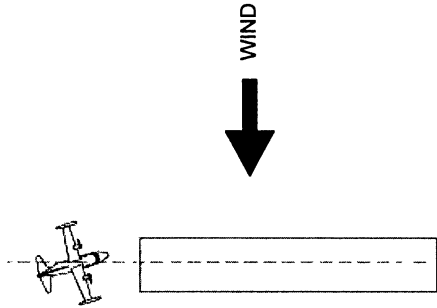
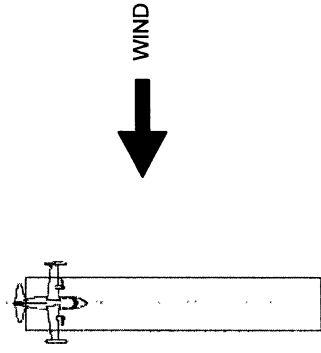
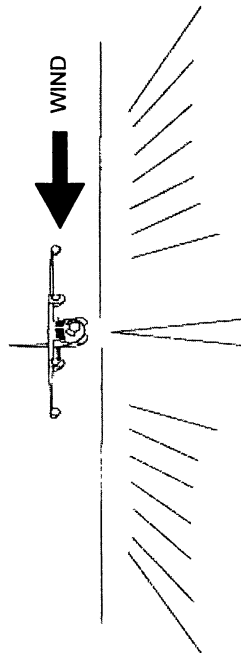


### CROSSWIND LANDING



AIRCRAFT WILL BE FLOWN DOWN AN EXTENSION OF THE RUNWAY CENTER LINE WITH DRIFT CORRECTION ESTABLISHED SUFFICIENTLY IN ADVANCE TO PERMIT CENTER LINE TO BE FLOWN WITH ONLY MINOR COORDINATED CORRECTIONS

INCREASE  $V_{ref}$  FOR CROSSWIND LANDING BY ONE-HALF THE STEADY WIND SPEED PLUS ONE-HAF THE GUST SPEED NOT TO EXCEED  $V_{ref}$  PLUS 10 KCAS.



PRIOR TO TOUCHDOWN, THE UPWIND WING IS LOWERED AND SMOOTHLY MODULATED. OPPOSITE RUDDER IS APPLIED SO THAT AIRCRAFT PATH CONTINUES DOWN RUNWAY CENTERLINE. THE AIRCRAFT SHOULD NOT BE ALLOWED TO DEVELOP ANY TENDENCY TO DRIFT DOWNWIND.

\*\* NOTE: RUDDERS CENTERED BEFORE NOSE WHEEL TOUCHDOWN. SPOILERS INTO WIND AS NECESSARY TO KEEP WINGS LEVEL

