

Docket No. SA-531

Exhibit No. 2-Z

NATIONAL TRANSPORTATION SAFETY BOARD

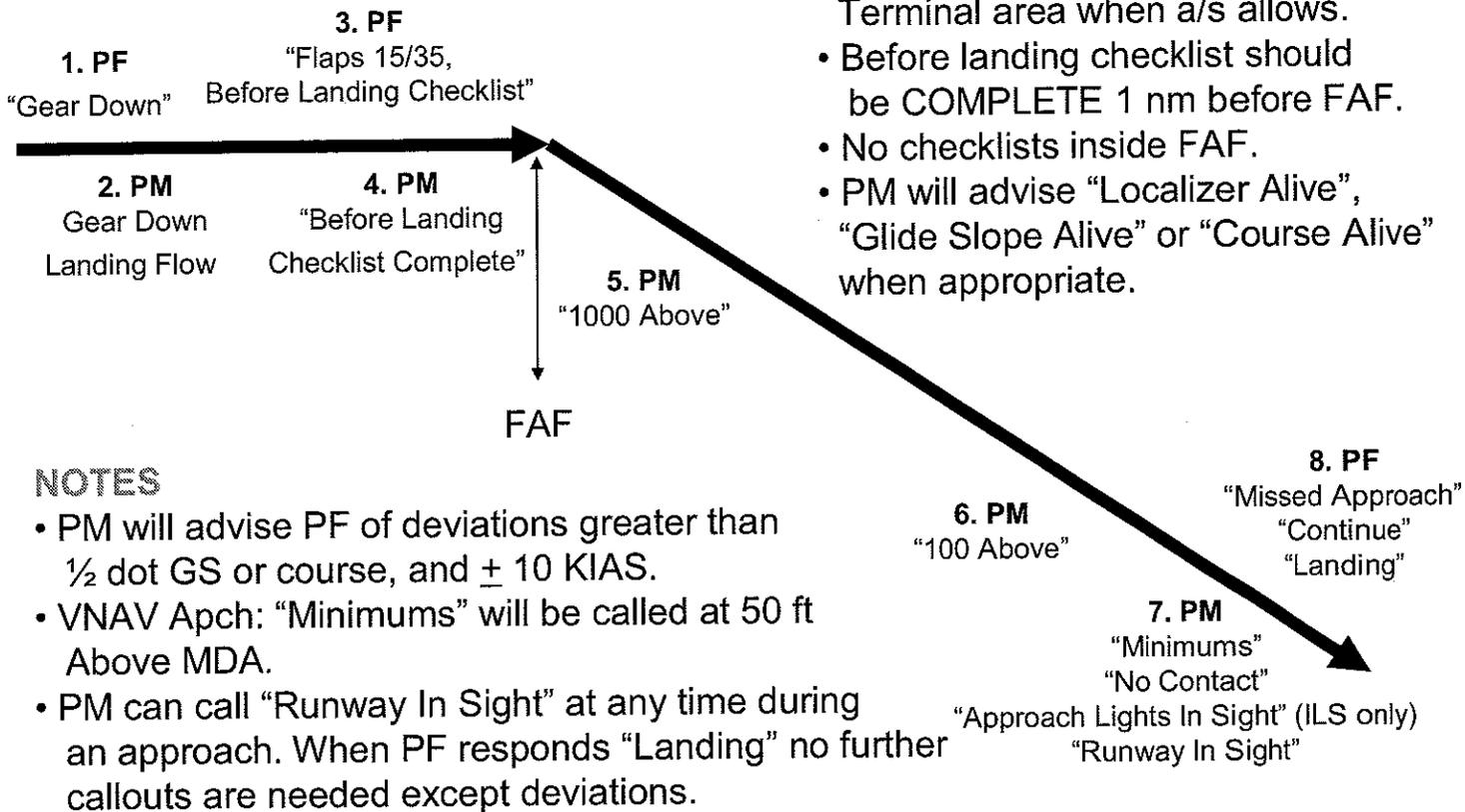
Washington, D.C.

Operations Group Chairman
Colgan Q400 Normal Landing Profile

(2 Pages)

AUTOPILOT COUPLED APPROACHES WITH 35° FLAPS ARE NOT AUTHORIZED

Approaches With Vertical Guidance



NOTES

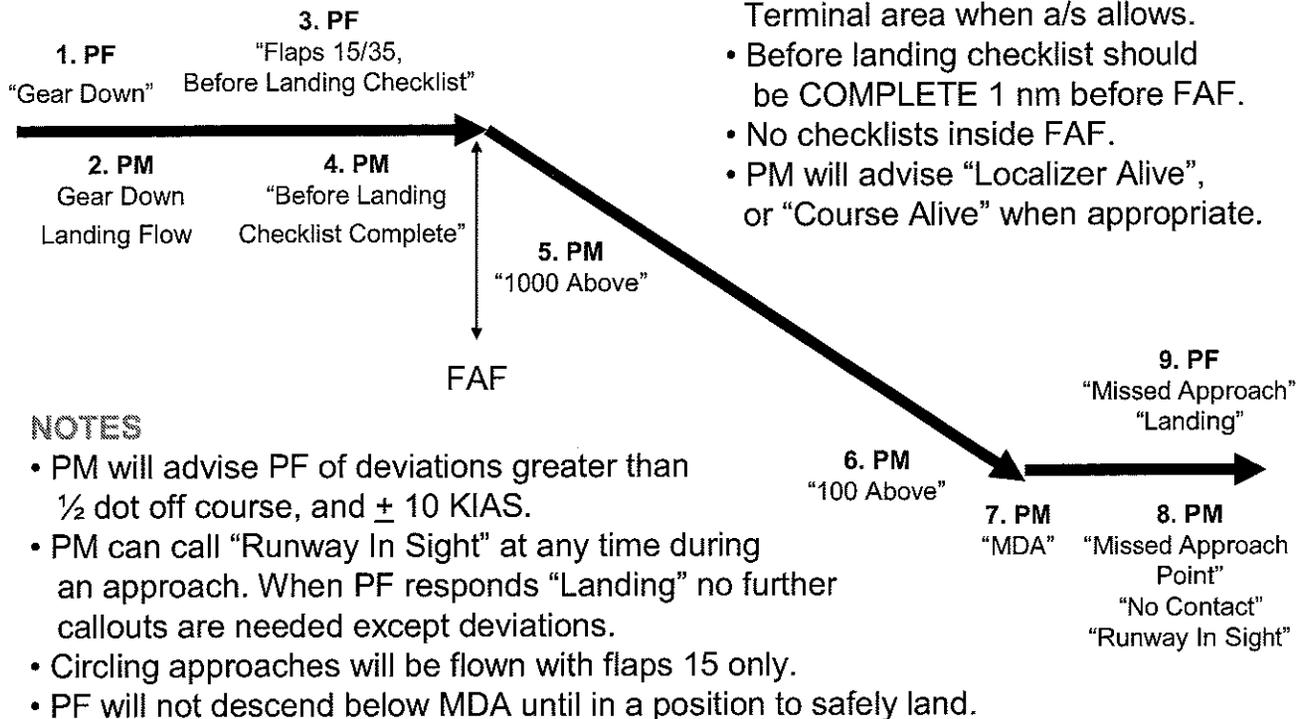
- Select flaps 5 upon entering Terminal area when a/s allows.
- Before landing checklist should be COMPLETE 1 nm before FAF.
- No checklists inside FAF.
- PM will advise "Localizer Alive", "Glide Slope Alive" or "Course Alive" when appropriate.

NOTES

- PM will advise PF of deviations greater than ½ dot GS or course, and ± 10 KIAS.
- VNAV Apch: "Minimums" will be called at 50 ft Above MDA.
- PM can call "Runway In Sight" at any time during an approach. When PF responds "Landing" no further callouts are needed except deviations.

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Approaches With No Vertical Guidance



NOTES

- Select flaps 5 upon entering Terminal area when a/s allows.
- Before landing checklist should be COMPLETE 1 nm before FAF.
- No checklists inside FAF.
- PM will advise "Localizer Alive", or "Course Alive" when appropriate.

NOTES

- PM will advise PF of deviations greater than ½ dot off course, and ± 10 KIAS.
- PM can call "Runway In Sight" at any time during an approach. When PF responds "Landing" no further callouts are needed except deviations.
- Circling approaches will be flown with flaps 15 only.
- PF will not descend below MDA until in a position to safely land.