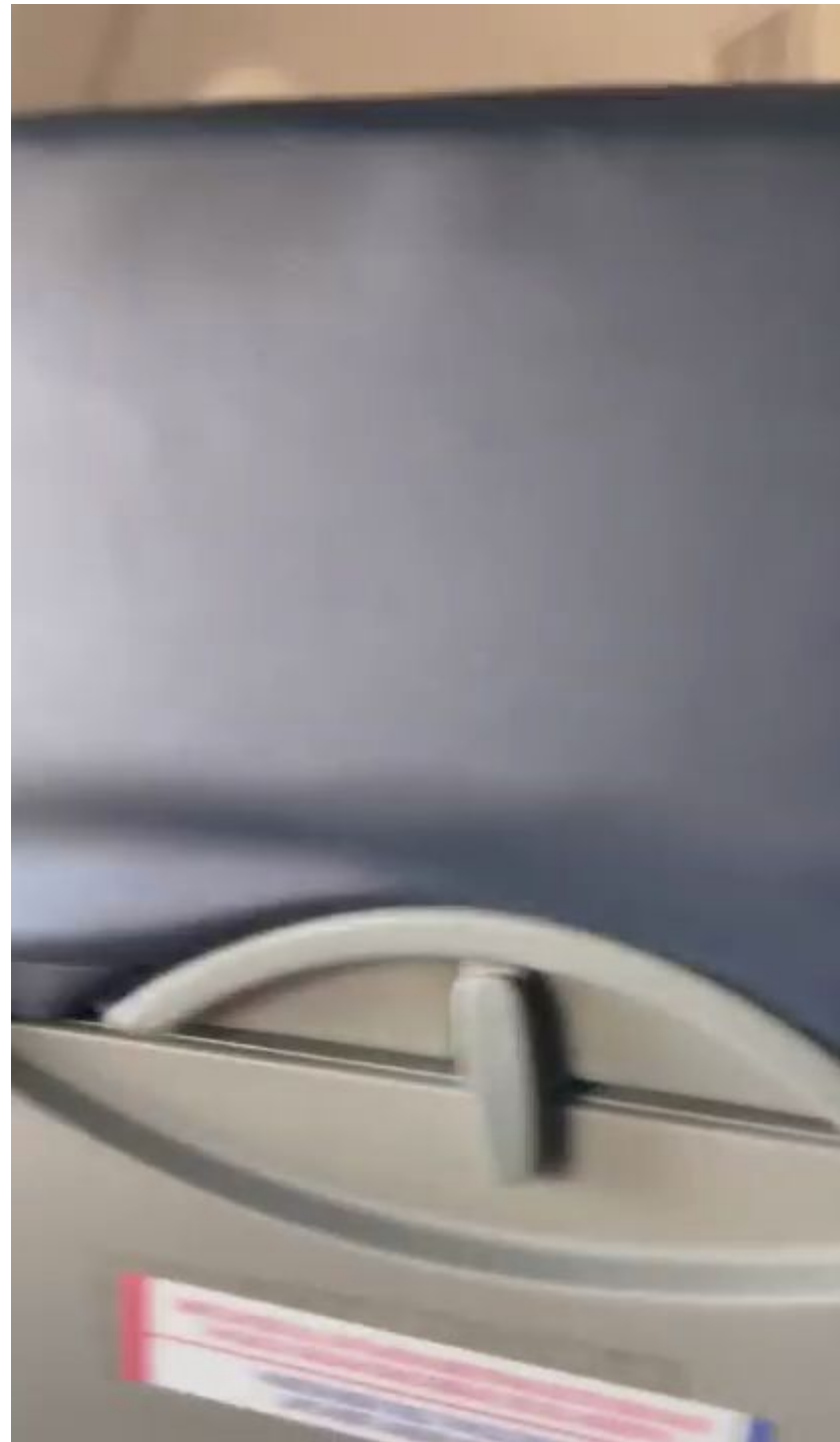


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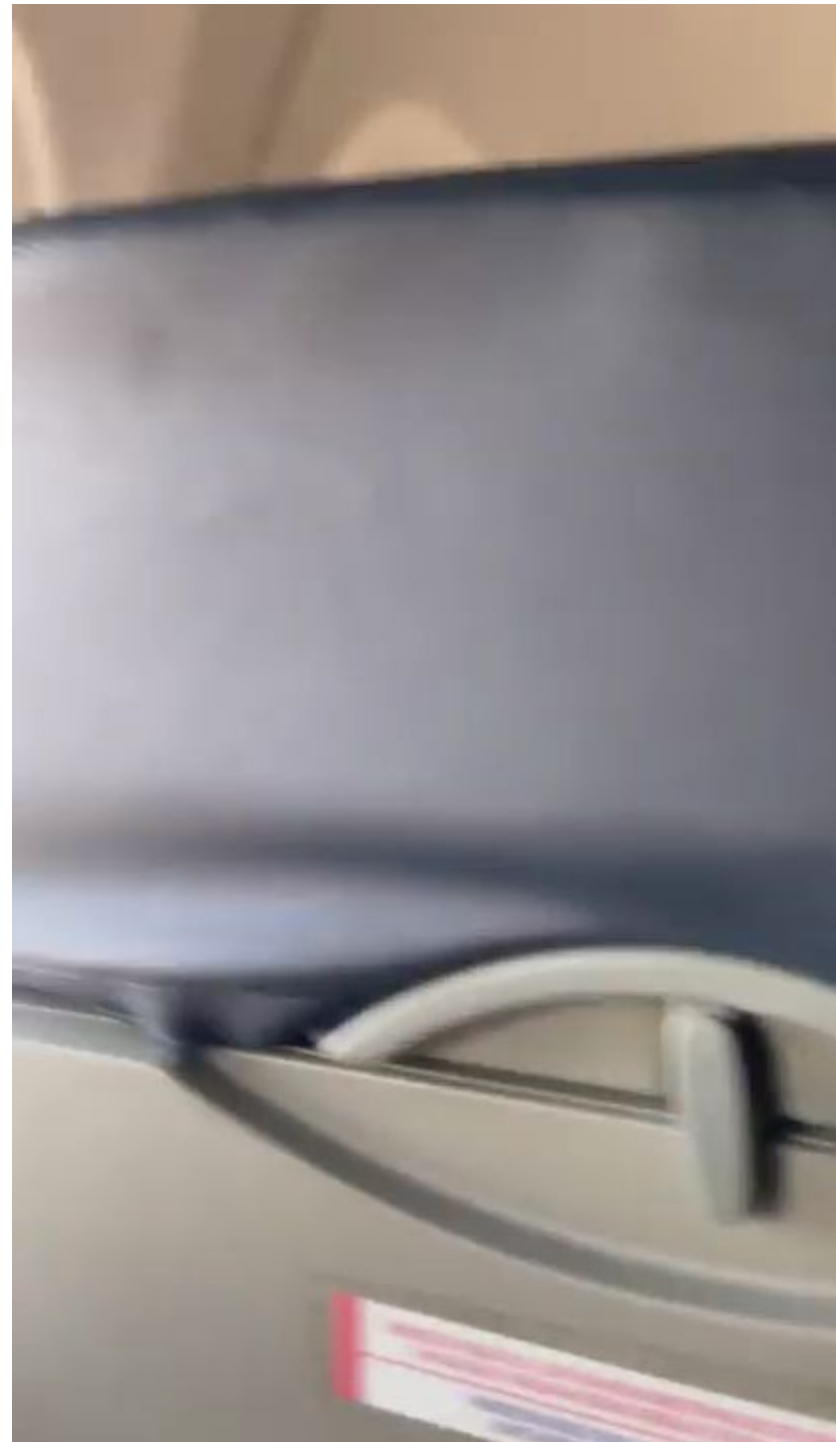


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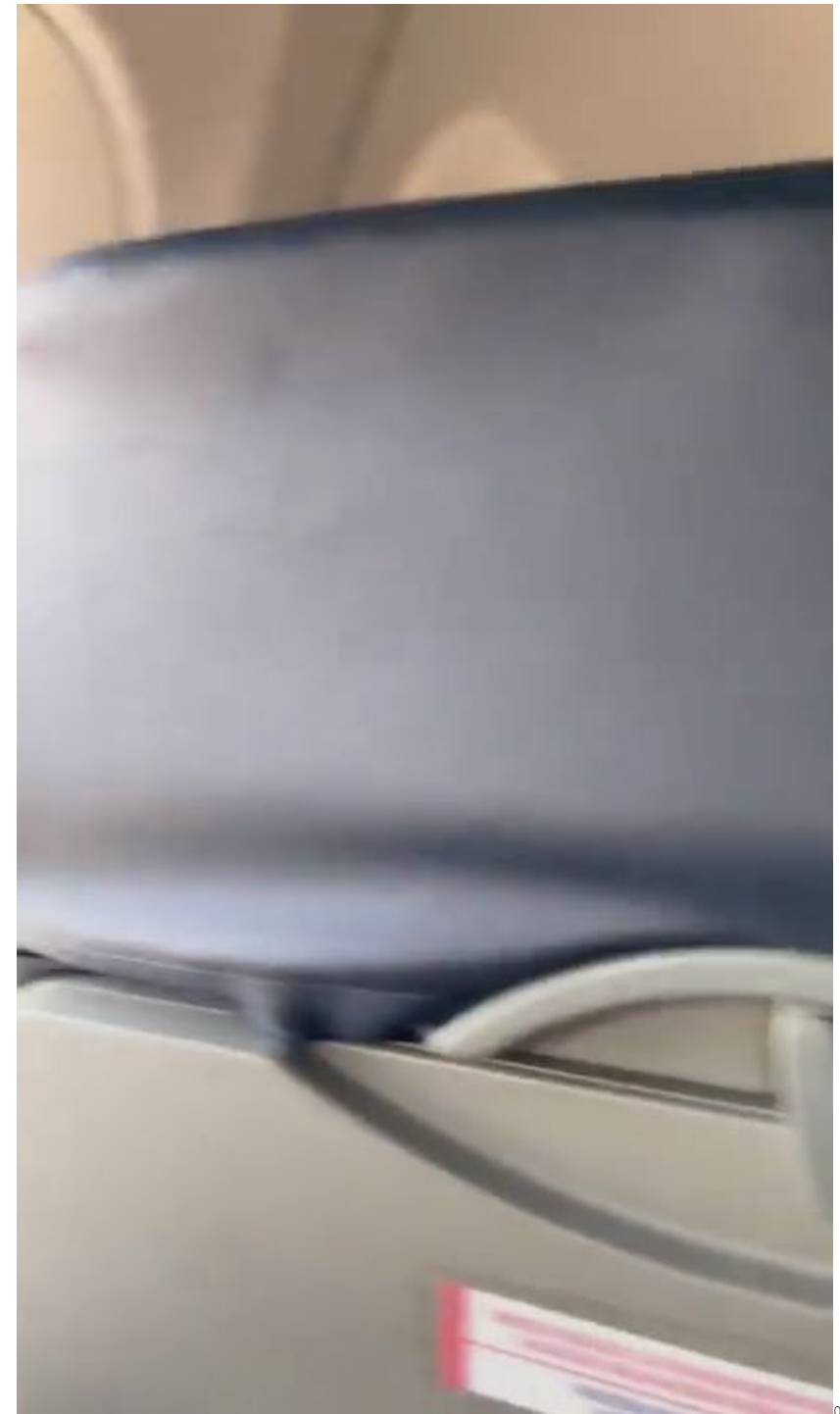




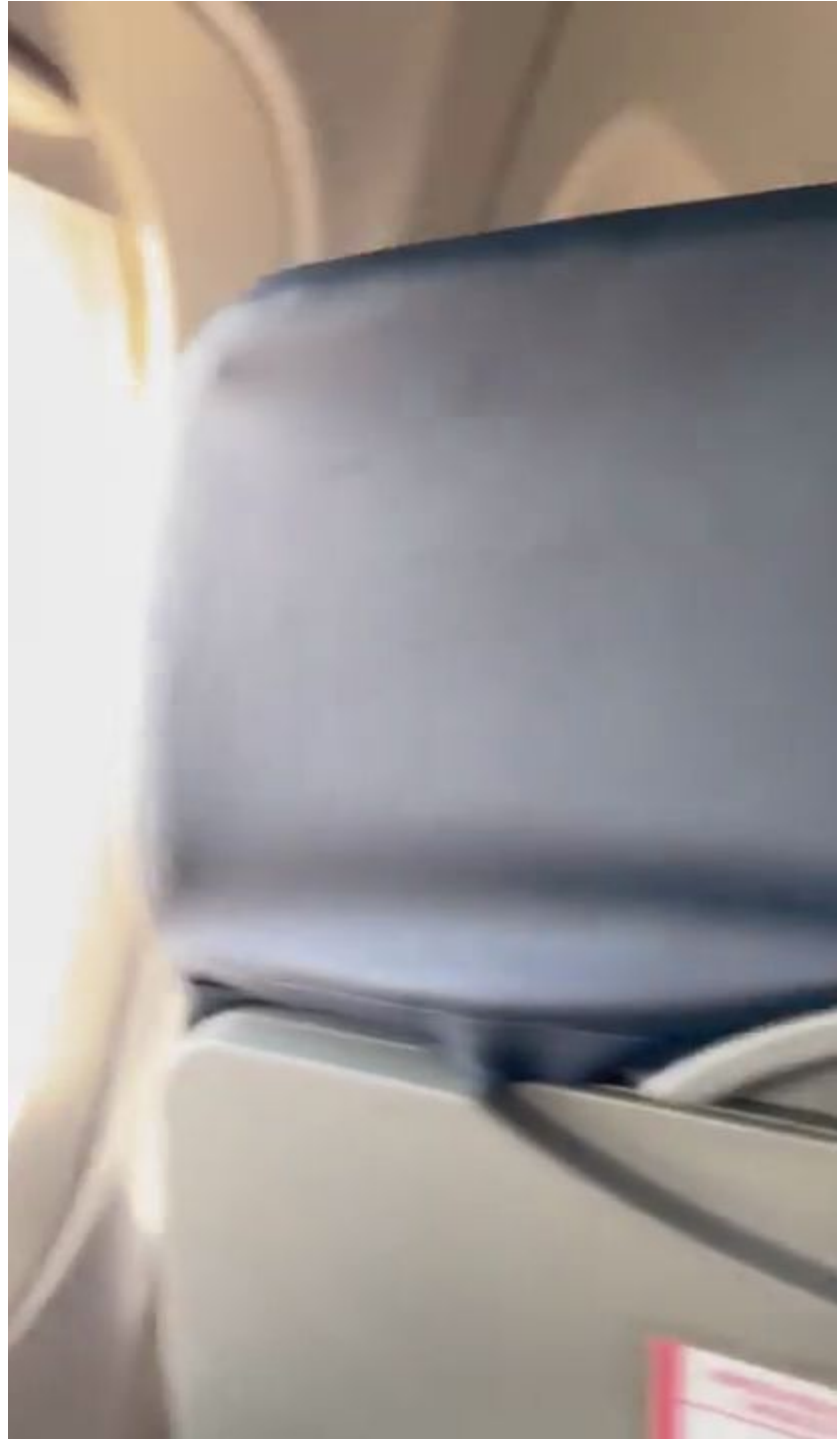
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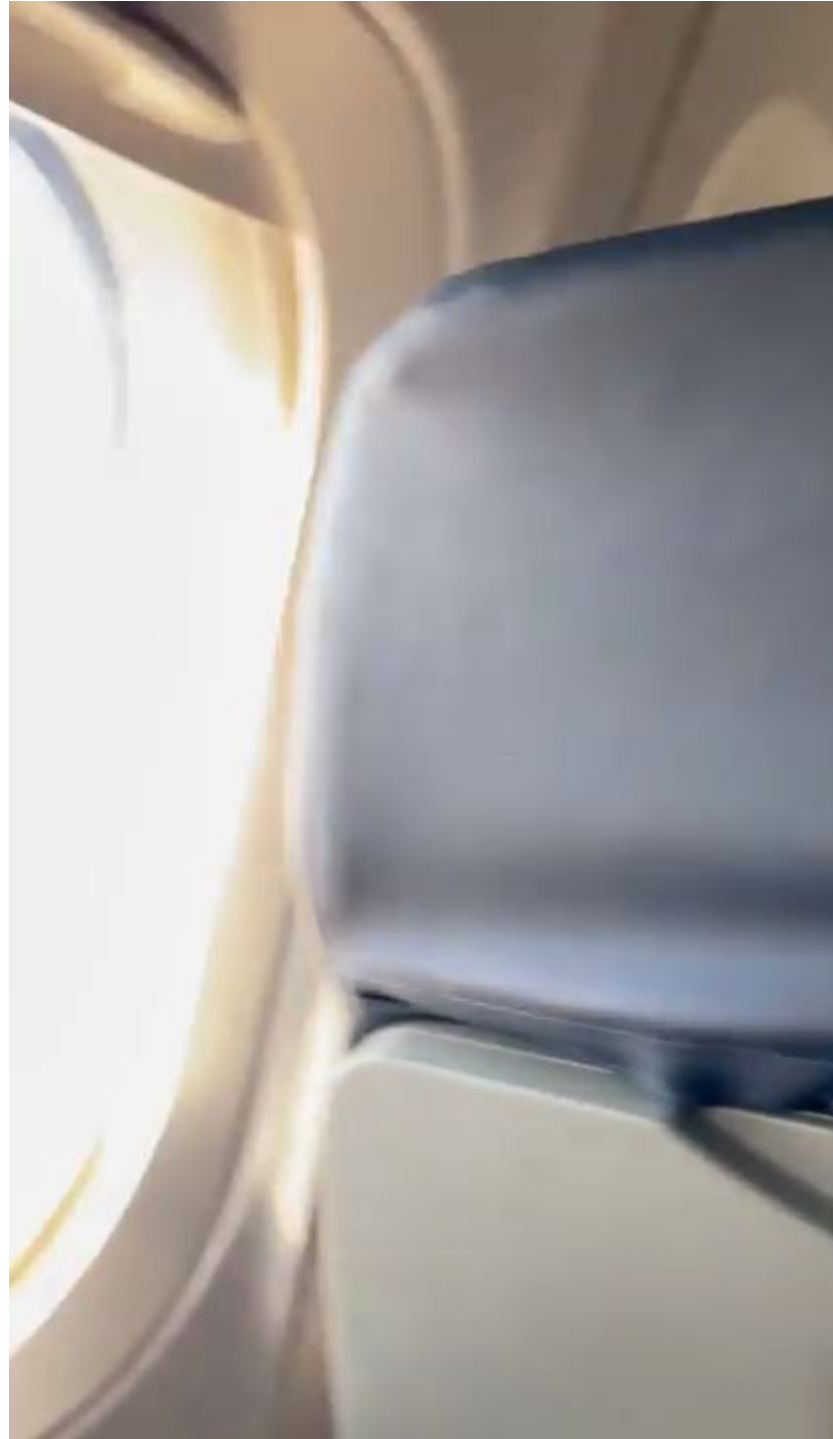
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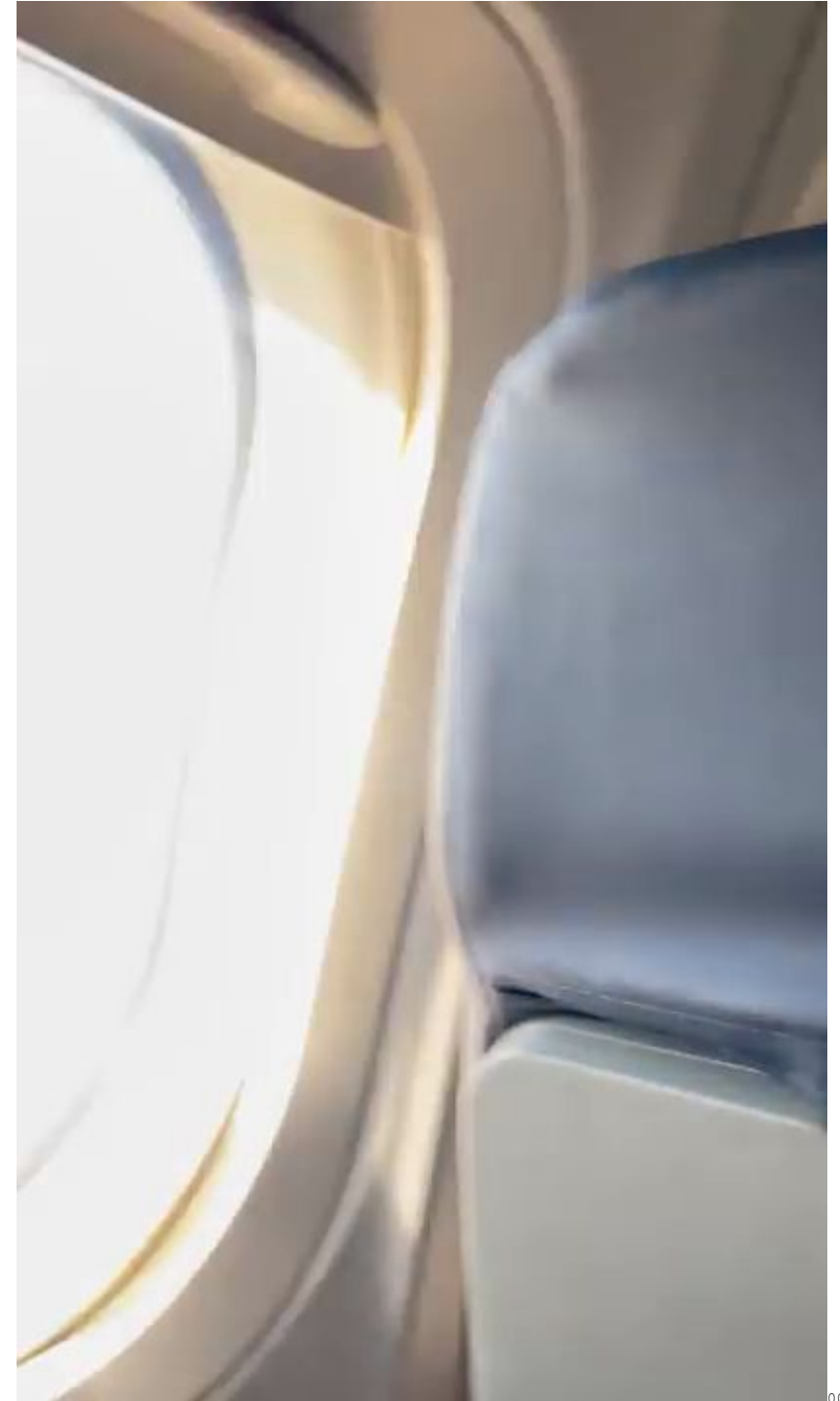
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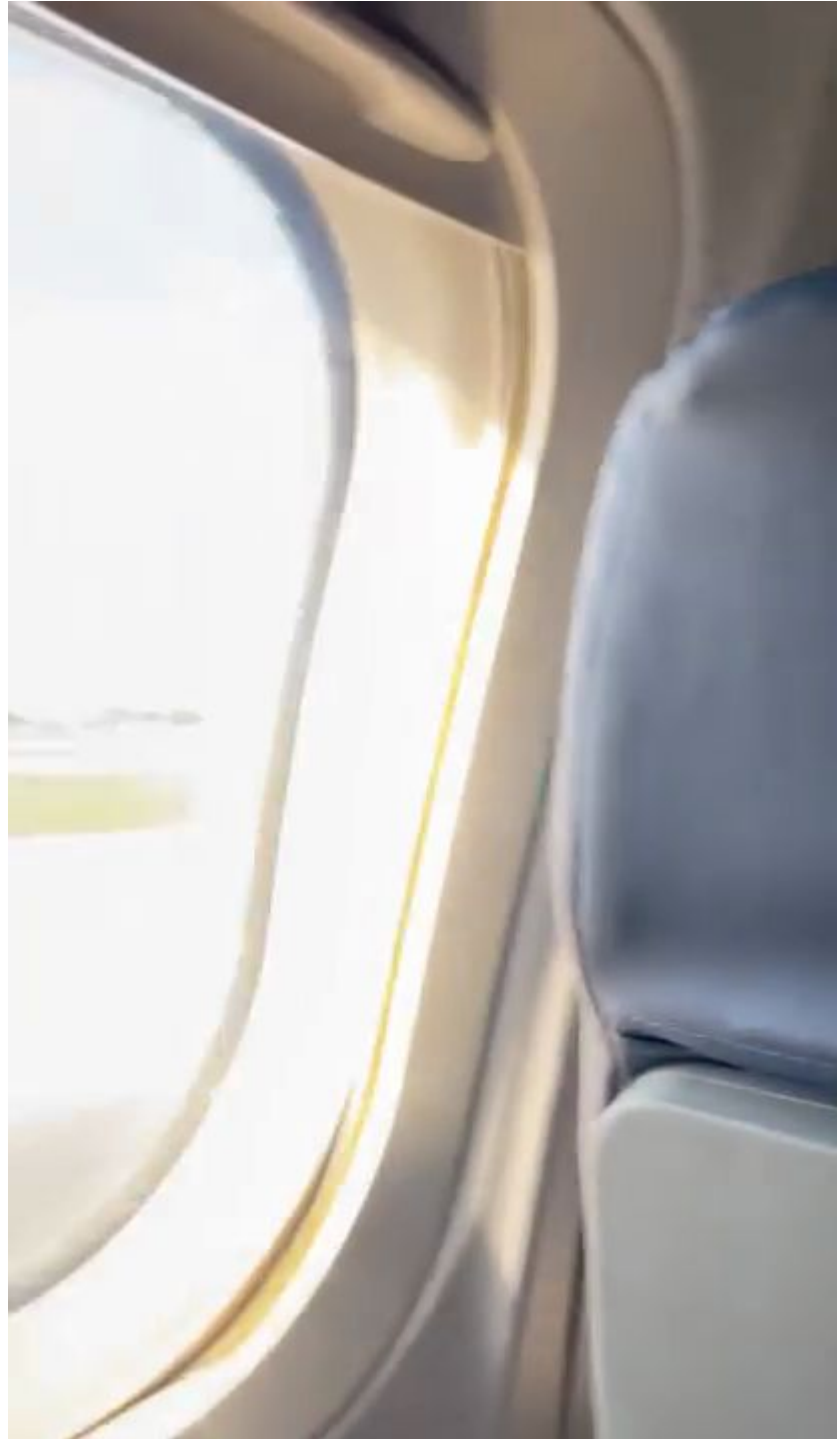
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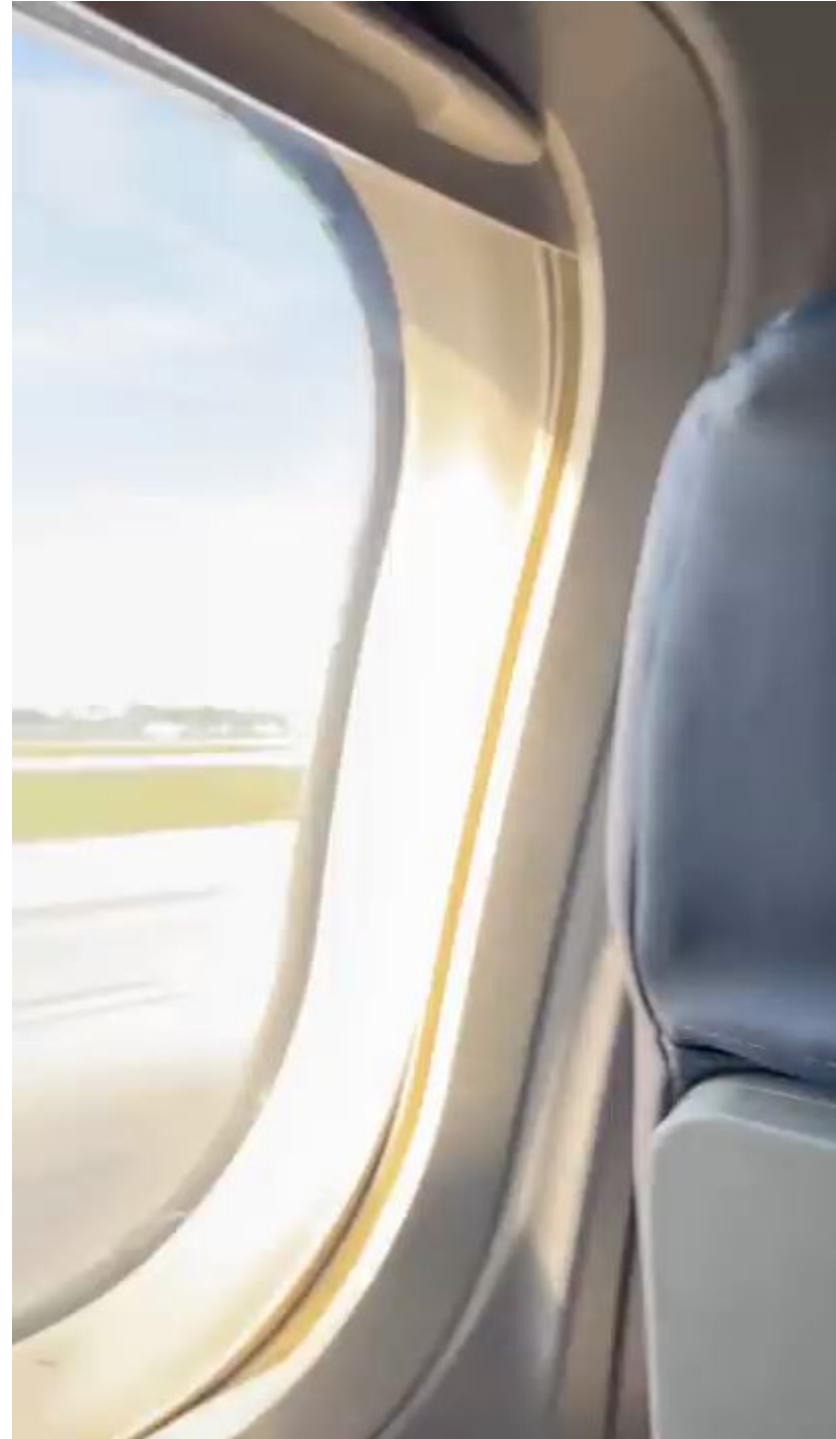
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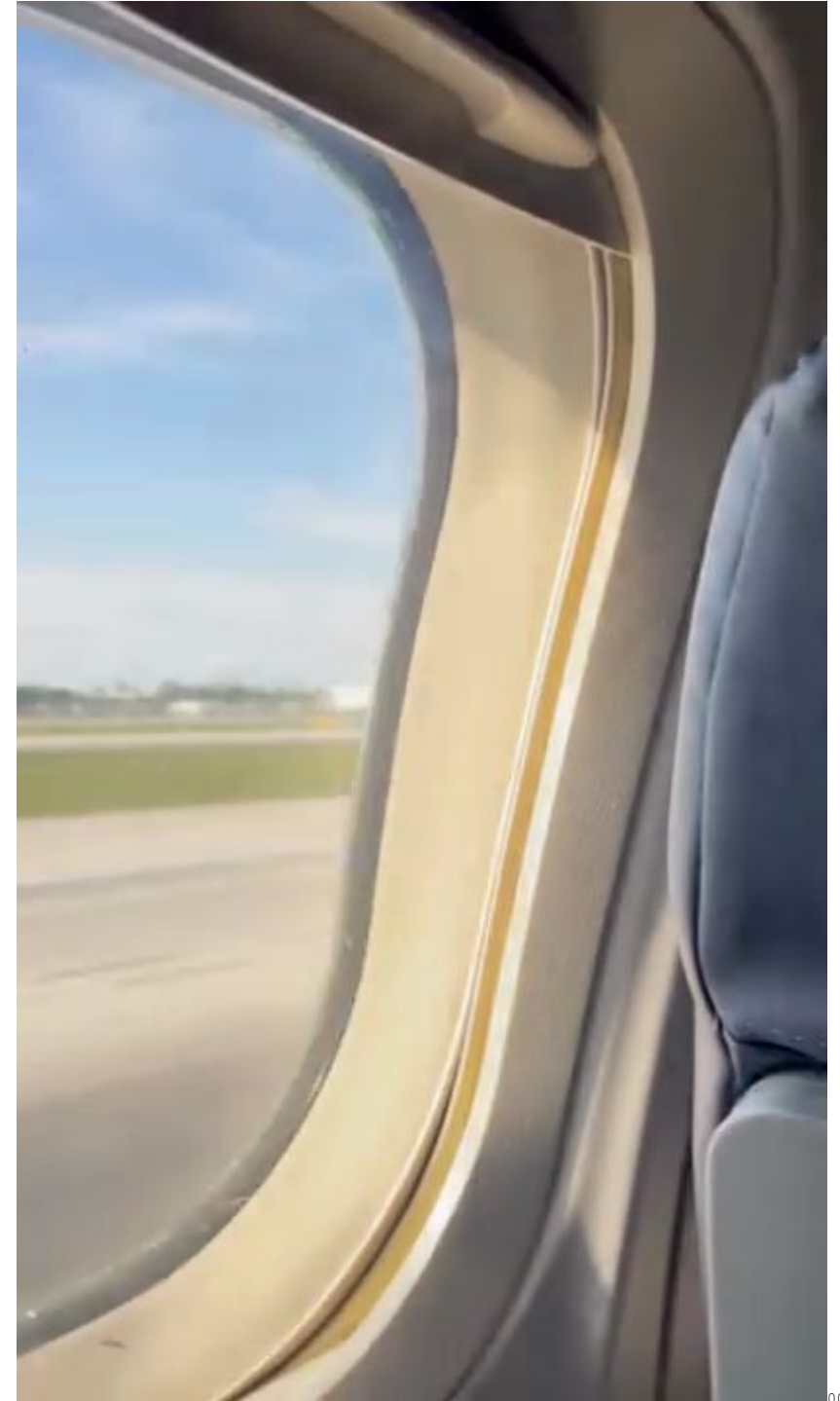
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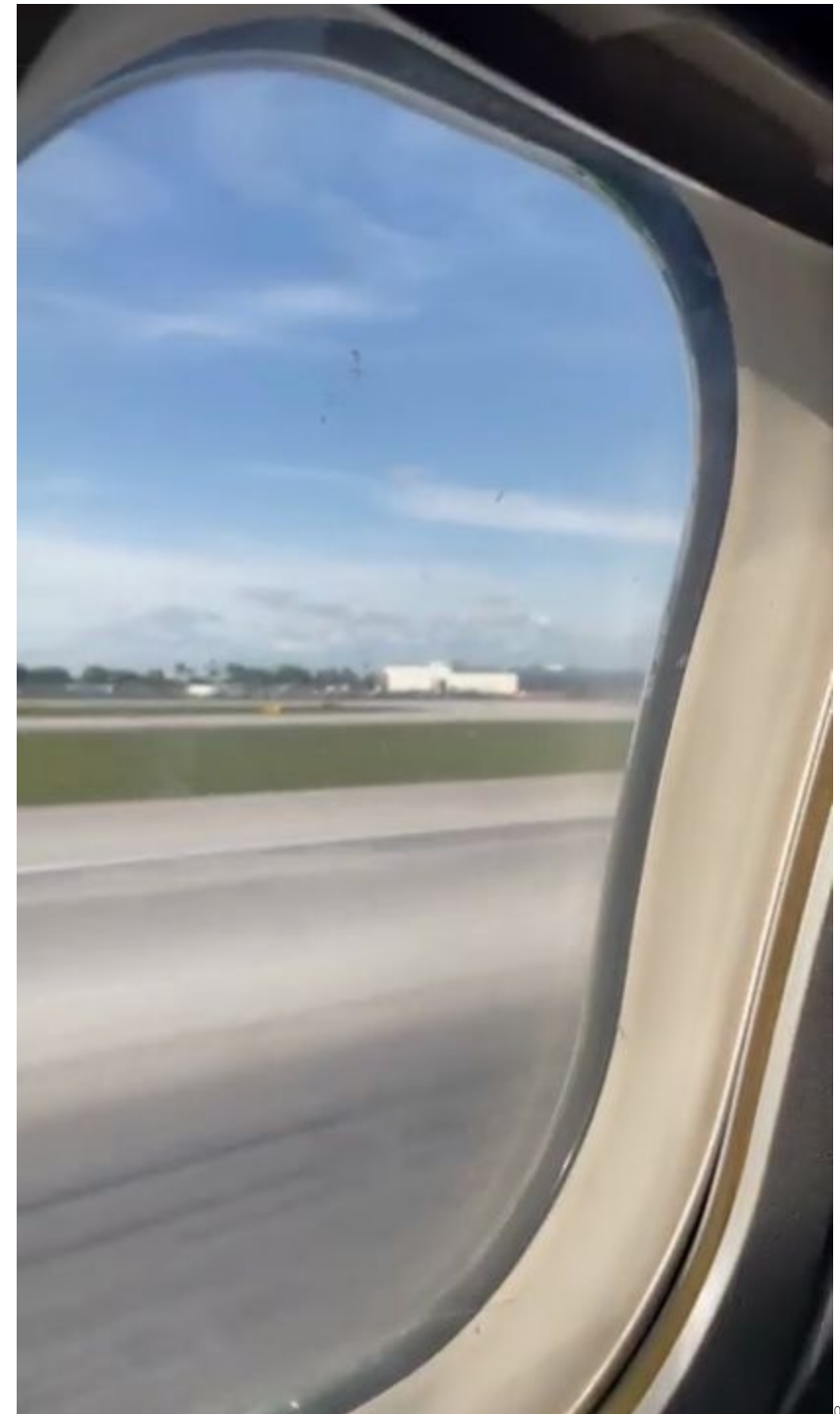
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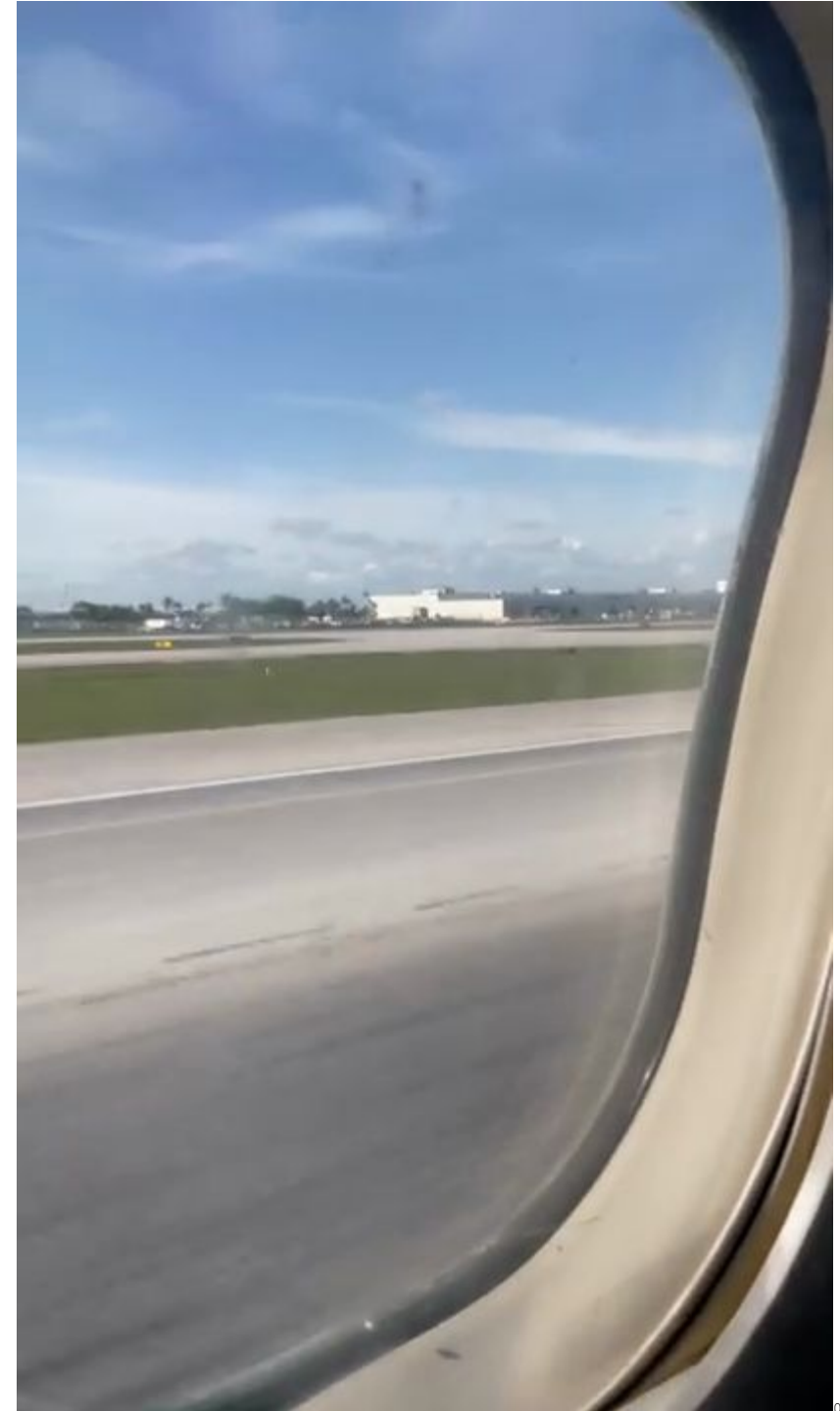
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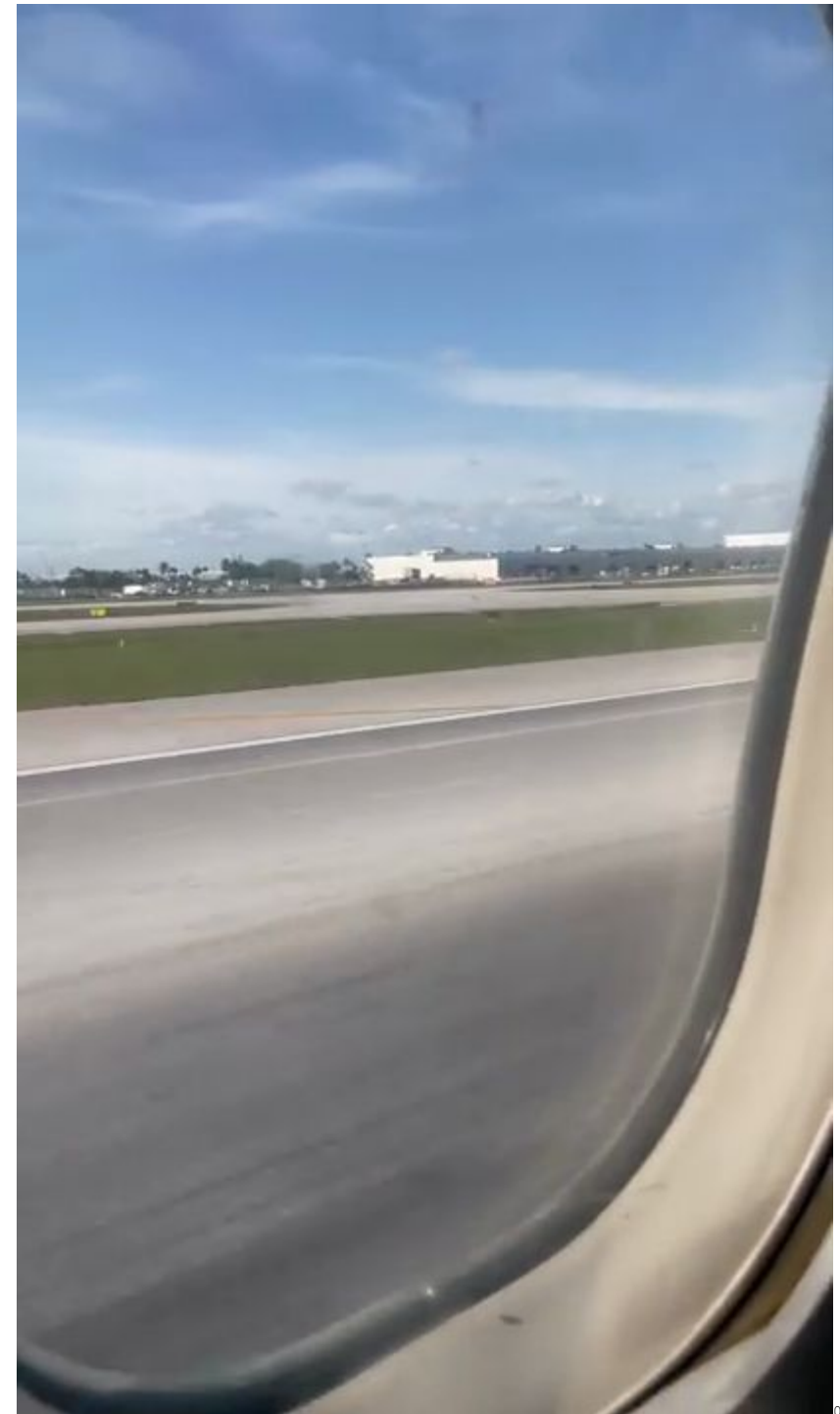
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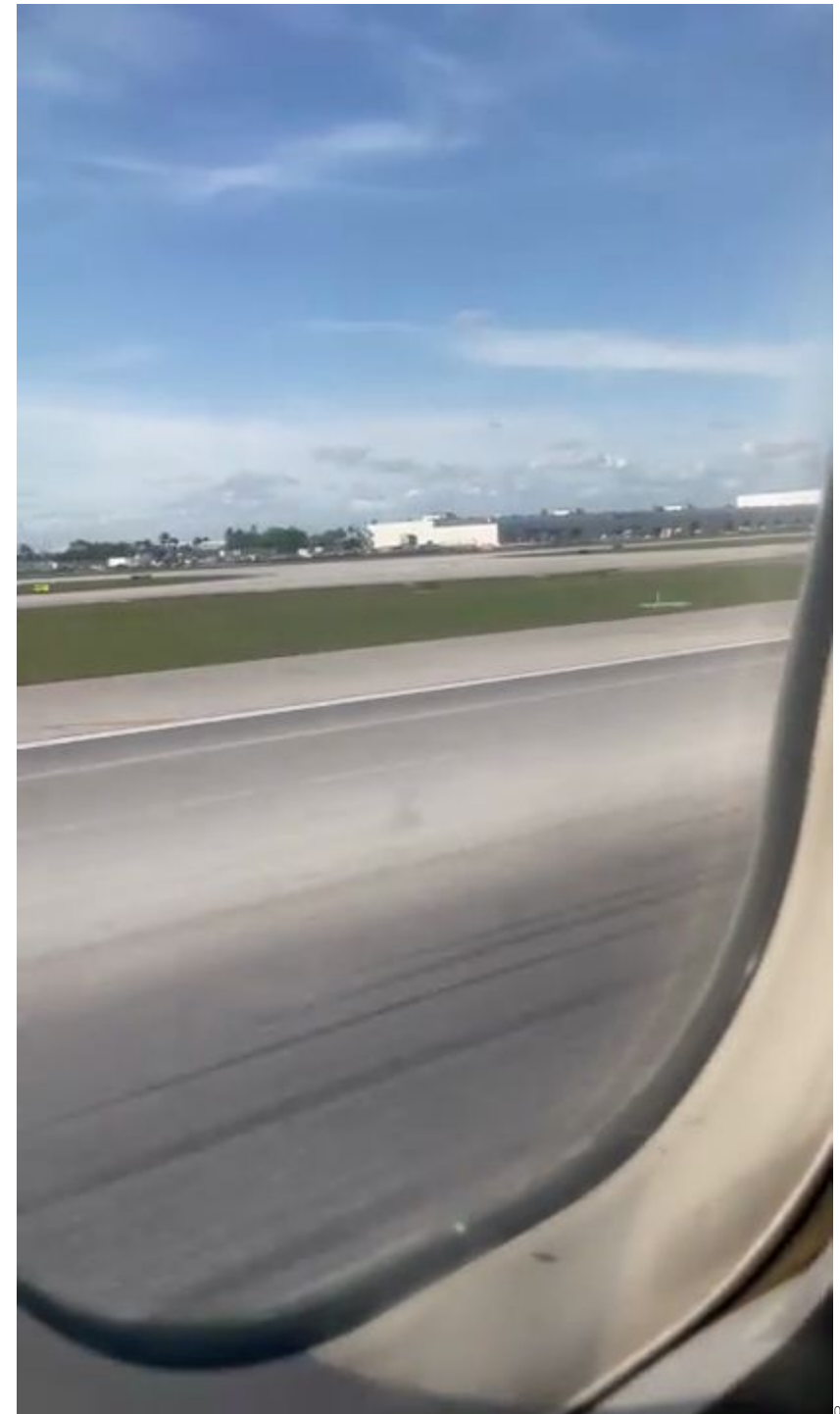
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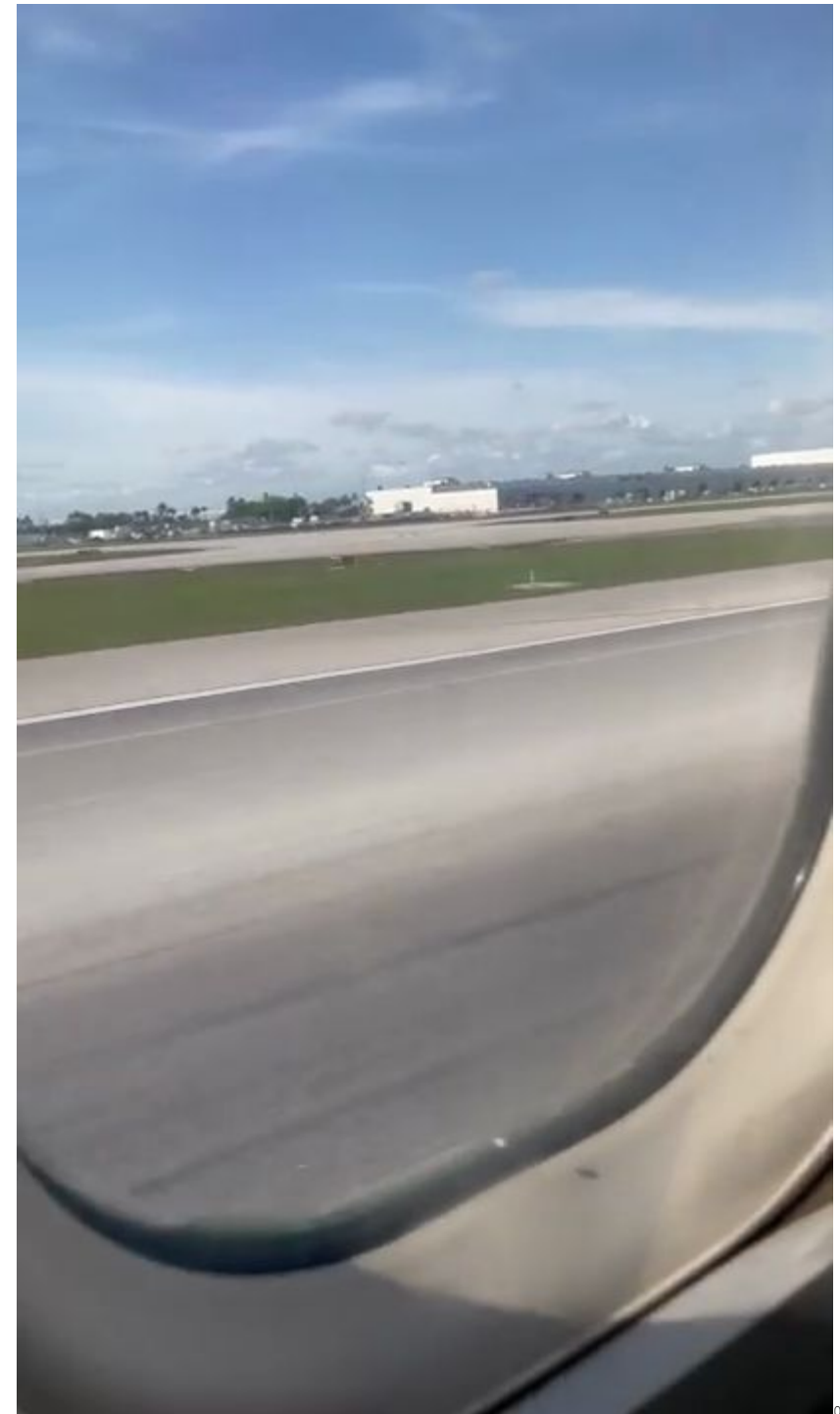
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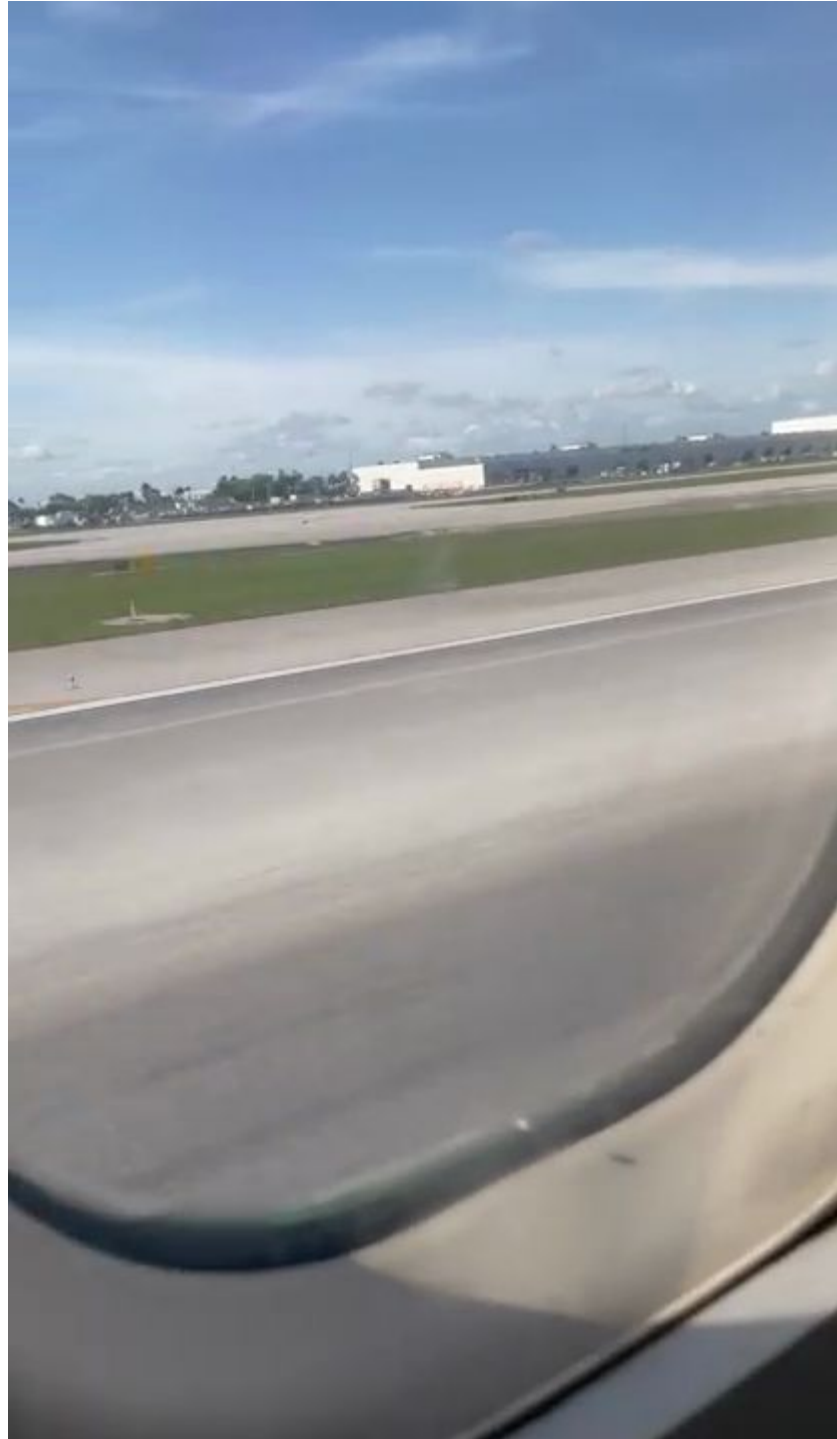
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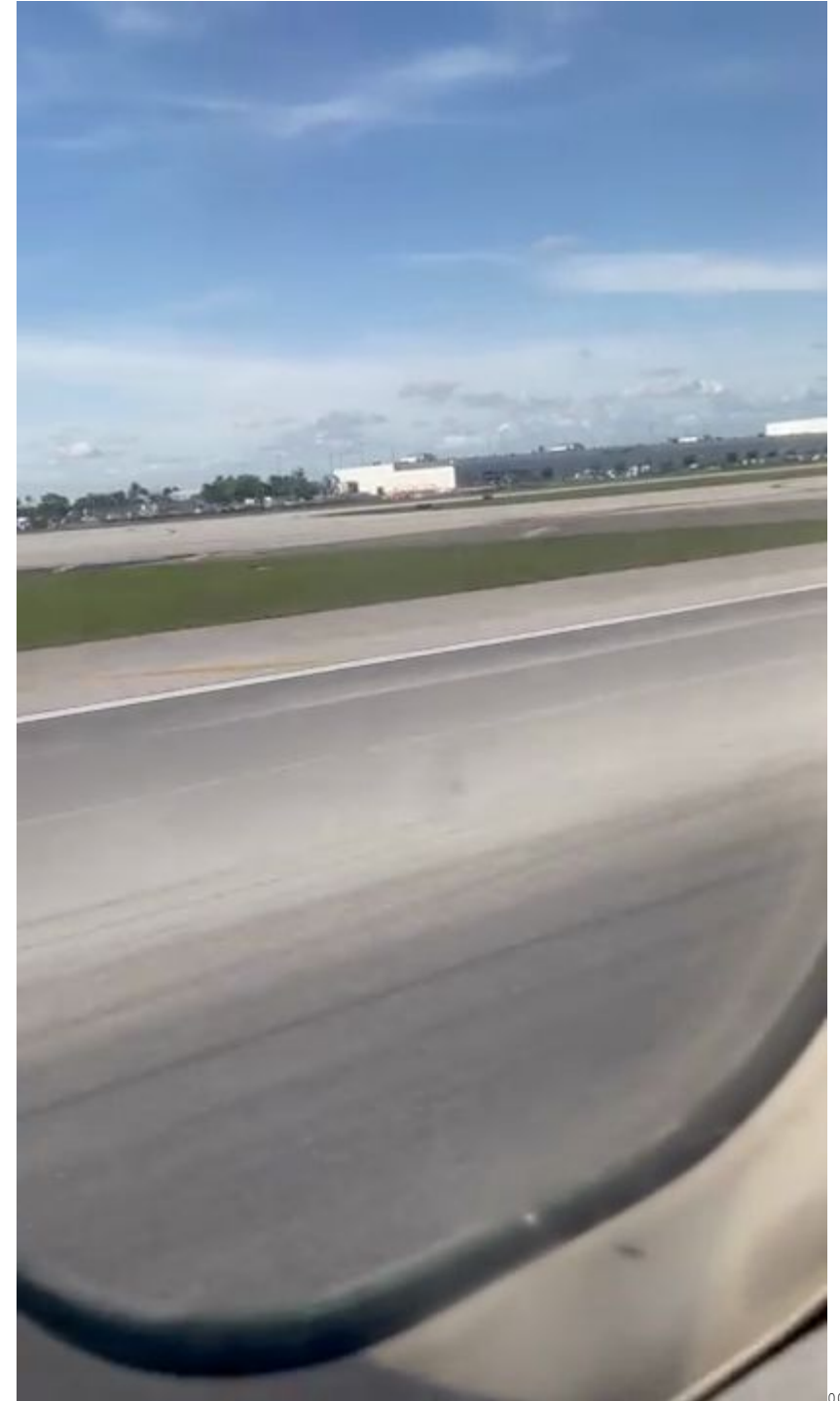
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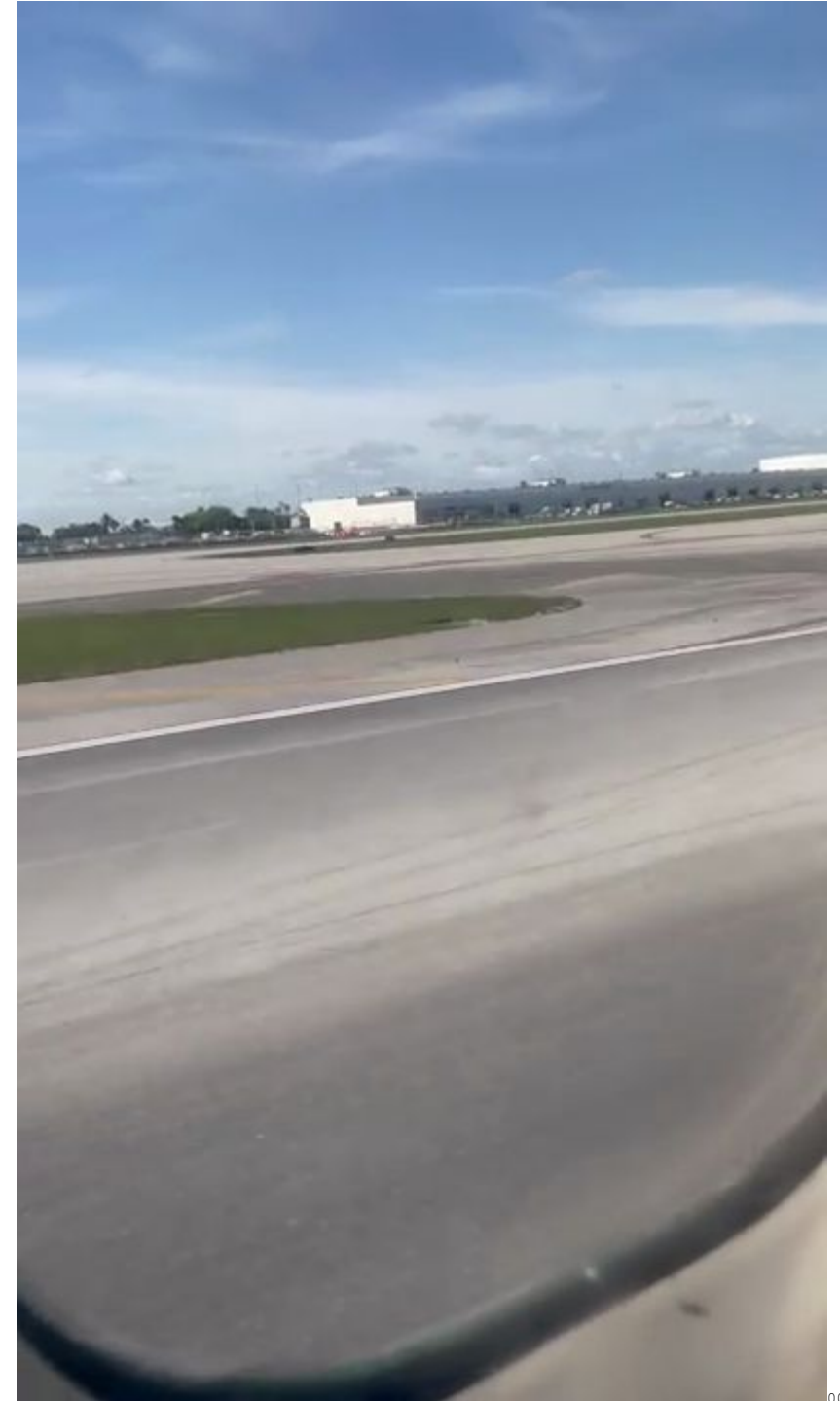
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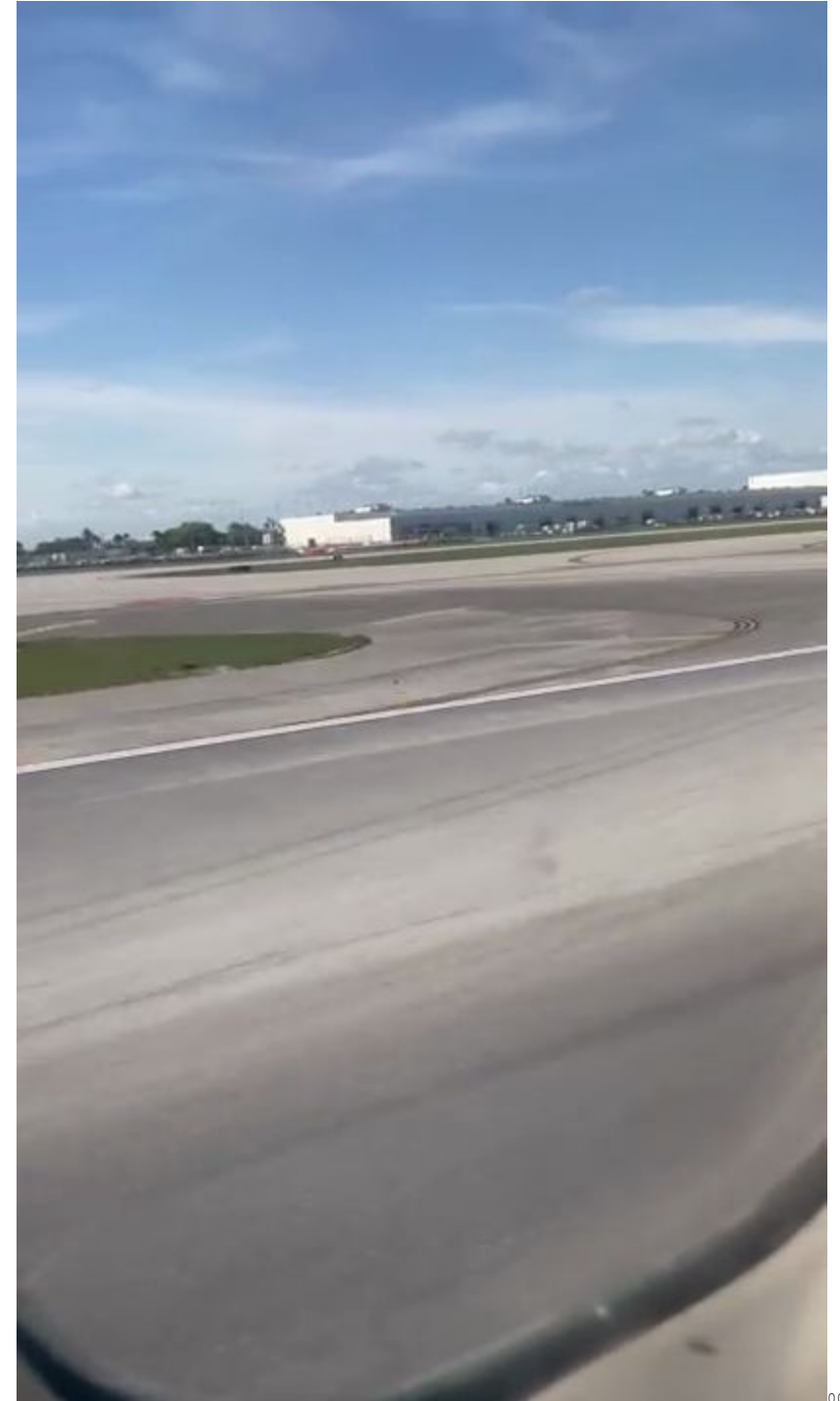
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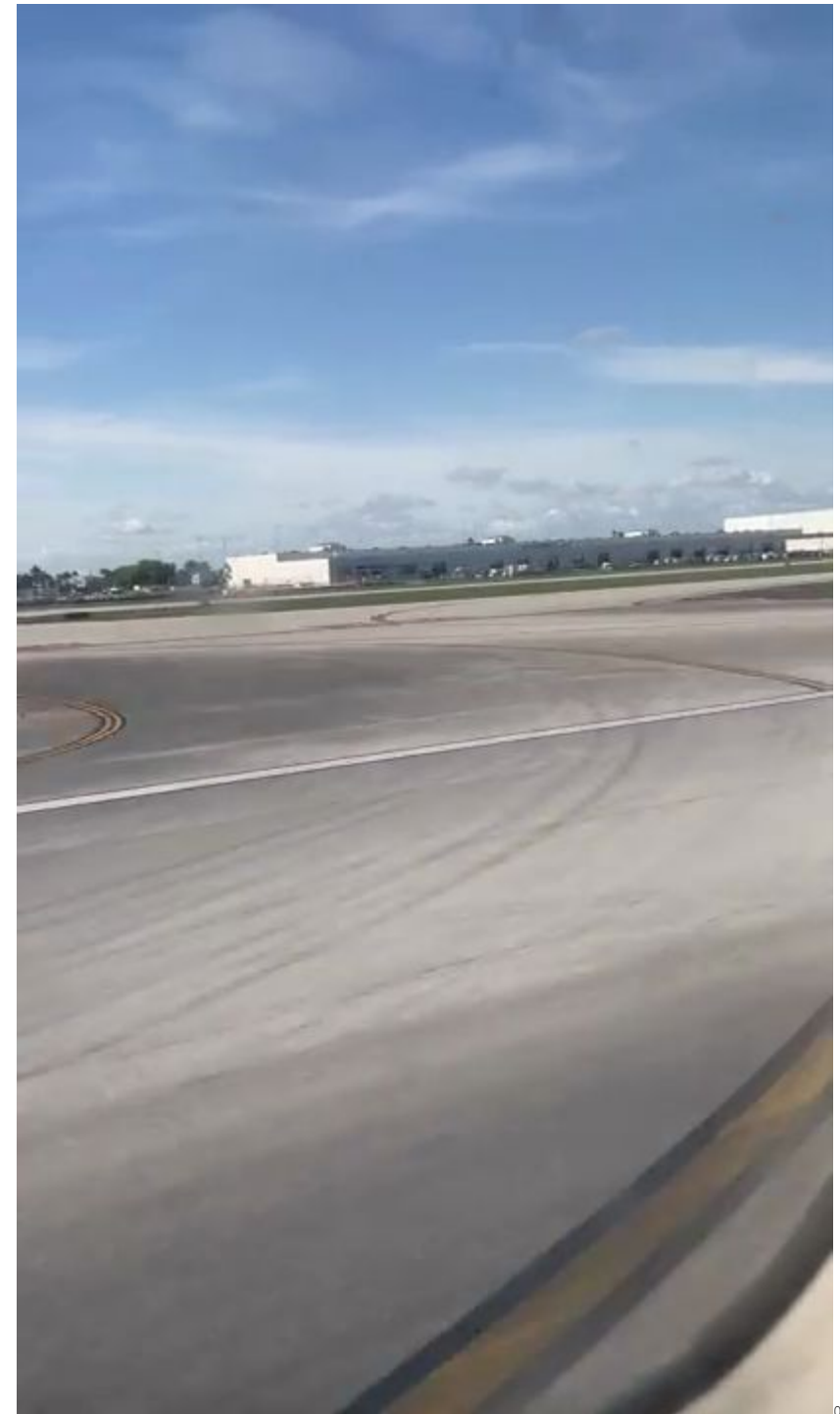
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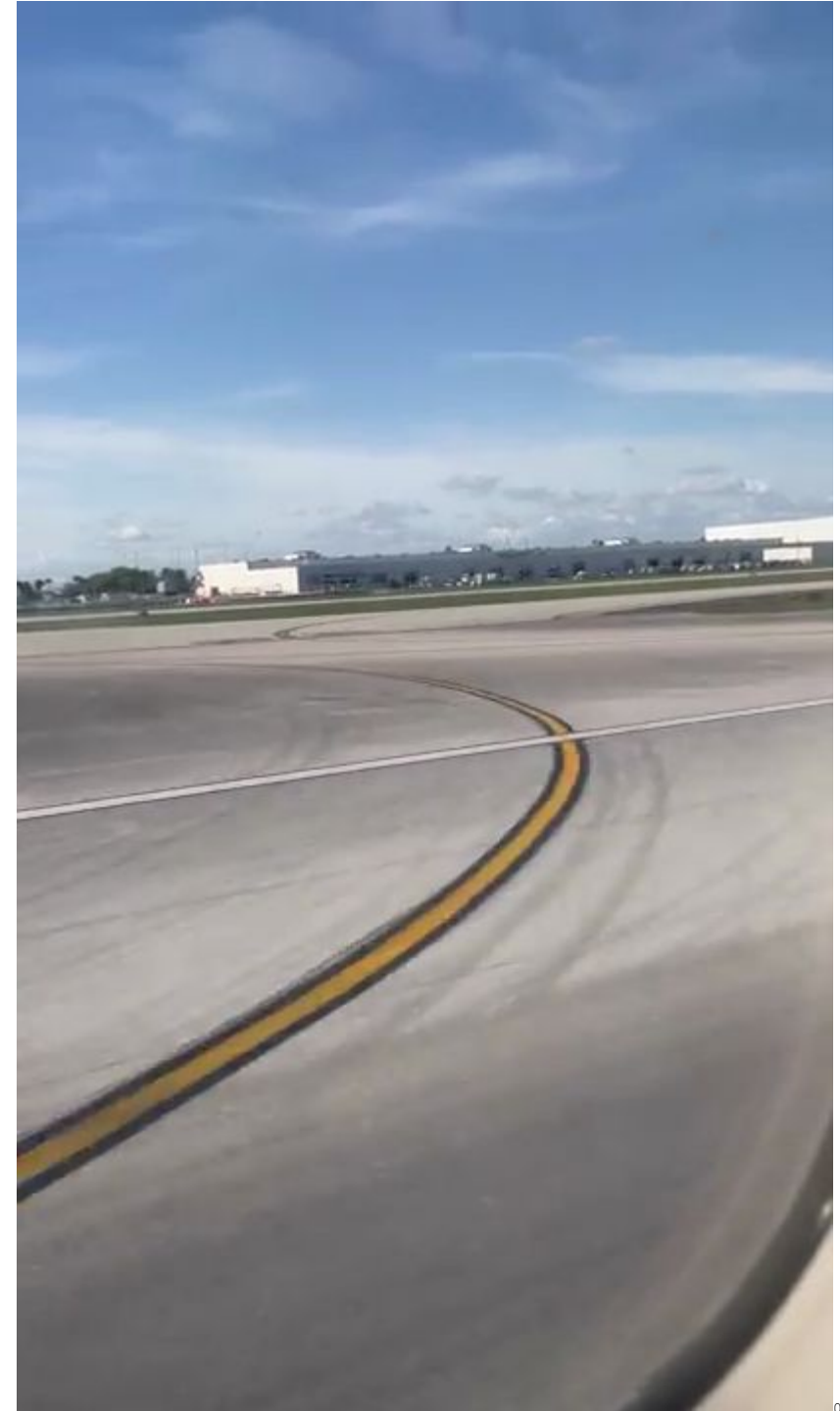
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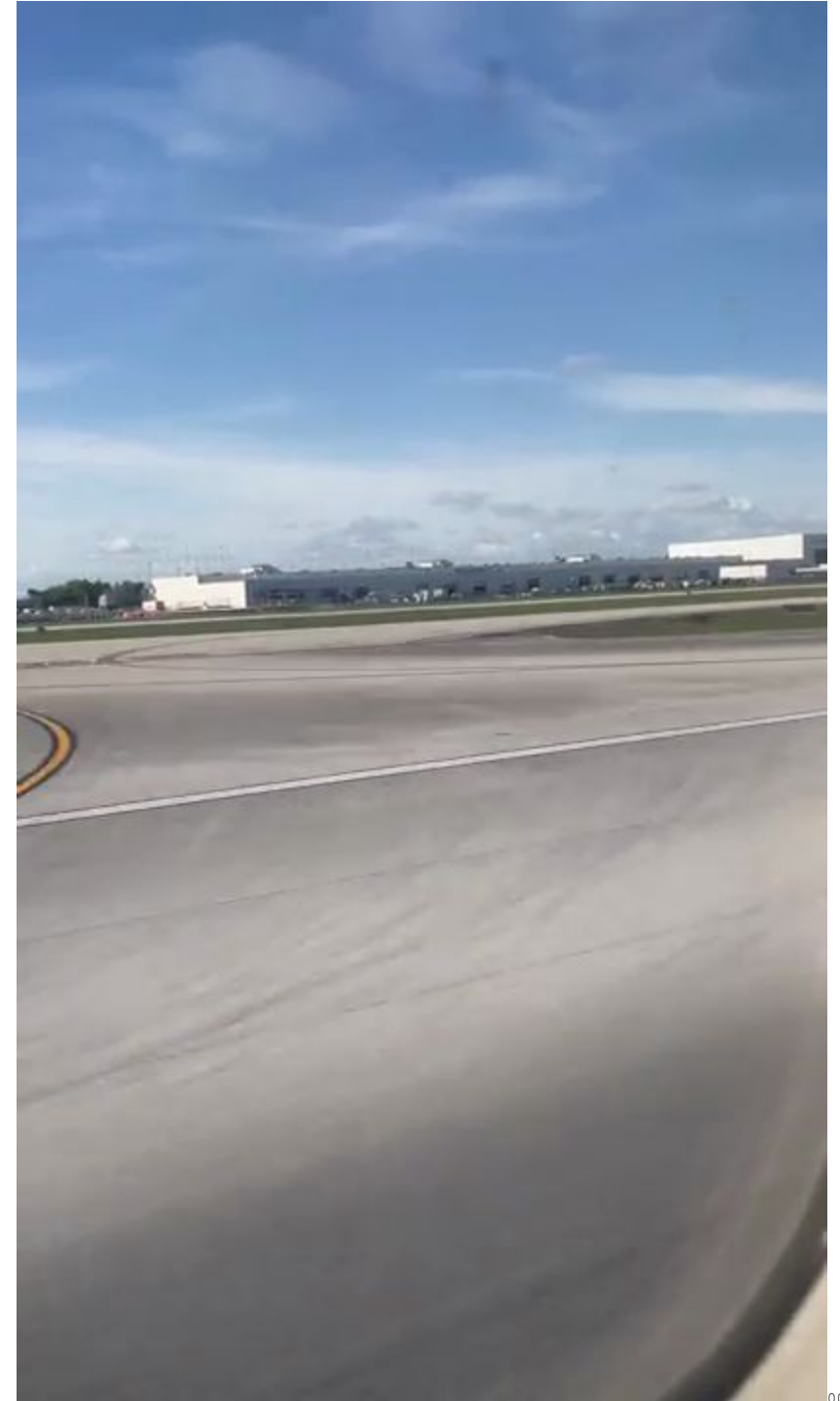
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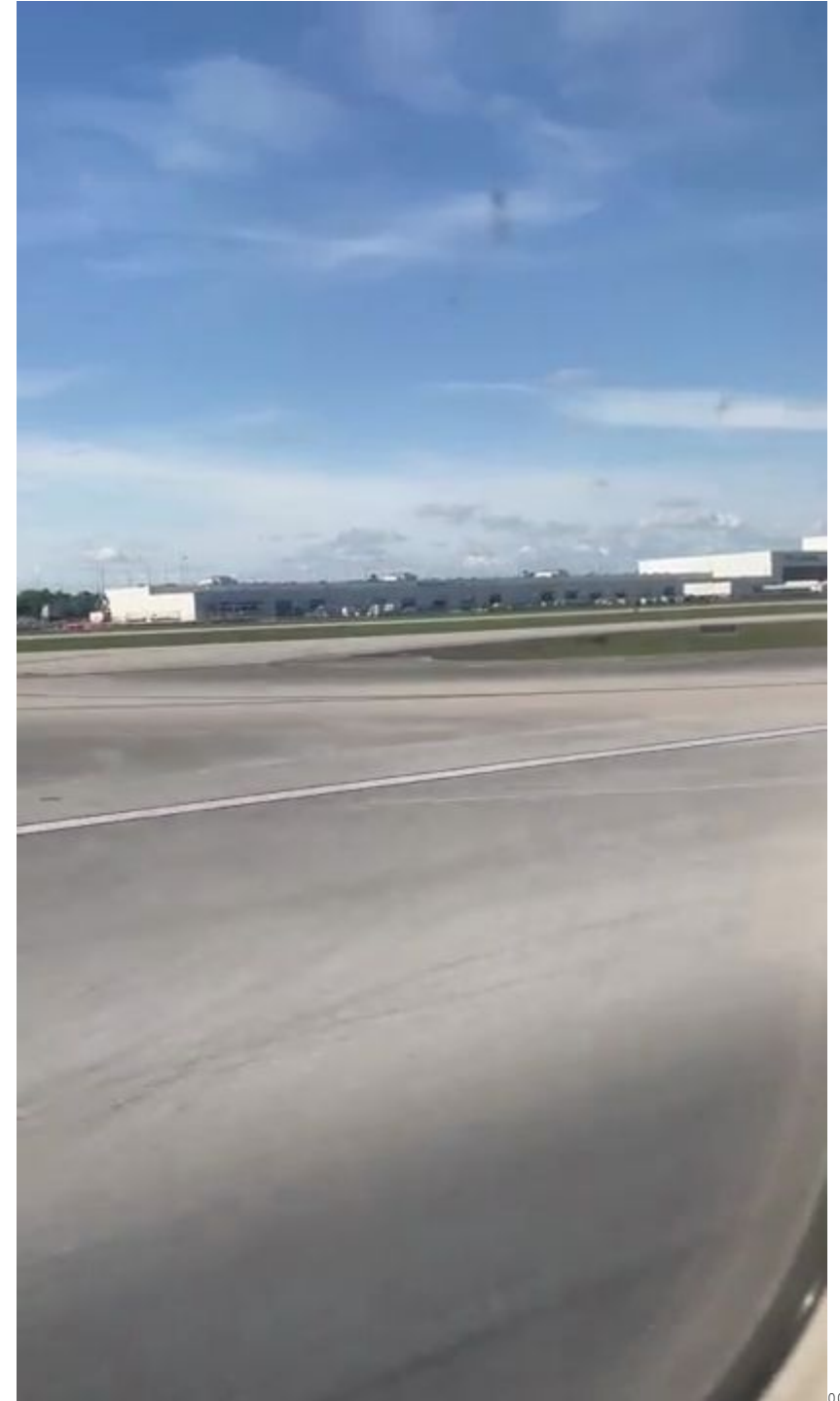
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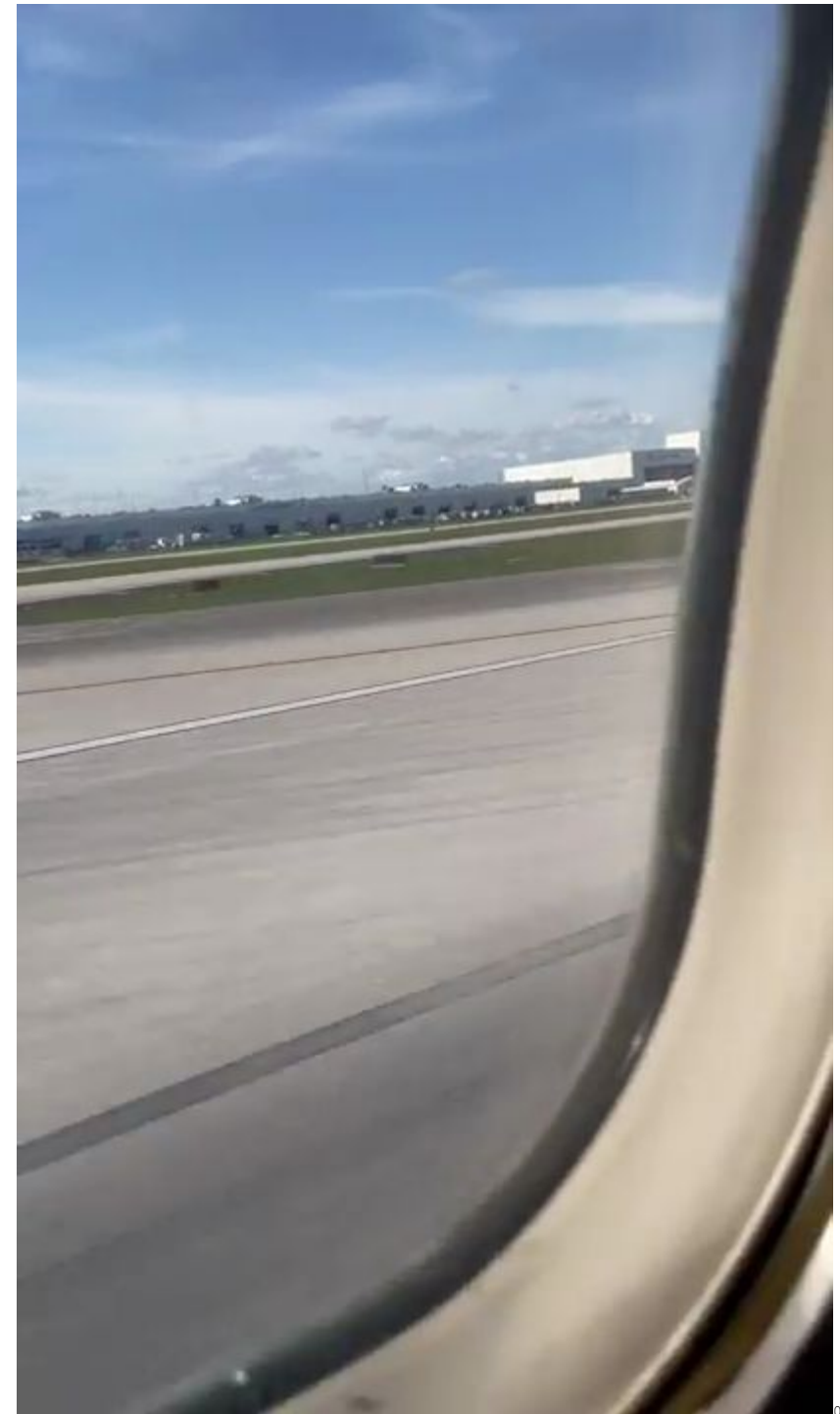
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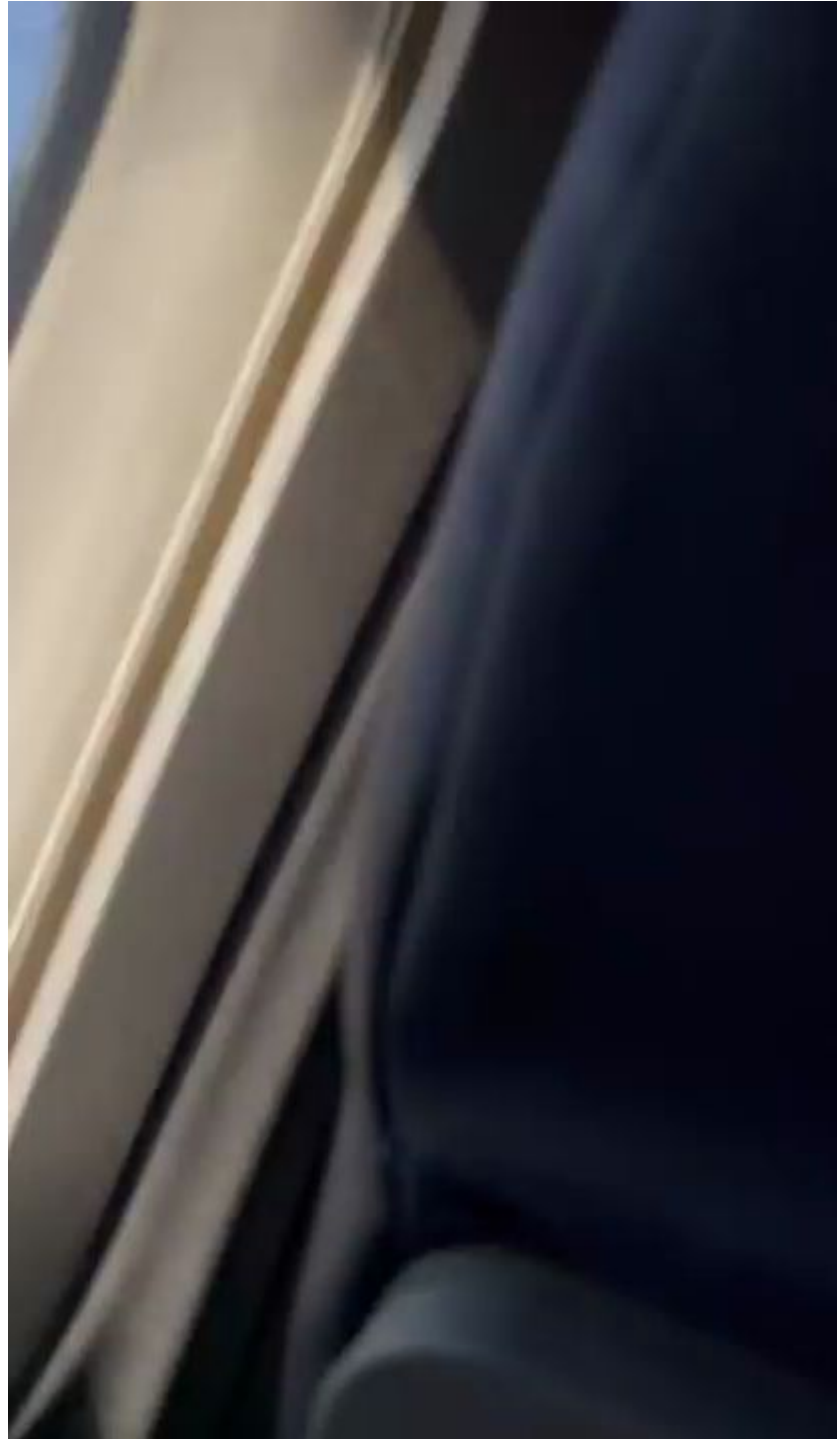
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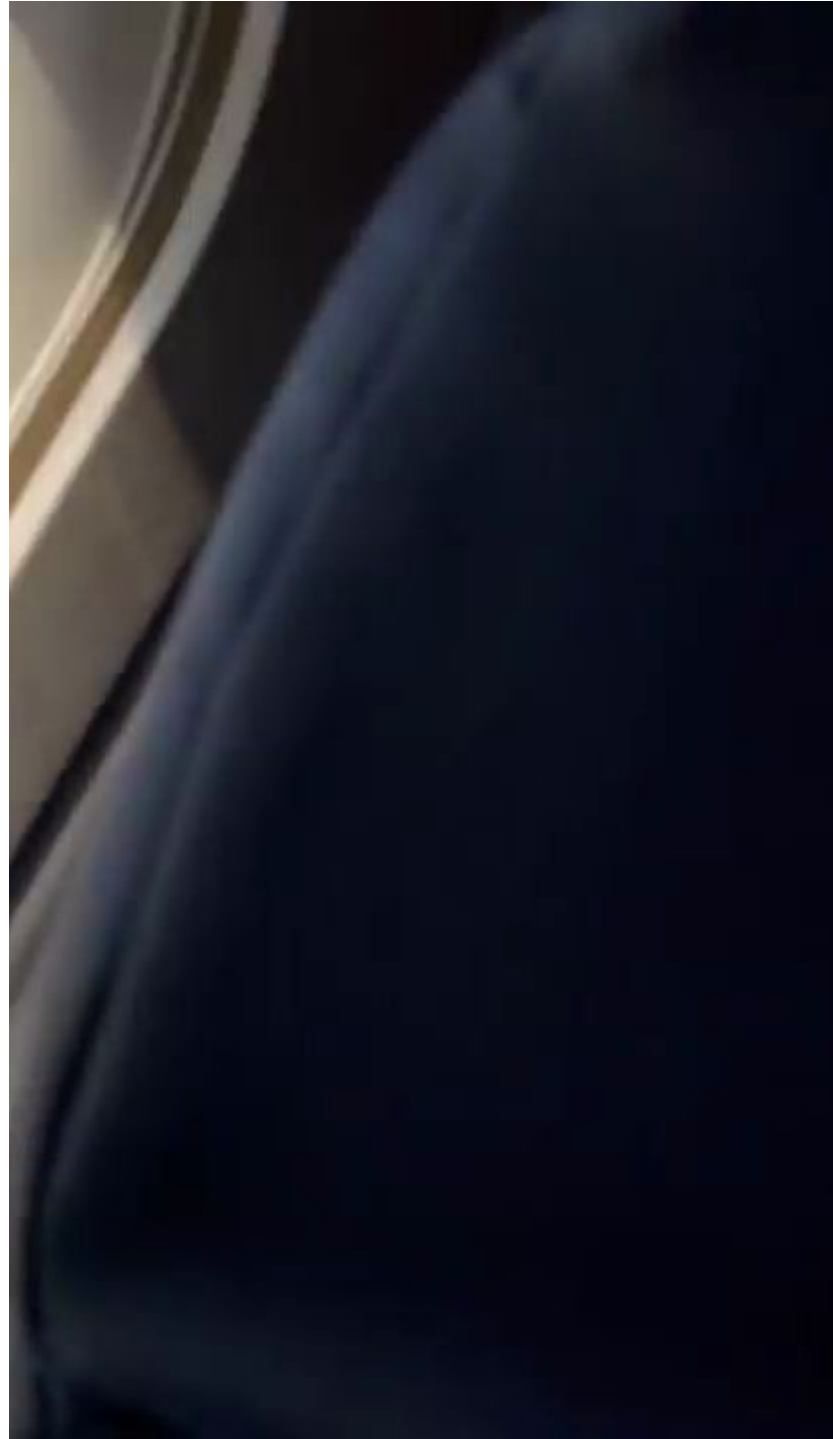
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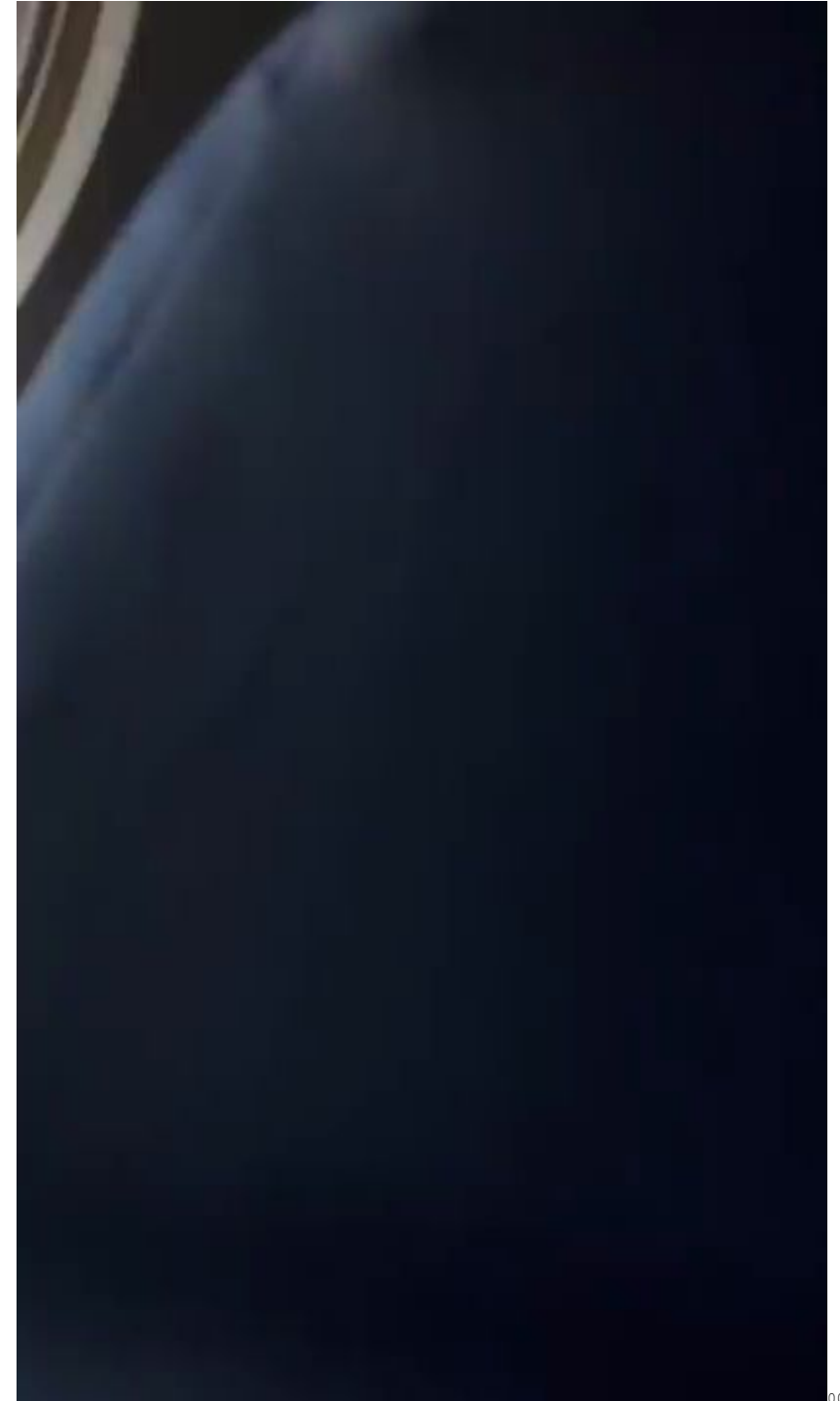
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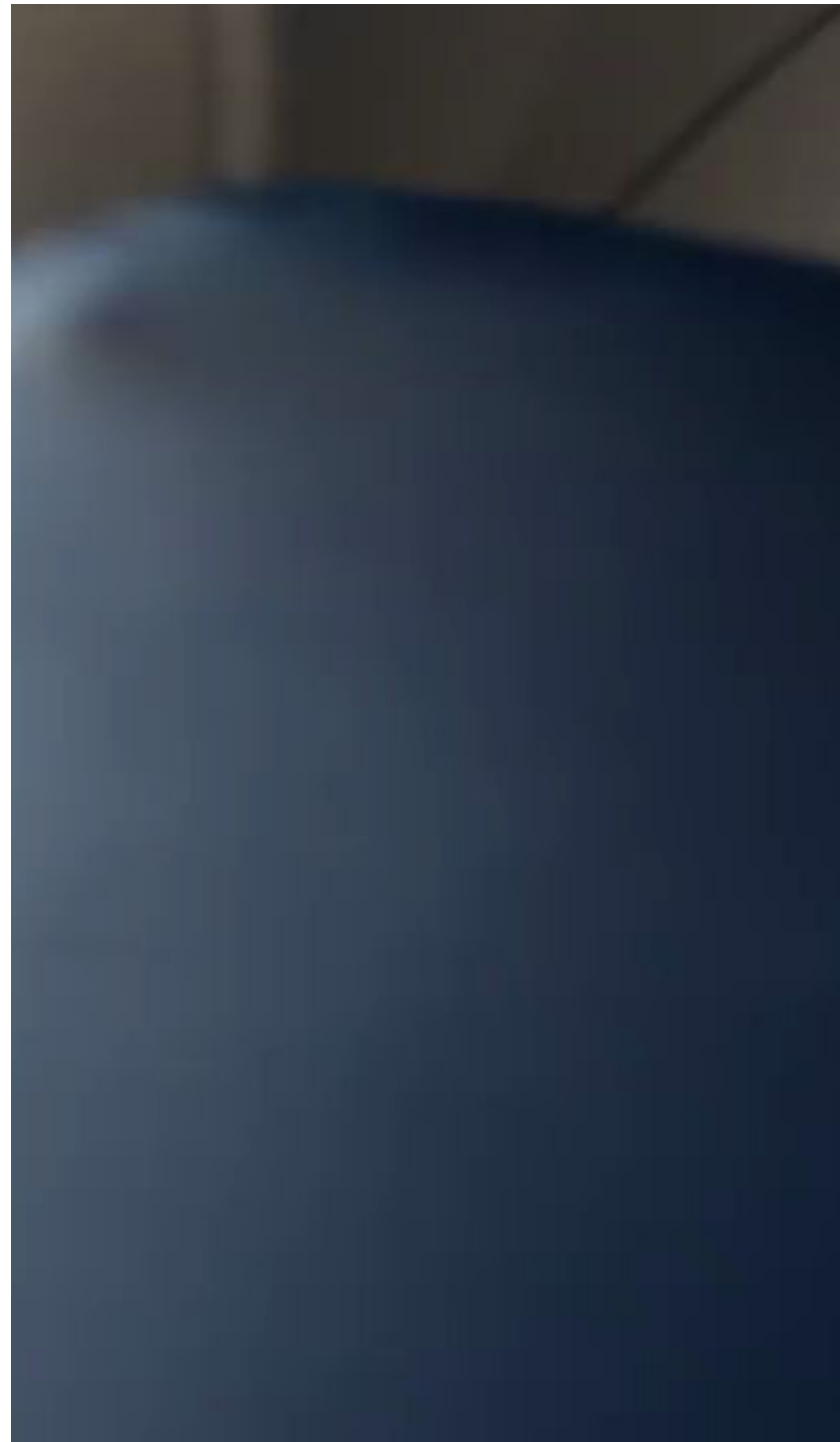
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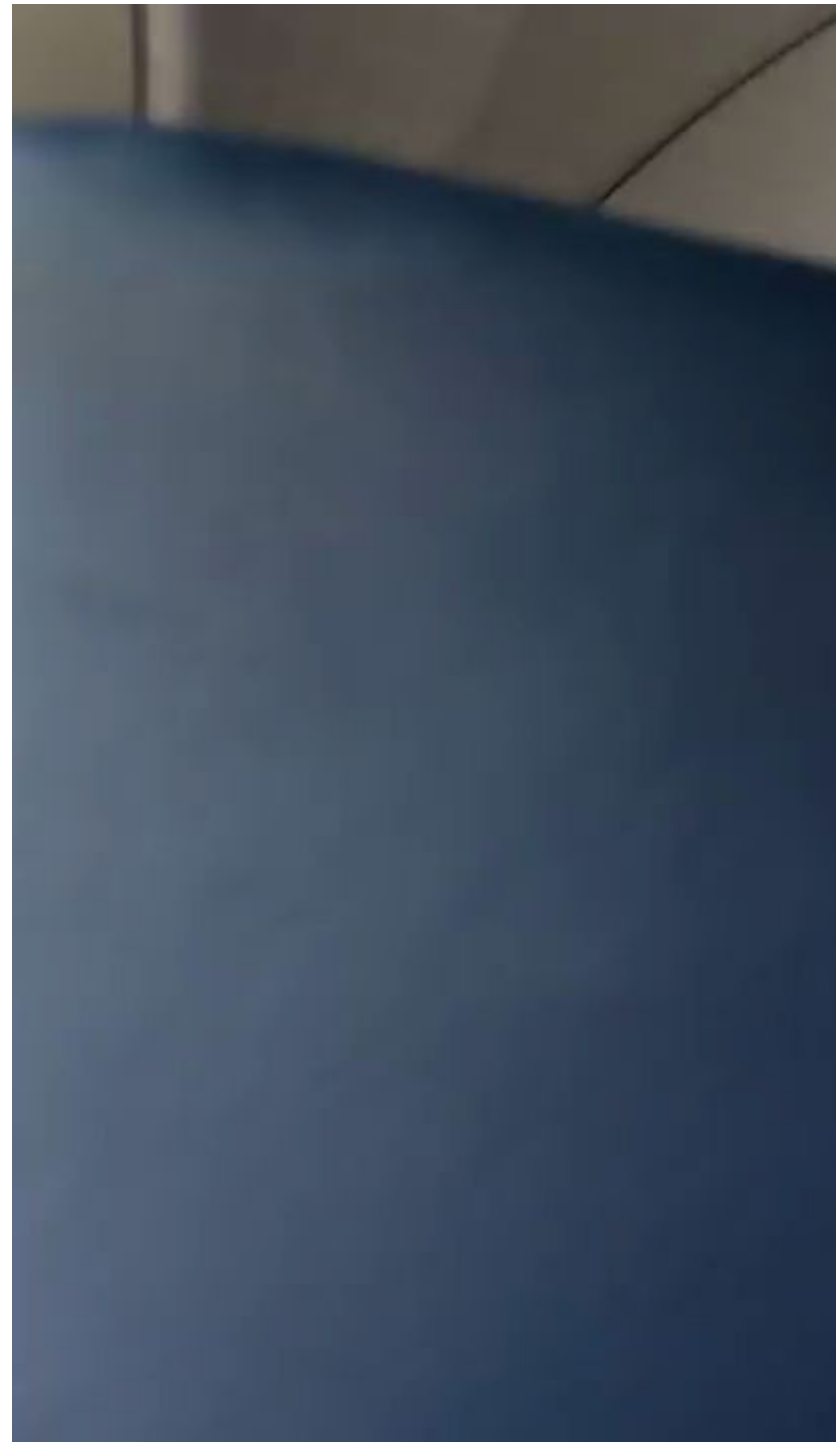
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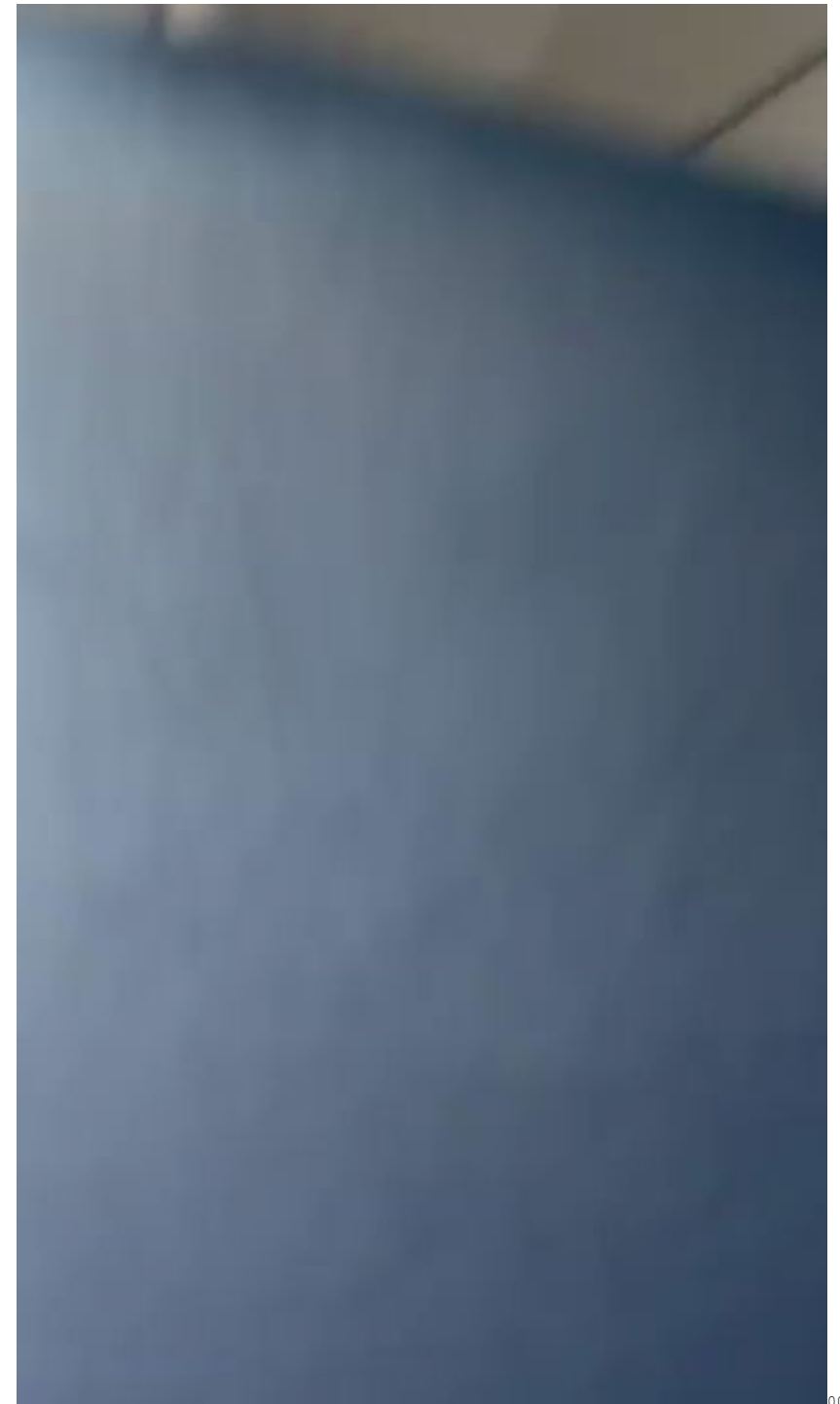
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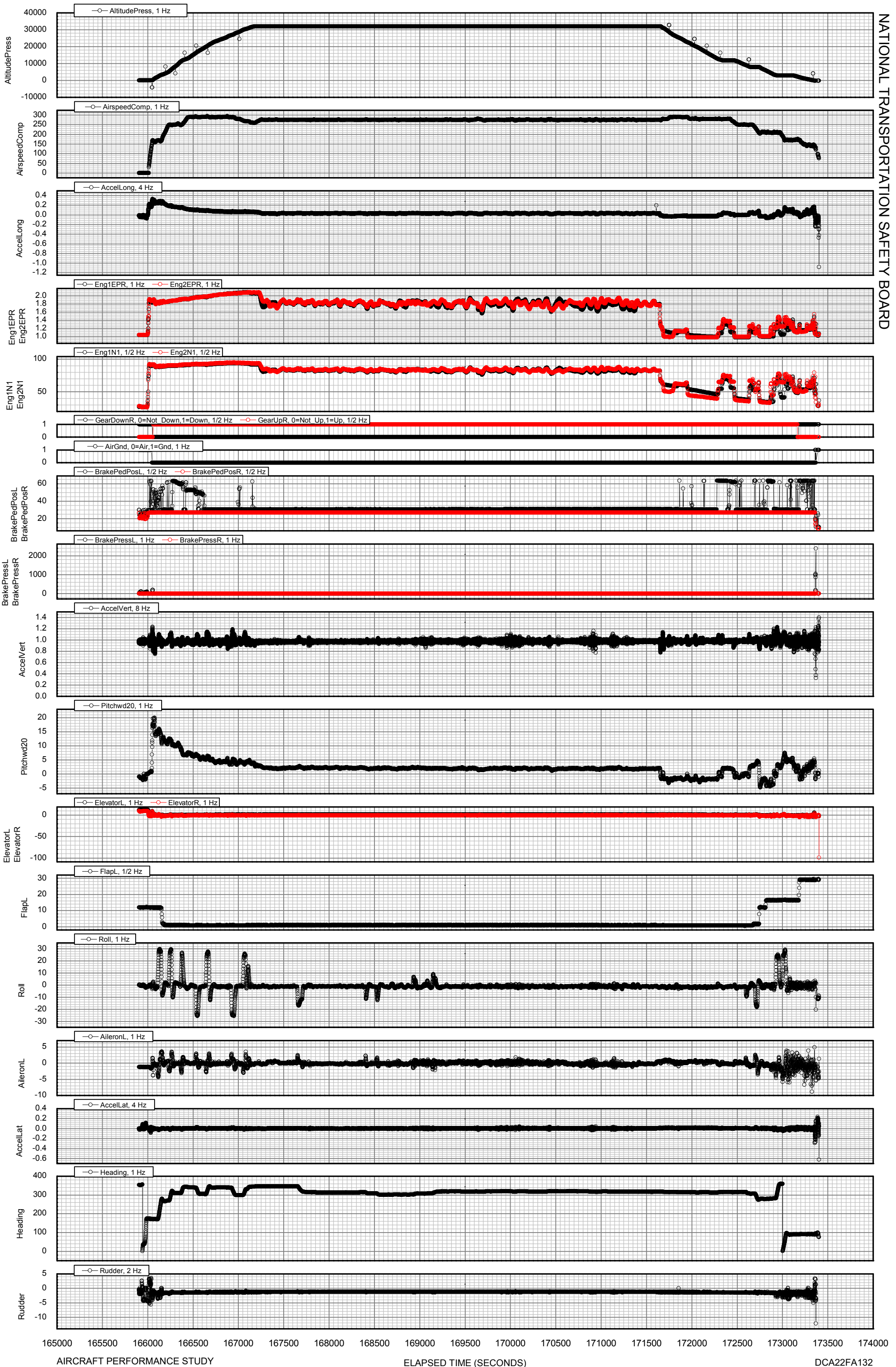


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ATTACHMENT 12: FLIGHT DATA RECORDER (FDR) DATA

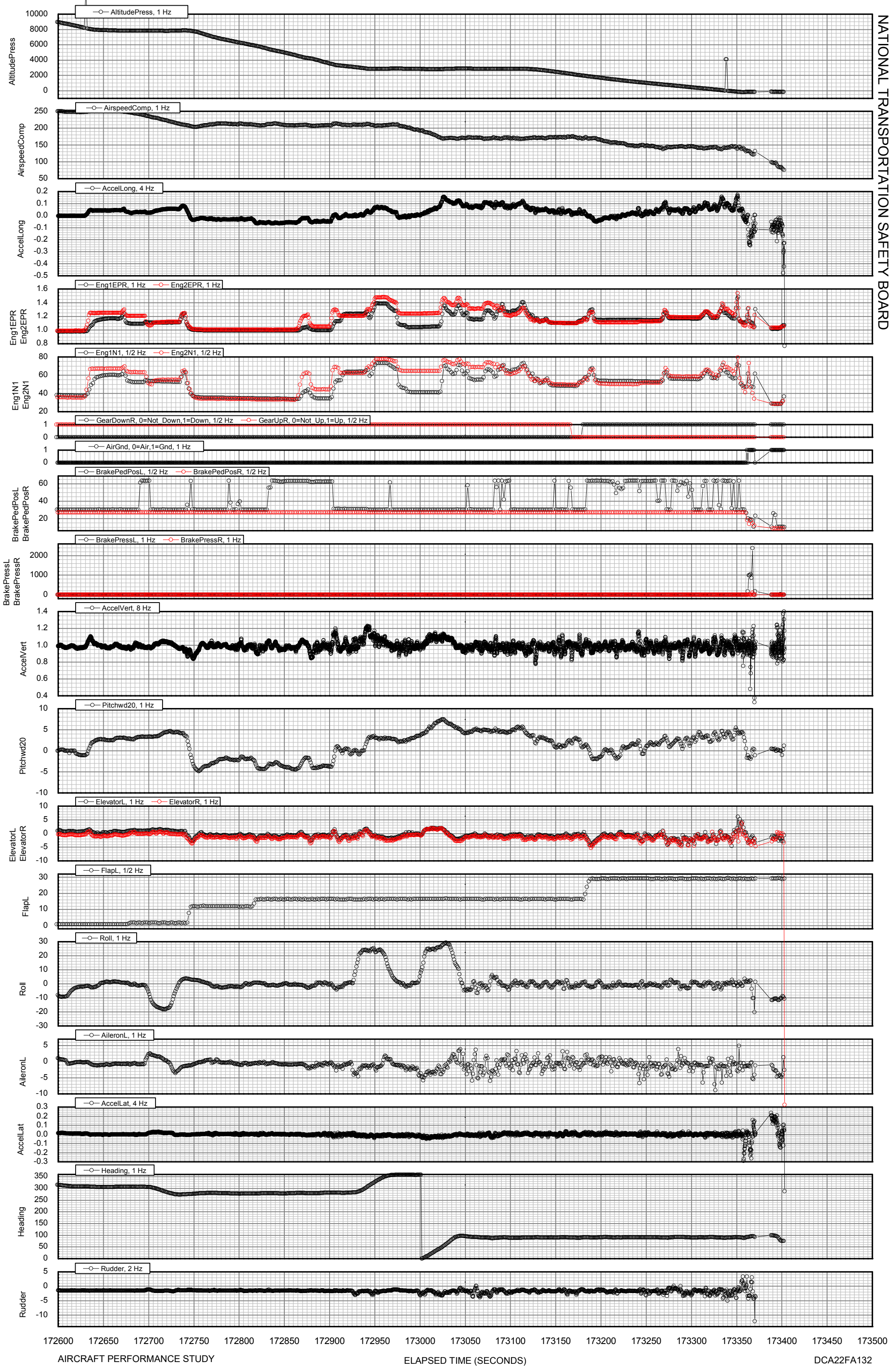
RED AIR MCDONNELL DOUGLAS MD-82 RUNWAY EXCURSION AFTER LEFT MAIN LANDING GEAR FAILURE
MIAMI INTERNATIONAL AIRPORT (MIA), MIAMI, FL, JUNE 21, 2022 [FDR LONGITUDINAL & LATERAL-DIRECTIONAL PARAMETERS]

NATIONAL TRANSPORTATION SAFETY BOARD



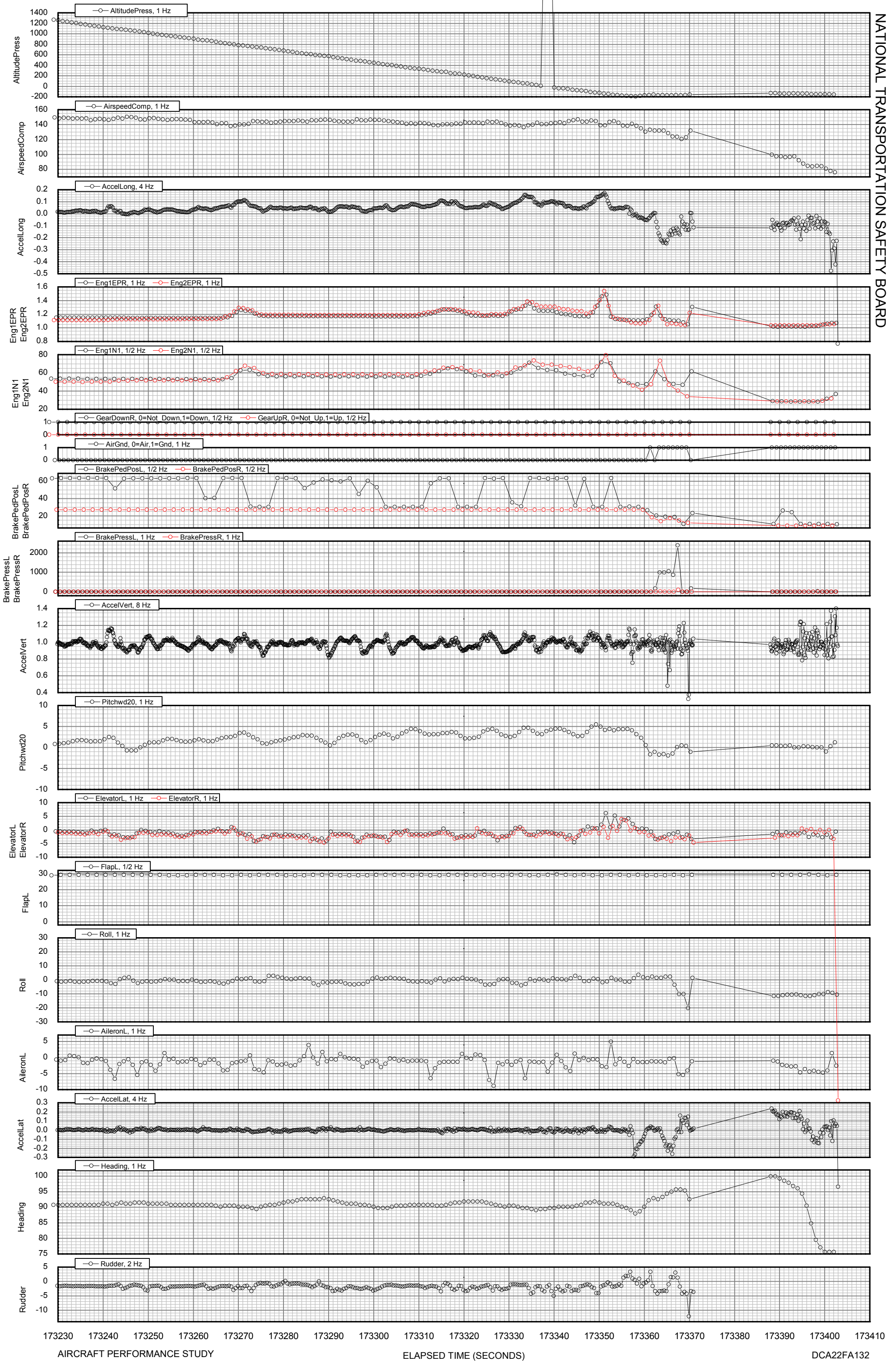
RED AIR MCDONNELL DOUGLAS MD-82 RUNWAY EXCURSION AFTER LEFT MAIN LANDING GEAR FAILURE
MIAMI INTERNATIONAL AIRPORT (MIA), MIAMI, FL, JUNE 21, 2022 [FDR LONGITUDINAL & LATERAL-DIRECTIONAL PARAMETERS]

NATIONAL TRANSPORTATION SAFETY BOARD



RED AIR MCDONNELL DOUGLAS MD-82 RUNWAY EXCURSION AFTER LEFT MAIN LANDING GEAR FAILURE
MIAMI INTERNATIONAL AIRPORT (MIA), MIAMI, FL, JUNE 21, 2022 [FDR LONGITUDINAL & LATERAL-DIRECTIONAL PARAMETERS]

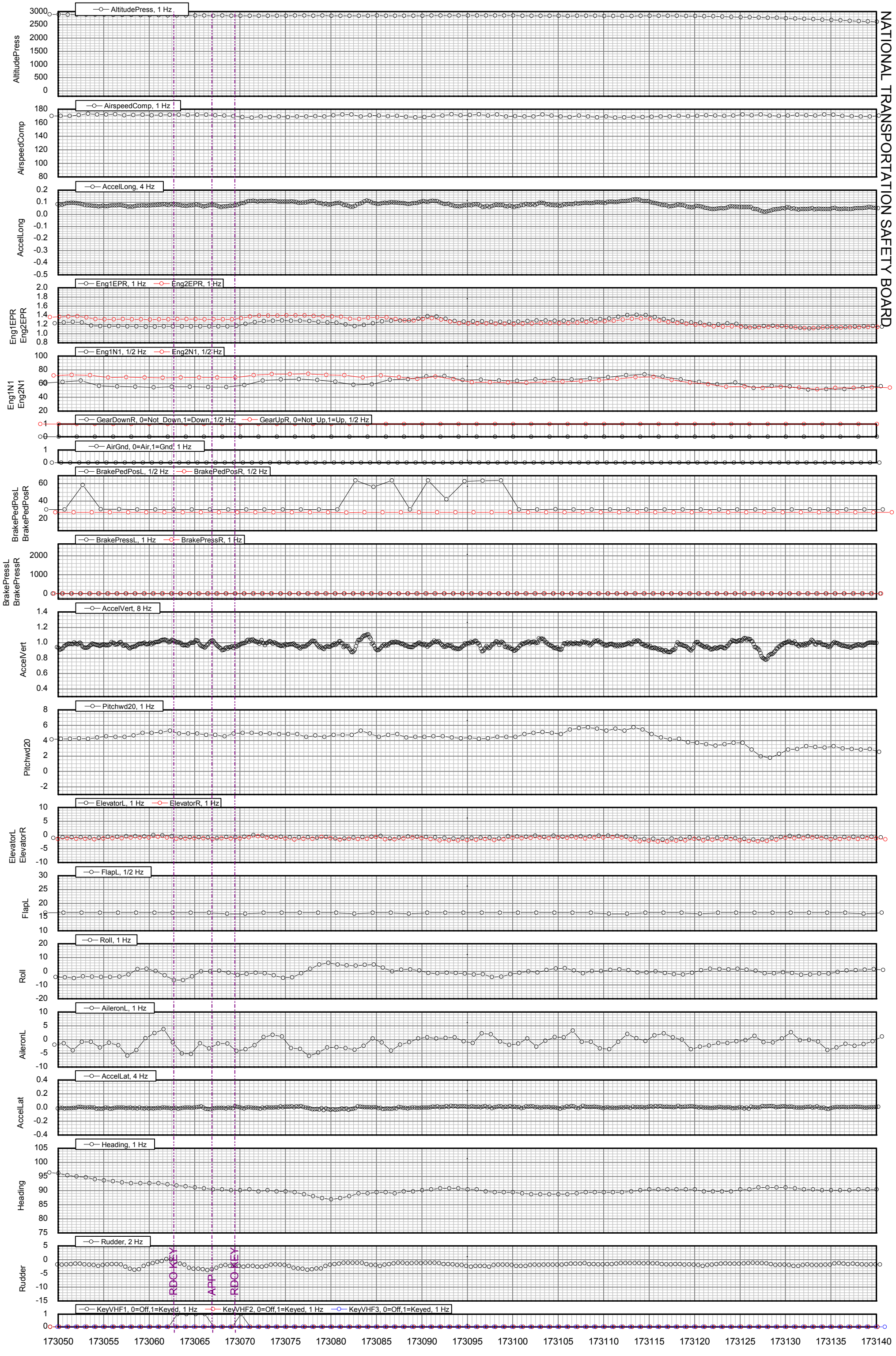
NATIONAL TRANSPORTATION SAFETY BOARD



ATTACHMENT 13: PARAPHRASED CVR EVENTS OVERLAID ON FDR DATA

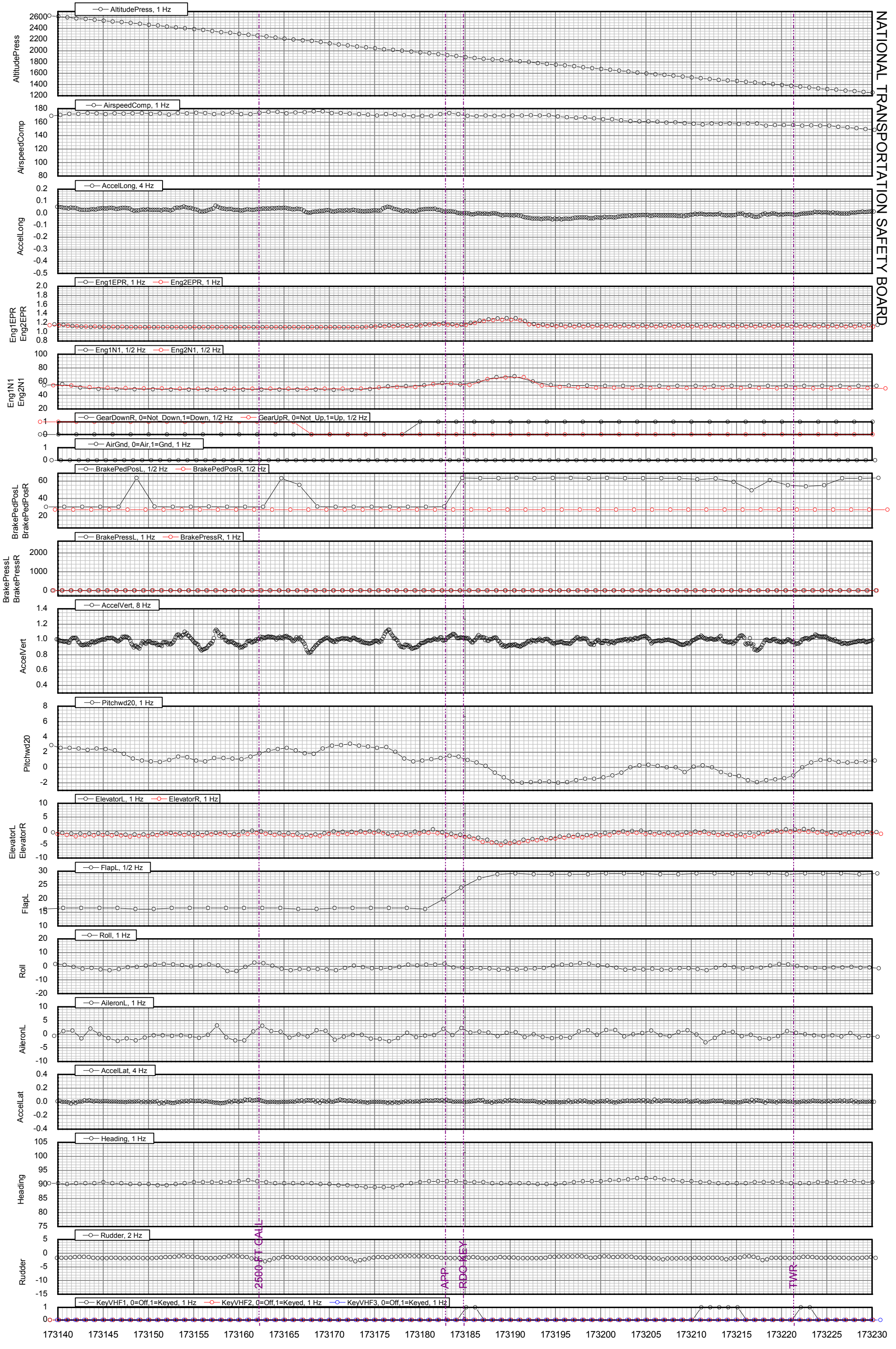
RED AIR MCDONNELL DOUGLAS MD-82 (HI-1064) RUNWAY EXCURSION AFTER LEFT MAIN LANDING GEAR FAILURE MIAMI INTERNATIONAL AIRPORT (MIA), MIAMI, FL, JUNE 21, 2022 [FDR LONGITUDINAL & LATERAL-DIRECTIONAL PARAMETERS]

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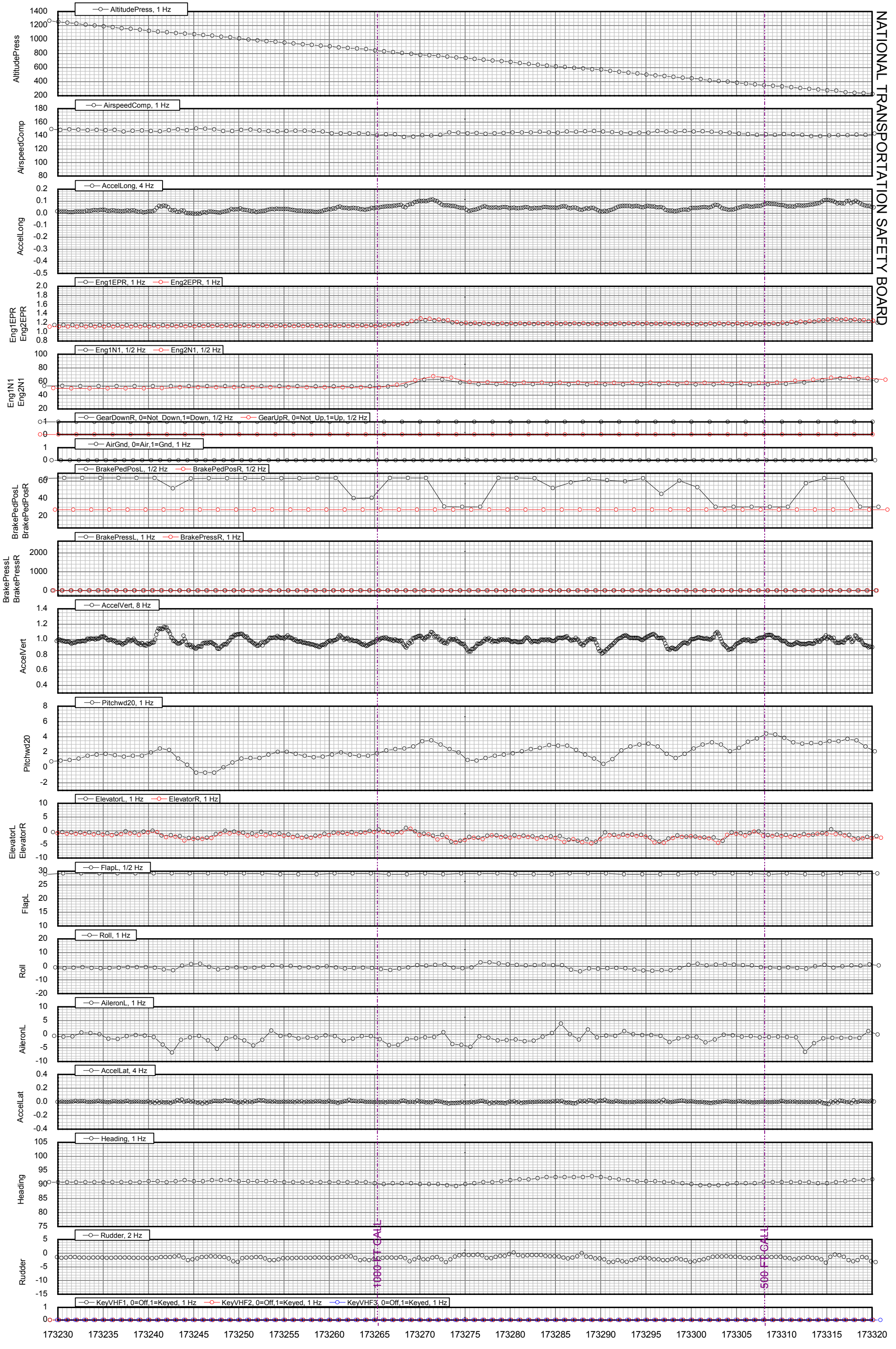
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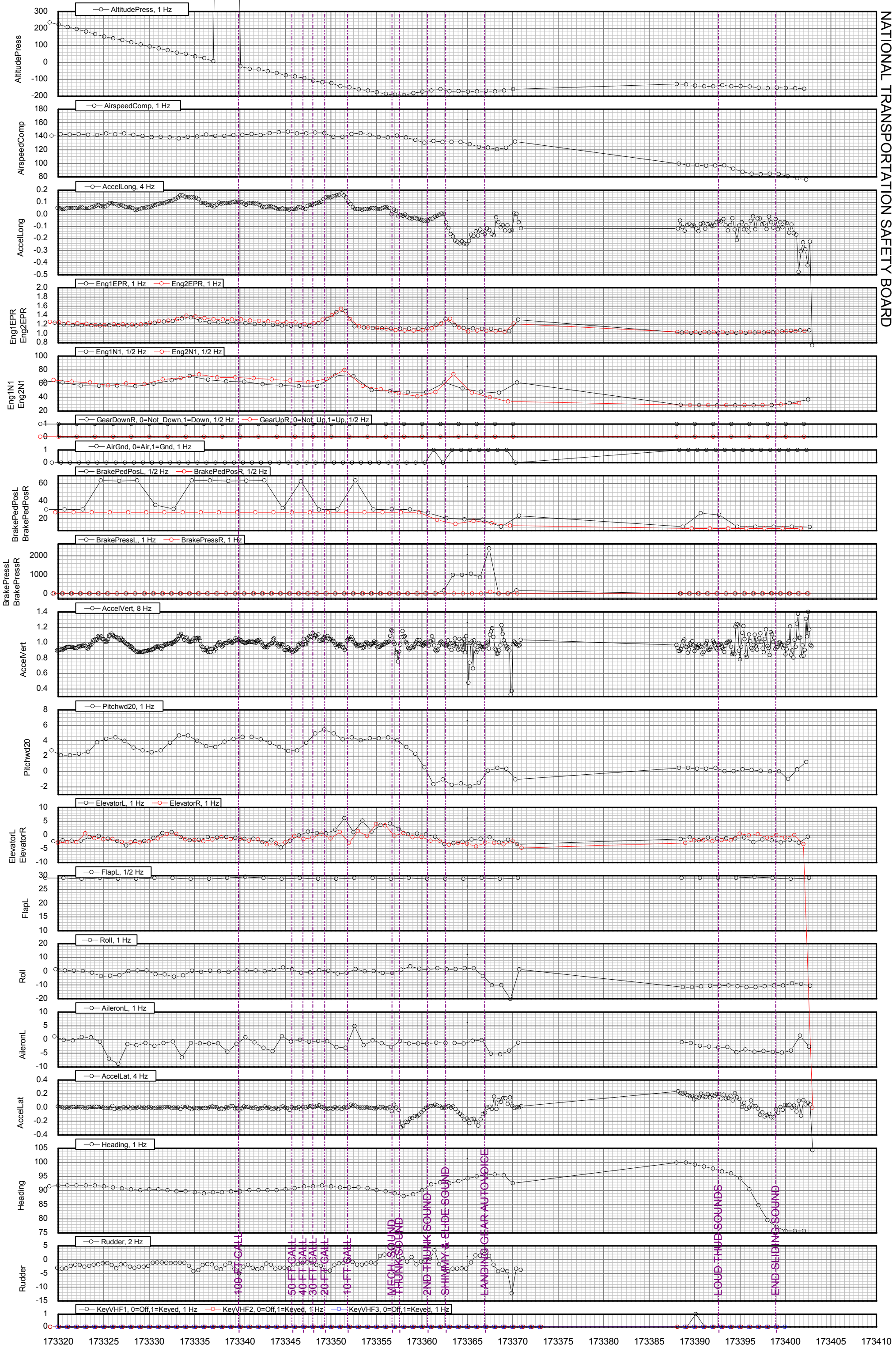
RED AIR MCDONNELL DOUGLAS MD-82 (HI-1064) RUNWAY EXCURSION AFTER LEFT MAIN LANDING GEAR FAILURE MIAMI INTERNATIONAL AIRPORT (MIA), MIAMI, FL, JUNE 21, 2022 [FDR LONGITUDINAL & LATERAL-DIRECTIONAL PARAMETERS]

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ATTACHMENT 14: ACCIDENT FLIGHT RECONSTRUCTION (HI1064)

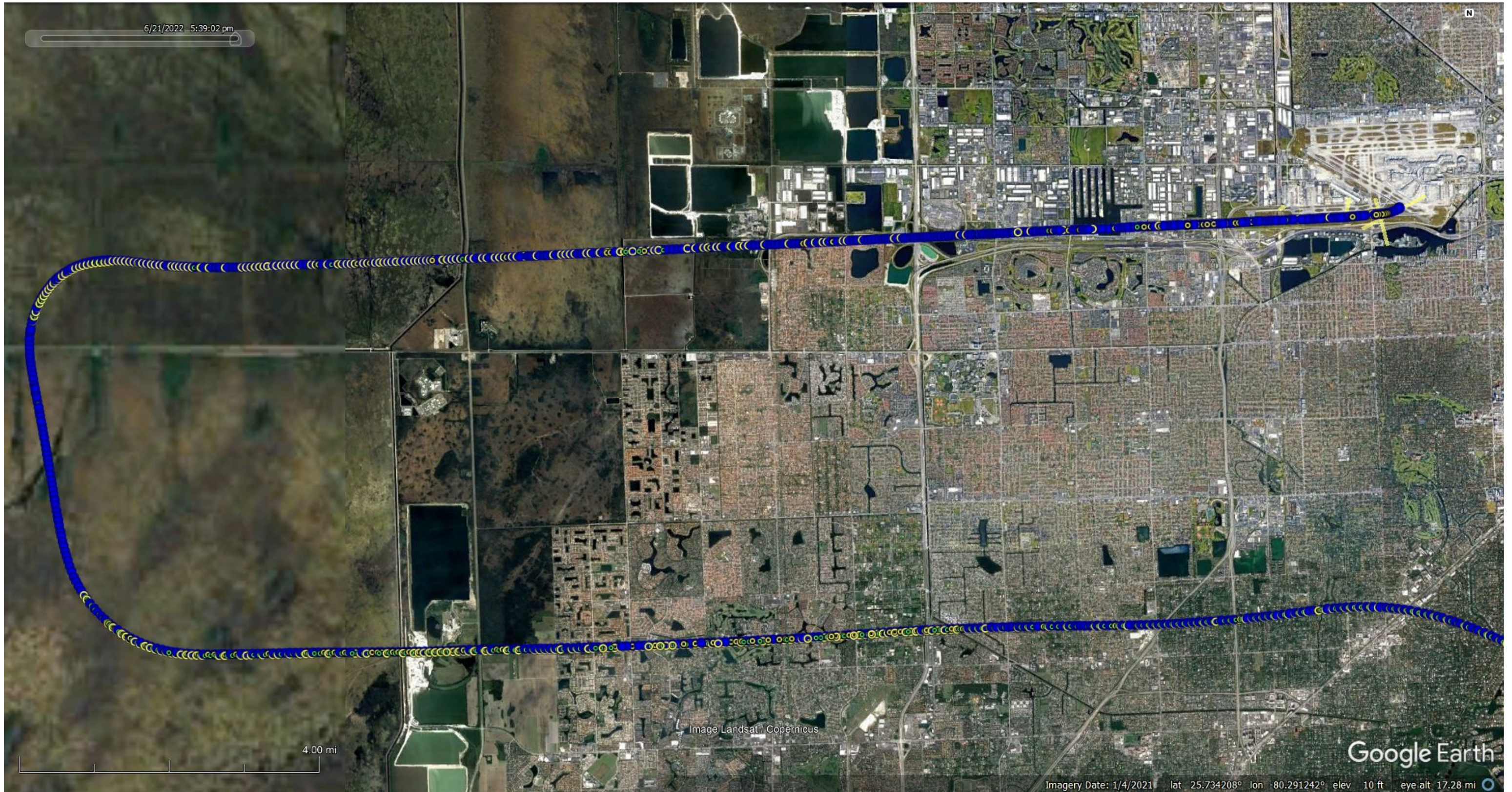


Figure A14.1: Overhead view of HI1064 accident flightpath. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is clockwise from lower right to upper right. Due north is toward the top of the page.

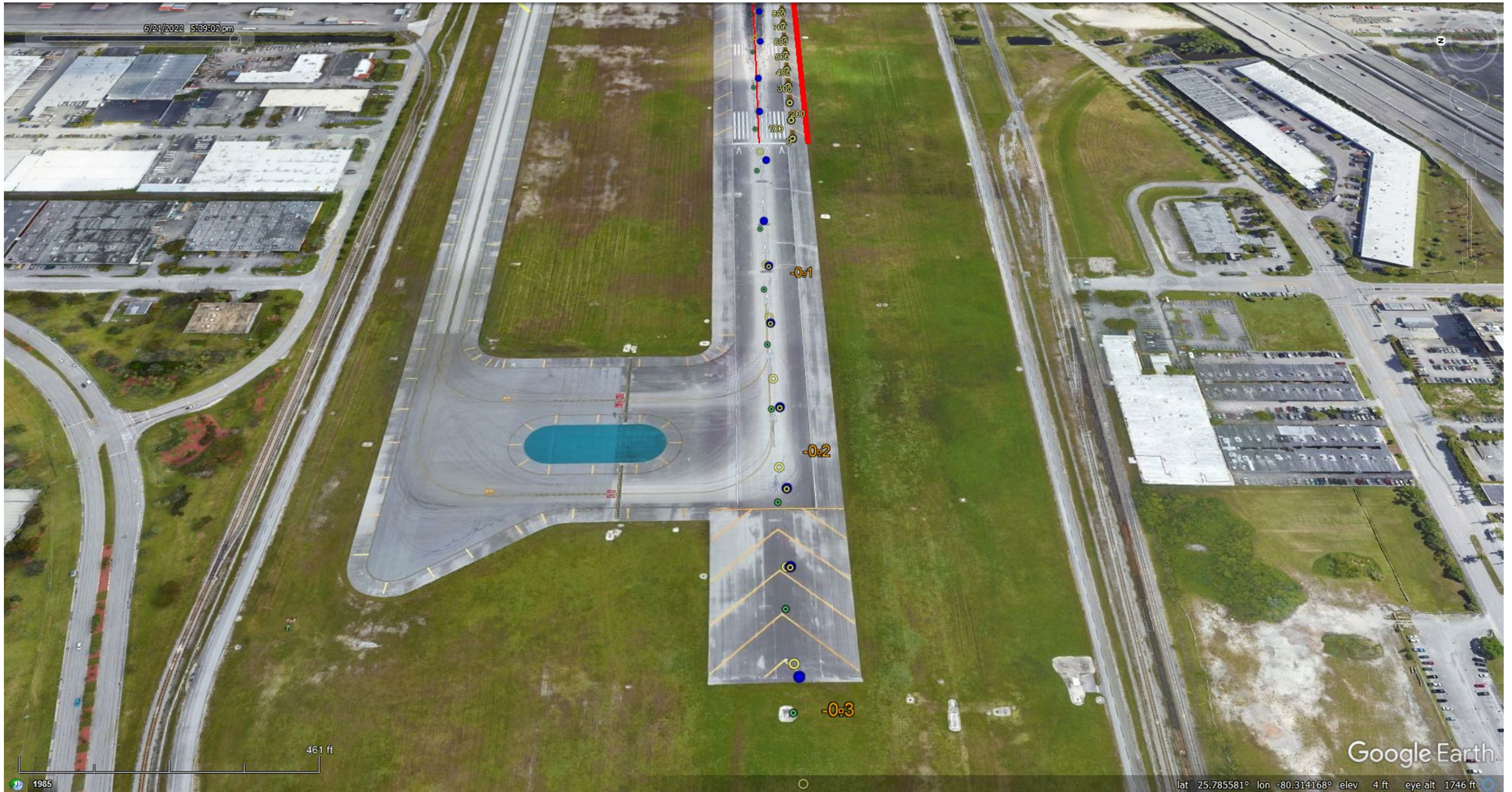


Figure A14.2: HI1064 accident flight reconstruction looking toward the approach end of runway 9. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data.



Figure A14.3: HI1064 accident flight reconstruction looking toward the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.



Figure A14.4: HI1064 accident flight reconstruction 1,000 to 2,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.

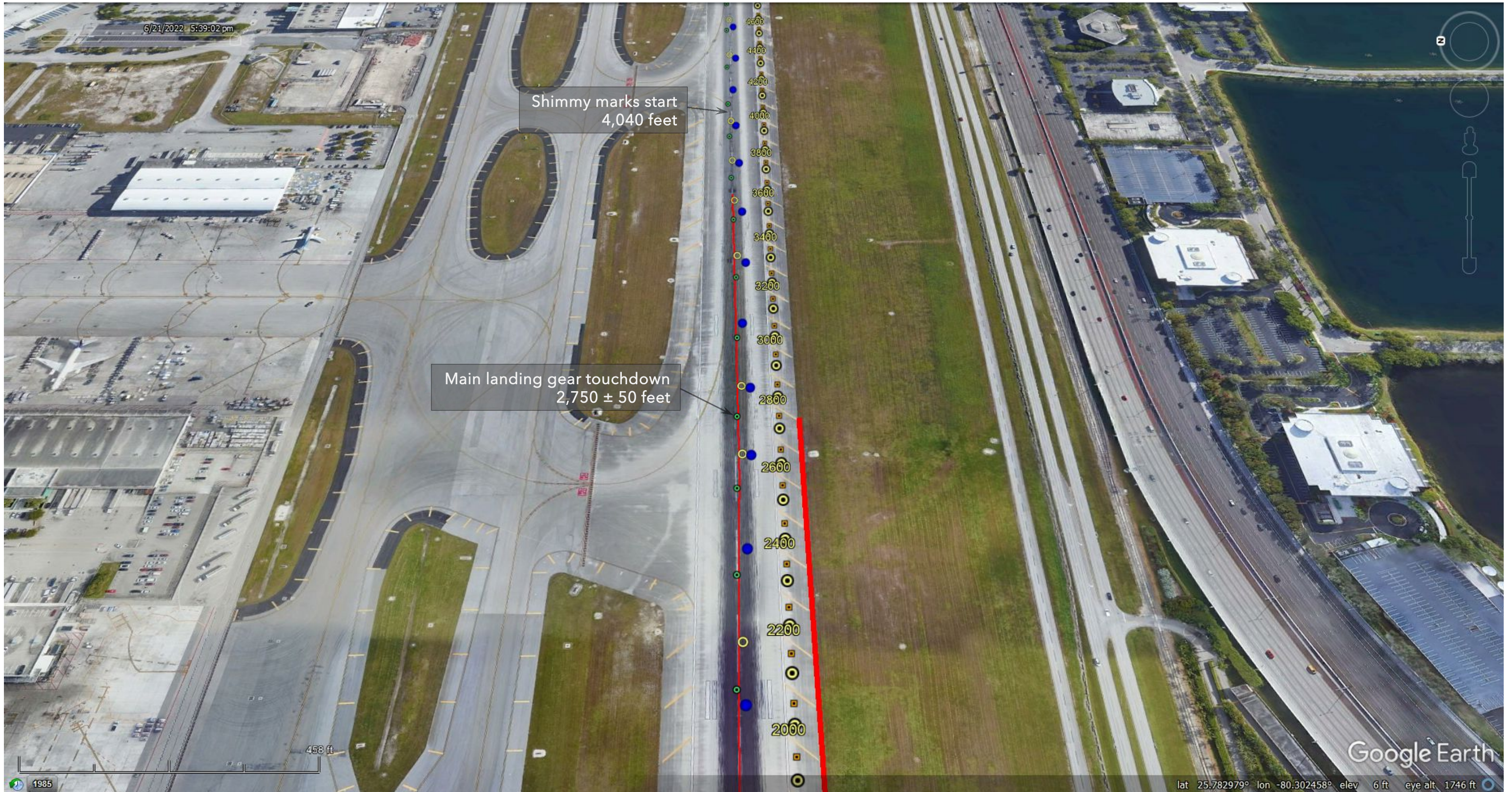


Figure A14.5: HI1064 accident flight reconstruction 2,000 to 3,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet. Additional text annotations indicate location of main landing gear touchdown and start of left main landing gear shimmy marks.

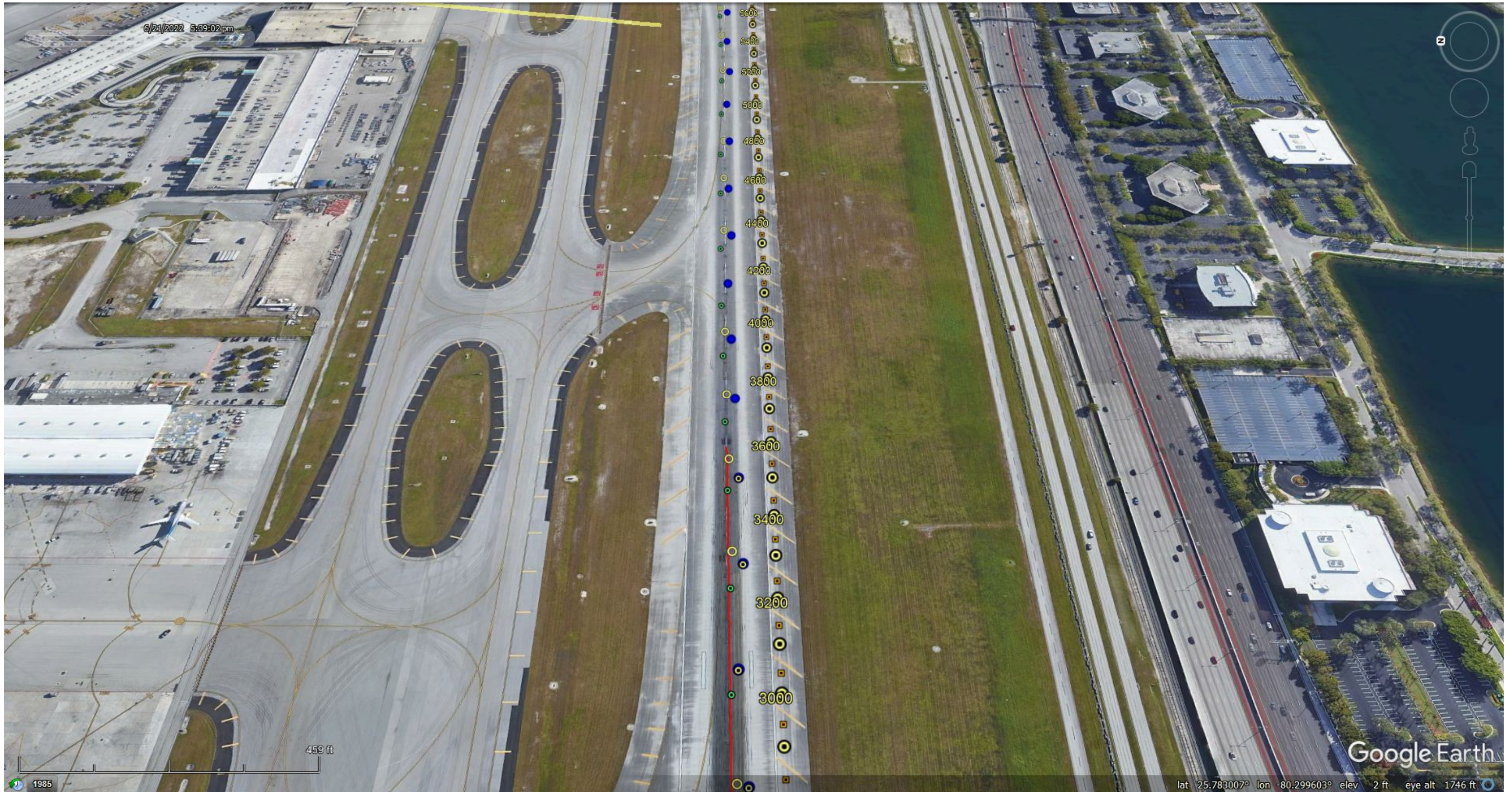


Figure A14.6: HI1064 accident flight reconstruction 3,000 to 4,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.

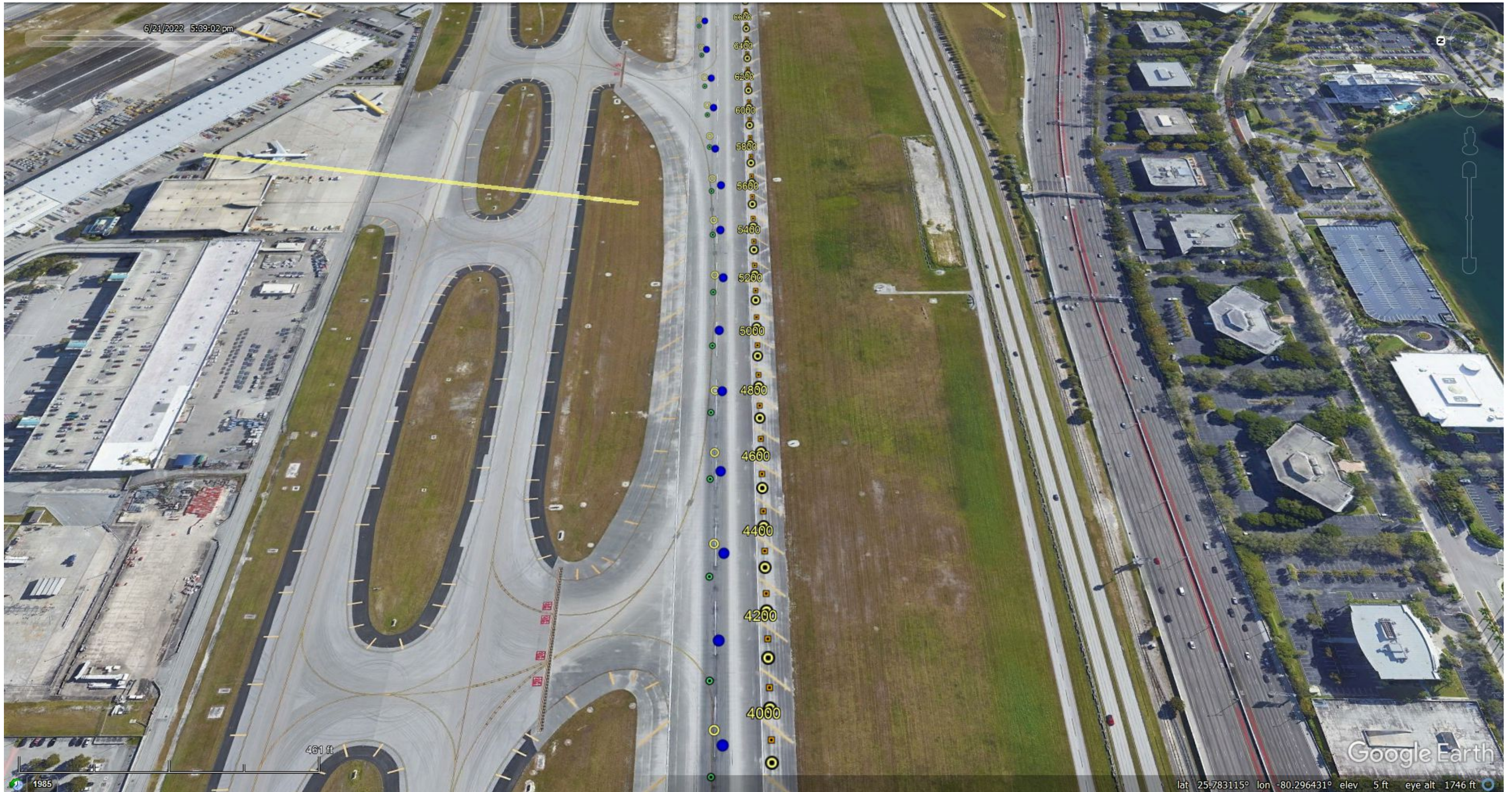


Figure A14.7: HI1064 accident flight reconstruction 4,000 to 5,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.

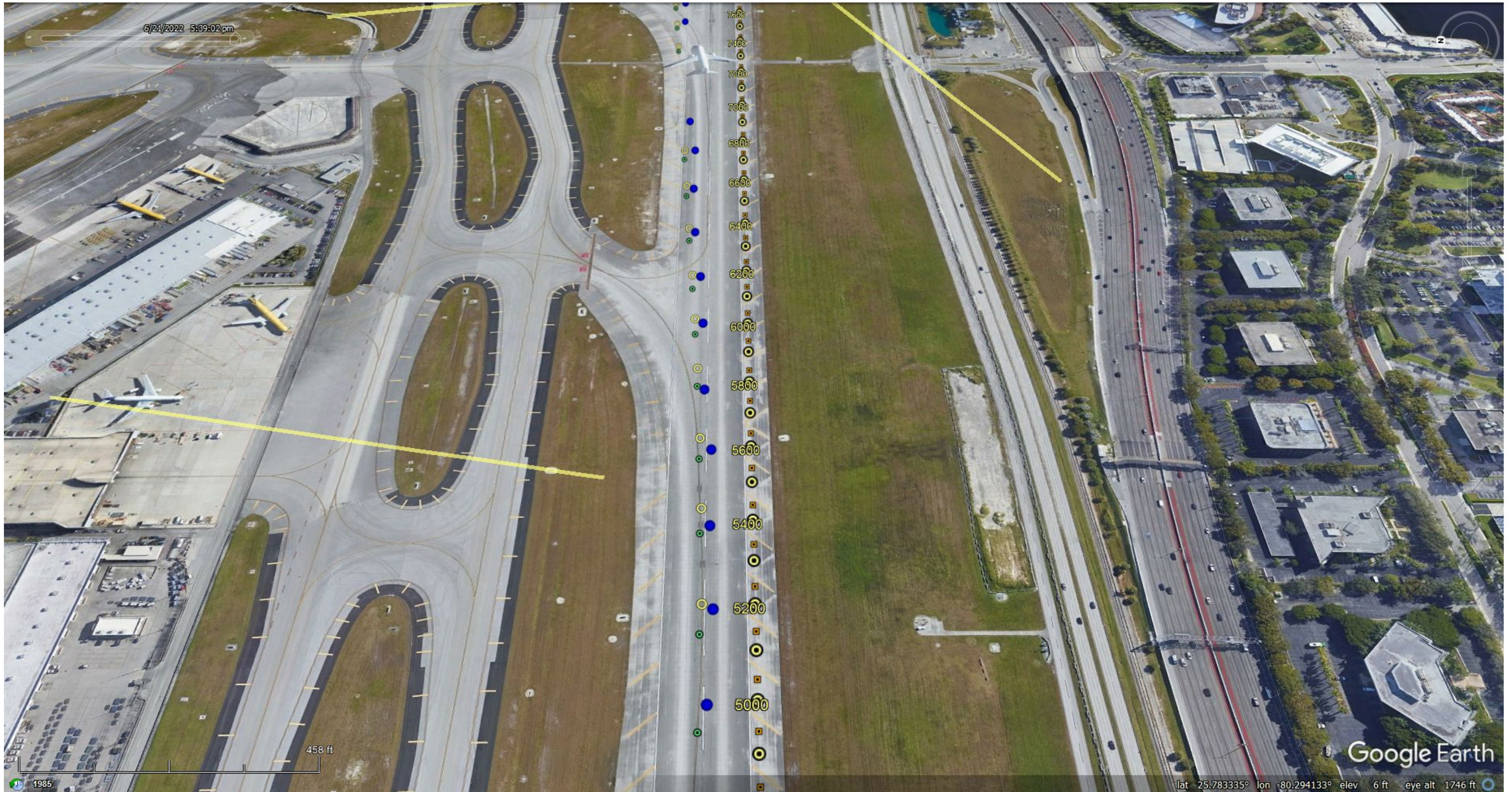


Figure A14.8: HI1064 accident flight reconstruction 5,000 to 6,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.

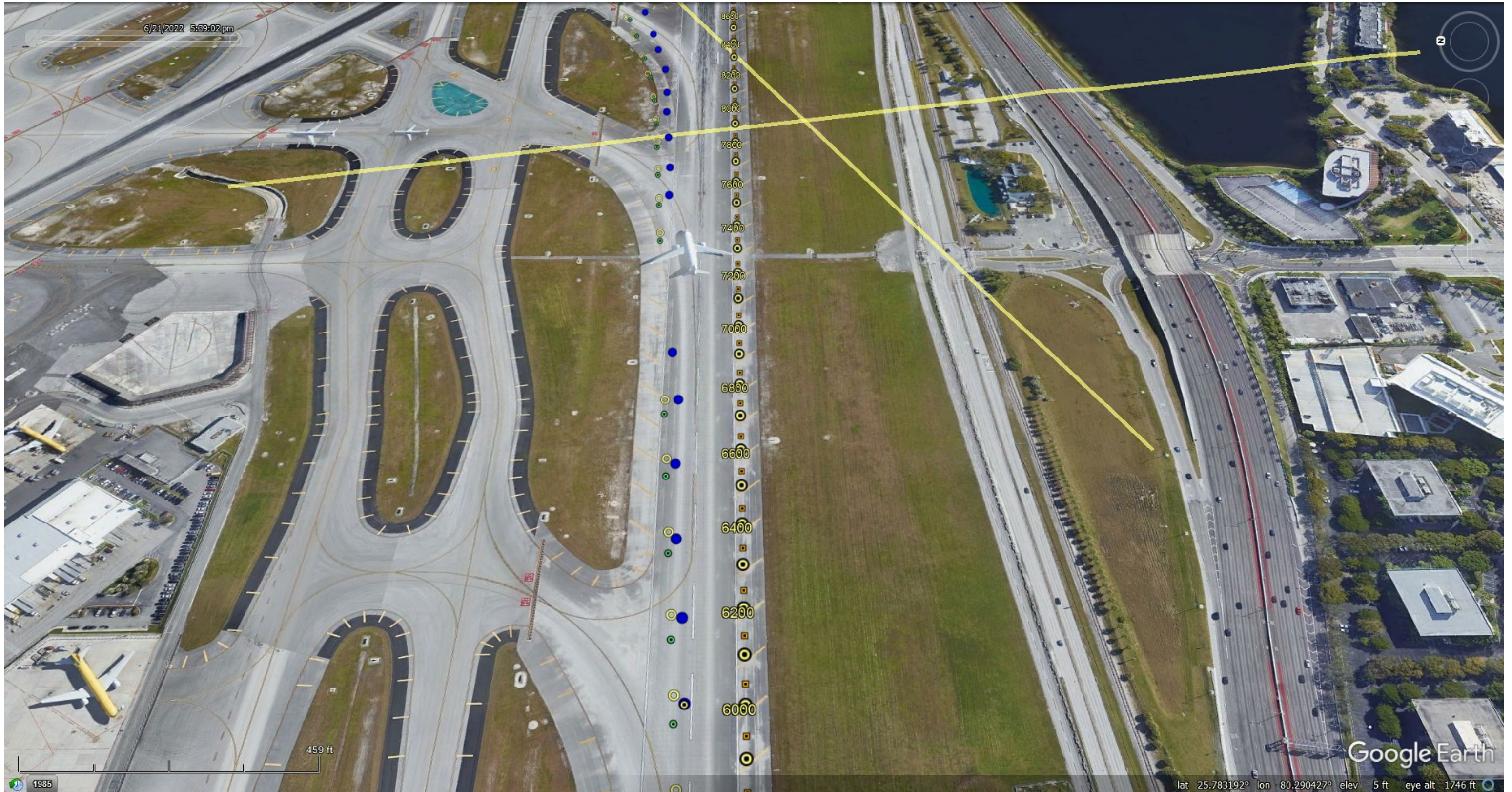


Figure A14.9: HI1064 accident flight reconstruction 6,000 to 7,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.

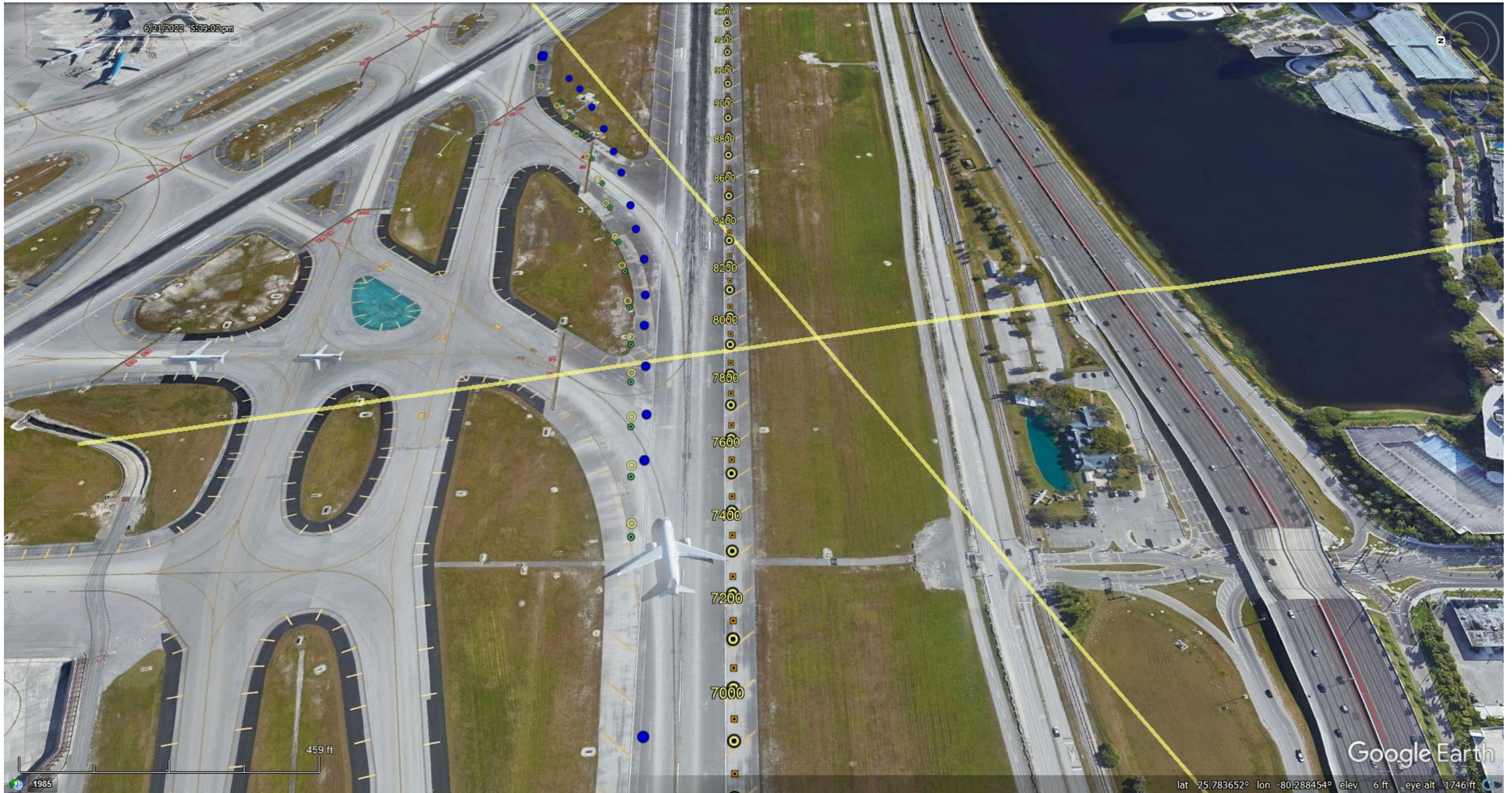


Figure A14.10: HI1064 accident flight reconstruction 7,000 to 8,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.



Figure A14.11: HI1064 accident flight reconstruction 8,000 to 9,000 feet beyond the runway 9 displaced threshold. Ground track reconstruction is based on FAA ADS-B, paraphrased CVR, FDR, video, and runway witness mark evidence. Aircraft direction of travel is toward the top of the page. FAA ADS-B data recorded for HI1064 are identified by blue symbols. Green symbols depict NTSB flightpath calculated by integrating FDR accelerometer data. Distance beyond the runway 9 displaced threshold is annotated in feet.

ATTACHMENT 15: LANDING PERFORMANCE (HI1064)

Based on Flight Crew Operations Manual (FCOM)

MD-80 Flight Crew Operations Manual
Estimated Landing Distances (Feet)
Pratt & Whitney JT8D-217/-217A/-217C/-219 Engines
RCC 6 – Dry Runway
Flaps 28/EXT

LDG WT (1000 LB)	AIRPORT PRESSURE ALTITUDE / TEMPERATURE					
	SL	2000 FT	4000 FT	6000 FT	8000 FT	10000 FT
	STD = 15°C	STD = 11°C	STD = 7°C	STD = -3°C	STD = -1°C	STD = -5°C
80	3035	3185	3345	3515	3690	3880
90	3230	3390	3565	3750	3940	4145
100	3425	3600	3785	3980	4185	4405
110	3620	3805	4000	4210	4435	4670
120	3810	4015	4220	4445	4680	4930
130	4010	4220	4440	4675	4920	5190
140	4205	4430	4660	4905	5170	5450
150	4400	4630	4875	5140	5415	5710

Full reverse thrust (1.6 EPR, thrust reduction to reverse idle by 60 KIAS), standard day, no wind, zero slope, maximum manual anti-skid braking, air run distance approximately 1500 feet
 All distances, including corrections shown, have been increased by 15%

Corrections

Temperature FEET PER °C	
BELOW standard day	-12
ABOVE standard day	+35

Valid from STD -20°C to STD +40°C

Slope FEET PER 1% SLOPE	
UPHILL	-104
DOWNHILL	+460

Valid from -2% downhill to +2% uphill

Wind FEET PER KNOT	
HEADWIND	-35
TAILWIND	+127

Valid from -10 knots tailwind to +20 knots headwind

VREF FEET PER KIAS	
ABOVE VREF	+46

Valid from 1 knot to 20 knots above VREF

Reverser	
One Reverser INOP	+40
Two Reversers INOP	+63

Spoilers	
Manual Spoilers	+282