

APPENDIX K

FLYING
OPERATIONS



BULLETIN

Subject: Truman Airport Operations	No: FM2 C-13
	Date: Aug 16-76
FILE Flight Manual Part Two-Caribbean Coverage in front of STT Approach Chart 11-1. Remove FM2 C-7 and C-12.	

1. An exception is made to Flight Manual Part One in that DAY VFR approaches are authorized at STT provided THE STT WEATHER CLOUD BASE IS REPORTED AT 3000 FEET OR MORE AND THE VISIBILITY IS THREE MILES OR MORE AND THE FLIGHT HAS RECEIVED APPROVAL TO MAKE A VFR APPROACH. When approaching STT, from DRINK or CULEBRA and having received authorization for a VFR approach, the course shall be altered so as to pass over Savana Island, thence turning left for a straight-in approach to Runway 9. This exception to Part One is not to be construed as endorsing unwise or imprudent operating practices.
2. B-727/100 are the only aircraft authorized to serve STT.
3. Landings will be made on Runway 9 only.
4. All landings and take-offs at Truman Airport will be made by the Captain.
5. The point during the approach and landing where the decision is made to land and stop or execute a go-around is most important to a safe operation at this airport. The following guidelines must be adhered to:
 - Any decision to go-around should normally be made and initiated at the threshold and definitely no later than at the 1000' touchdown markers if still airborne.

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-Go-around shall not be attempted after the aircraft has touched down on the runway, and the landing should be continued to a stop recognizing the full stopping capabilities of the 727 with spoilers, main and nose gear brakes. Stopping distances from touchdown for all brakes with and without reversing at 125,000 lbs follow:

	40°	30°
SPOILERS & ALL BRAKES	Wet 2040'	Wet 2235'
	Dry 1725'	Dry 1843'
SPOILERS, ALL BRAKES AND REVERSERS	Wet 1670'	Wet 1795'
	Dry 1575'	Dry 1675'

6. Flap Usage

The standard landing flap setting is 40 degrees. With 40 degree flaps the minimum-target airspeed on approach is V_{REF} plus 10 knots with a maximum (including wind and gust additives) of V_{REF} plus 20 kts. With a steady state headwind component of 15 knots or more, 30 degree flap landings may be made at the Captain's option, on a dry runway at a weight depicted in the Airport Analysis. Thirty degree flap landing weights that meet FAR field length for less than 15 knots headwind component are shown on an additional table in the Airport Analysis. Thirty degree flap landings with less than 15 knots headwind component require the use of the Captain's emergency authority and submission of an OF-27.

7. If the steady state wind is reported greater than 25 knots or gusts of this value are reported with such frequency as to make probable the exposure to these gusts during the landing, the flight should proceed to an alternate.
8. Tailwind landings on a wet runway are not authorized. Tailwind landings are authorized only with 40 degree flaps on a dry runway with a maximum of four knots in accordance with Airport Analysis.

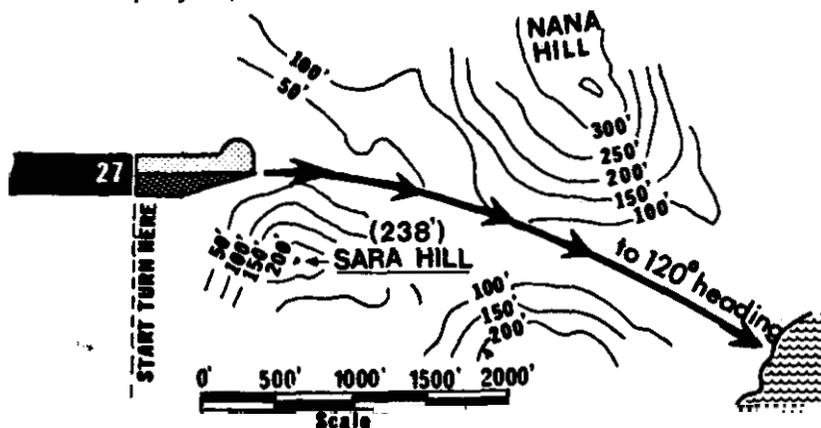
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9. Landings and take-offs are not authorized during precipitation and/or with standing water on the runway.
10. Landing on Runway 9 when wet requires a 10 knot headwind component with 40 degree flaps to provide a cushion of 300 feet of runway.
11. The maximum take-off gross weight limitation for Runway 9 will be based on a zero headwind component when the wind direction is between 110° and 160° and the velocity is 15 knots or greater.
12. Night take-offs from Runway 9 are not authorized if obstruction lights, including Sara Hill, are inoperative.
13. For take-off on Runway 9, a right turn (15° bank) to 120° will be initiated at the end of the runway.
14. For take-off on Runway 27, the 500 foot over-run may be utilized provided a left counter clockwise turn is made into position and maximum take-off power is not applied until the aircraft is on the full width runway.

RUNWAY 9 TAKEOFF FLIGHT PATH PROFILE

Start turn to 120° at the end of the full width runway.

Climb as rapidly as possible and remain over water until 2500 feet.



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List: 620

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