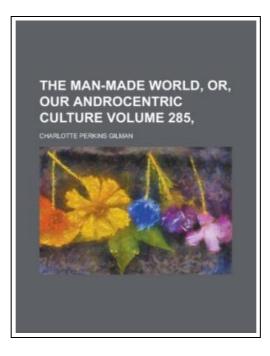
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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 40 pages. Original publisher: Washington, D. C. : U. S. Dept. of Transportation, Federal Aviation Administration, 2007. OCLC Number: (OCoLC)300470846 Subject: Airplanes -- Landing -- Safety measures. Excerpt: . . . 11 06 07 AC 91-79 Appendix 1 e. Engine Speed. The engine speed should be at a setting that allows best response when and if a rapid power increase is needed. The stabilized approach parameters should be confirmed at 500 feet (VMC) or 1,000 feet IMC above airport TDZE. This is approximately 1-2 minutes from touchdown. If the approach is not stabilized at that altitude, a go-around should be considered, if the approach is not stable and on all targets at 50 feet above airport elevation, a go-around should be immediately initiated. A go-around balked landing should be executed at any time that the approach is determined to be unstable. f. There may be specific, airport unique special cases that make transitioning to a stabilized approach difficult due to the unusual circumstances. Examples of special cases are ATC clearances that require an aircraft to remain at altitude to a point where intercepting the normal glide path is difficult to achieve. Operators should develop a SOP for such special cases. Additionally, operators should include the procedures developed to fly specific approaches to specific runways at specific airports in their crew training and checking events. g. A stabilized approach SOP is vital to reducing the potential of a runway overrun during the landing phase of flight. If the pilot determines that a stabilized approach cannot be flown or if an ATC clearance results in...

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