
Subject: MD-88 Idle Reverse on Non-DRY Runways

Introduction

As of May 20, 2016, both the MD-88 LPR and ODM Operational Landing Distances will be based on idle reverse. Idle reverse will be the initial selection required for landing on runways other than DRY. For DRY runways and on all rejected takeoffs, 1.3 EPR will continue to be used.

MD-90 will continue to use 1.3 EPR for all operations.

Operating Procedures

This change is in response to information provided by Boeing, and could not be implemented until idle reverse landing distances were available. Based on Boeing's information and the potential for asymmetric reverse the fleet will initiate the following procedural changes on May 20th:

- Select idle reverse for all landings on non-DRY runways.
- On runways with braking action less than good, delay thrust reverse deployment until nose wheel touchdown, so that directional control is less affected by asymmetric deployment.
- After reverse thrust symmetry is verified and the aircraft is aligned with the runway track, it is permissible to methodically and gradually increase reverse thrust to no greater than 1.3 EPR if required to reduce stopping distance.

Summary

Revision 2 of the FCTM (which will be published May 20th) will not contain this change. The new idle-reverse landing distances were obtained after the FCTM revision closing date.

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