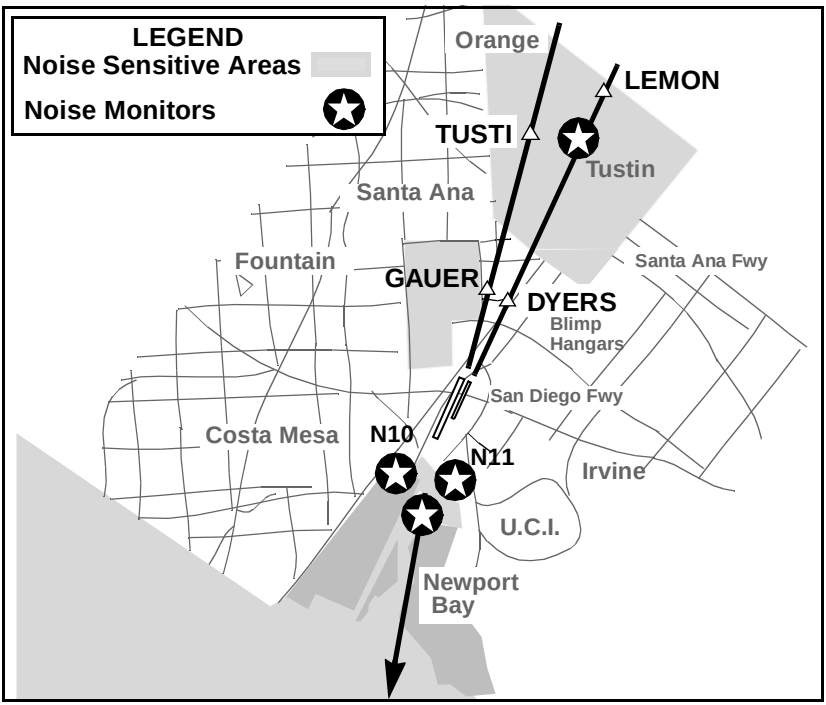
DEPARTURE

Departure Procedures

Rwy 01L - Follow normal Delta Noise Abatement Procedures.

Noise Monitors And Departure Routings



MD-90

Departure Preparation

Rwy 19R

- Expect BACK BAY FMS/MUSEL Departure.
- Takeoff flap settings specified by AWABS.
- Set Auto -Thrust Cutback (ACB) EPR/800' on FMS Takeoff page from the MD-90 ACB EPR chart (see page 10-0I).
  - Ensure ACB armed.
    - If ACB cannot be armed but autothrottles are operative, manually reduce thrust to ACB EPR at 800' AFE.
    - If autothrottles are inoperative, manually reduce thrust to ACB EPR +.05 at 800' AFE.
- Tune ILS to ISNA for ILS/DME.

Takeoff

- Rolling Takeoffs are prohibited.
- Use 25K or 28K power as indicated by AWABS.
- Before brake release, both pilots scan horizon for traffic and request traffic advisories.
  - When aligned on center of runway, flight director in TAKE OFF/ TAKE OFF mode, hold brakes and advance power to 1.25 EPR.
  - Ensure ACB armed.
- Turn autothrottles ON, smoothly and slowly release brakes.
- Use flight director Command Bars.
- At V_R, make normal rotation to a pitch attitude of approximately 20° and adjust as necessary to maintain a minimum of V_2.
  - Do not hesitate during rotation; obtaining 20° pitch attitude as soon as safely possible is required for noise considerations. Flight director pitch bar will provide proper guidance.
- At 800' AFE, monitor ACB, and fly the flight director pitch bar.
- Continue ACB climb until 2,500' MSL or the shoreline (whichever is last).
- If ACB disarms after takeoff is initiated, manually reduce thrust to ACB EPR setting at 800' AFE, maintain a minimum of V_2.

Departure Procedure

- Make the left turn to 175° heading as required by the BACK BAY FMS/ MUSEL Departure exactly at the ISNA D1.0. Do not overshoot the turn. The 175° heading is to provide a track over the center of Newport Bay to the coastline for minimum noise impact. If VFR, fly down the center of Newport Bay.
- At 2,500' MSL or the shoreline (whichever is last), set 25K CL2 power, accelerate, retract flaps on speed schedule, and select VNAV:
  - (Flaps 1° - 13° retracts directly to Flaps 0° at V_2 + 5)
  - (Flaps 15° - 24° retracts directly to Flaps 0° at V_2 + 15).
- For BACK BAY FMS:
  - Do not engage LNAV until at or above 5,000' MSL.