

LOC DME 08/26 EAST SPECIAL

Briefing	<p>FL 150 Start APU and APU Bleed On If WAI required, switch APU Bleed Off and Packs Off when <FL100</p> <p>Cabin Secure Before leaving 'RTT'</p> <p>After Approach Checklist Switch off GPWS G/S P/B</p> <p>All Turns in the valley Max 154KT and 25° Bank</p> <p>G/Slope available (3.8°) to DA but LOC offset by 4° Couple to G/S, Monitor Check Altitudes</p> <p>Final Approach Config Gear Down / Conf 3 / 160KT</p> <p>At 4000ft QNH Latest Manage Speed / FLAP FULL</p> <p>For all Go-Arounds After Initial Actions, Select 'F' Speed (OEI >400'), Pull TRK, AP ON, Timing</p>
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FMGS	<p style="text-align: center;">PERF GO AROUND</p> <table style="width: 100%;"> <tr> <td>THR RED/ ACC</td> <td>ENG OUT ACC</td> </tr> <tr> <td>7000/7000</td> <td>9500</td> </tr> </table>	THR RED/ ACC	ENG OUT ACC	7000/7000	9500	<p style="text-align: center;">FPLAN</p> <p>Select LOC26 Approach</p> <p>On Missed Approach OEJ Leg Insert OEJ "F Speed"/-----</p>	<p>If Landing RW08:</p> <p style="text-align: center;">SECONDARY FPLAN</p> <p>COPY ACTIVE (Ensures correct THR RED/ACC)</p> <p>LOWI26 -> ARRIVAL -> RW08 No Approach</p> <p>Insert waypoints as follows</p> <p>RUM OEJ/246/13.8 (PBD Waypoint) ---- DISCONTINUITY ---- CF RW08</p>												
THR RED/ ACC	ENG OUT ACC																		
7000/7000	9500																		
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MISSED APPROACH PROCEDURE (at/above MDA)

After Initial Actions Select speed 'F' (>400' OEI)

At 0.8d before OEV Turn LEFT (25°AoB) to intercept 060° to RUM

AFTER Left turn DIRTO RUM

Check NAV engaged on FMA

If no NAV:

RADNAV ENTER ILS OEJ/066° in RADNAV

Leave ILS P/Bs on as this is a front course

After RUM Track OEJ B/CRS 066° to OEJ

Follow published Missed Approach

RW 26 LANDING

When Visual Establish on the extended c/line
 No earlier than 8d OEV, use the 'Rabbit' strobes to line up if avail

At 1000ft RA Assess Stable Approach Criteria
 nb At MDA 2930' if heavy weight A319

If Stable Continue
 Adjust to 3.5° PAPI (Ignore G/S and LOC indications from here)
 Runway QDM 258°

If Unstable Go Around
 Follow **RW 26 BAULKED LANDING PROCEDURE**

RW 26 BAULKED LANDING (G/A below DA)

'F' Speed Select (>400'OEI)

AP ON

Passing river (1.2D WEST OEV) RT TRACK 272°

At 3.3D OEV (min 3200' QNH) Select Strategy

If 3200' ACHIEVED **MISSED APPROACH PROCEDURE**

If 3200' NOT ACHIEVED BY 3.3d:

At OEV 3.3d turn RIGHT to track INN 286°QDR

AT OEV 13.8d (PAT 18.9d) Turn LEFT to track 074°

Intercept 106°QDM to INN

Above 7000'(9500ft OEI)

Once Turn Complete Accelerate as required

Intercept LOC 109.7 (OEJ) CRS 066° to OEJ then B/CRS 064° from OEJ. Above 9500' DCT RTT

RW 08 LANDING (ATC - "Special Visual LOC OEJ to Axams")

At 5100' Push VS To Level at 5000'

At 6.0D OEV TRK 246° towards Axams

RADNAV ILS 109.7 CRS 066° (OEJ B/CRS), Deselect LS p/b

PNF ND Display ROSE ILS

Use to track OEJ B/CRS LOC, displays in correct sense

SEC Flightplan Activate

Descend to 3700' in OP DES, delay until >OEJ 9D with Fohn Effect

FLAP FULL Select

When Level

Missed Approach Altitude Set 9500'

Speed Manage

Both FDs OFF

Bird ON

AP OFF

At 13.8D OEJ Right 25° AOB, Descend@c700fpm
 --- NOT BELOW 3500' UNTIL PAST RIDGE POWERLINES ---

ROD 1000-1300fpm to intercept 3.5° PAPI

Once established adjust ROD to maintain PAPI

500' Assess Stable Approach Criteria

If Unstable follow RW 08 BAULKED LANDING PROCEDURE

RW 08 BAULKED LANDING (G/A below DA)

'F' Speed Select (>400'OEI)

AP ON

If on downwind leg continue to 13.8D OEJ

At 13.8D OEJ Right Turn to intercept 066° to OEJ

Follow **MISSED APPROACH PROCEDURE**

If in turn to final Climb on runway track, choose

A) Leave Valley Eastbound

If below 4500' at 4.4D OEJ RH Orbit

Intercept 066° to OEJ then 064° from OEJ Climb 9500'

Above 9500' outbound OEJ DCT RTT

B) Commence another approach

At 4.4D OEJ RT Track 280°

Min 25°AOB, Climb 5000'

Intercept 066° B/CRS OEJ, Track 246°

Re-join RW 08 LANDING procedure

LOC DME 08/26 WEST

Briefing	<p>FL 150 Start APU and APU Bleed On If WAI required, switch APU Bleed Off and Packs Off when <FL100</p> <p>APPROACH PHASE Activated</p> <p>Cabin Secure Before establishing on LOC</p> <p>All turns in the valley Max 154KT and 25° Bank, Do not use NAV mode for 180° turns</p> <p>No G/S available (4.7° slope) USE TRACK/FPA and Monitor Check Altitudes</p> <p>Final Approach Config from FAF (KUDEV) Gear Down / Conf FULL / Managed Speed</p> <p>Autopilot Available to 3700ft QNH for RW 08</p> <p>FOR ALL Go-Arounds After Initial Actions, Select 'F' Speed (OEI >400'), Pull TRK, AP ON, Timing</p>
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FMGS	<p style="text-align: center;">FPLAN</p> <p>Select LOC26-W or LOC08-W</p>	<p style="text-align: center;">PERF GO AROUND</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">THR RED/ ACC</td> <td style="text-align: center;">ENG OUT ACC</td> </tr> <tr> <td style="text-align: center;">7000/7000</td> <td style="text-align: center;">9500</td> </tr> </table>	THR RED/ ACC	ENG OUT ACC	7000/7000	9500	<p>If Landing RW08:</p> <p style="text-align: center;">SECONDARY FPLAN</p> <p>COPY ACTIVE (Ensures correct THR RED/ACC)</p> <p>LOWI26 -> ARRIVAL -> RW08 No Approach</p> <p>Insert waypoints as follows</p> <p>RUM</p> <p>OEJ/246/13.8 (PBD Waypoint)</p> <p>--- DISCONTINUITY ---</p> <p>CF</p> <p>RW08</p>													
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MISSED APPROACH PROCEDURE (at/above MDA)

After Initial Actions Select speed 'F' (>400' OEI), PULL TRK, AP ON

Decision Point 1 - Earlier of DA or 4.4D OEJ

Continue Tr 066° to 'OEJ' then outbound on Tr 064° (change CRS in FMGS to 064°) to 9500'

Above 9500ft Turn Left to 'RTT'

Only accelerate when above 7000' QNH and heading NE to OEJ to track out of the Valley.

Decision Point 2 - Heading West after base turn and lose visual with R/W

Turn RIGHT to intercept 066° to 'OEJ' and continue as above from OEJ

RW 26 LANDING

At 5100ft Push TO Level off at 5000'

At 4.4D OEJ TR to Track 280°

When Visual with R/W

A/P Disconnect

Immediately start descent (1000-1300fpm) to pick up the 3.5° PAPIs and the extended centreline visually. Use the 'Rabbit' strobes to line up if avail. Runway QDM 258°

At 1000ft RA Assess Stable Approach Criteria

If Unstable Go Around

Follow **RW 26 BAULKED LANDING PROCEDURE**

RW 26 BAULKED LANDING (G/A below DA)

Climb on extended centreline of RWY

Passing river (1.2D WEST OEJ) RT TRACK 272°

At 3.3D OEJ (min 3200' QNH*) LT to RUM

AFTER LEFT turn Rose ILS on PNF ND

Intercept LOC OEJ CRS 066° to OEJ then 064° B/CRS from OEJ, climbing to 9500'. At 9500' LEFT to RTT.

***If 3200' NOT ACHIEVED BY 3.3d:**

At OEV 3.3d TR track INN 286°QDR

At OEV 13.8d (PAT 18.9d) TL Track 074°

Intercept 106°QDM to INN. Above 7000'(9500' OEI) with Turn Complete acceleration as required.

Intercept LOC 109.7 (OEJ) CRS 066° to OEJ then B/CRS 064° from OEJ. Above 9500' DCT RTT

RW 08 LANDING (ATC - "Special Visual LOC OEJ to Axams")

At 4.4D OEJ at 5000' TR to track 280°

RADNAV ILS 109.7 CRS 066° (OEJ B/CRS), Deselect LS p/b

SEC Flightplan Activate

PNF ND Display ROSE ILS

Use to track OEJ Backcourse LOC, displays in correct sense

Descend to 3700' in OP DES, delay until >OEJ 9D with Fohn Effect

When Level

FLAP FULL Select

Missed Approach Altitude Set 9500'

Speed Manage

Both FDs OFF

Bird ON

AP OFF

At 13.8D OEJ TR 25° AoB, Descend@c700fpm

--- NOT BELOW 3500' UNTIL PAST RIDGE POWERLINES ---

ROD 1000-1300fpm to intercept 3.5° PAPI

Once established adjust ROD to maintain PAPI

500' Assess Stable Approach Criteria

If Unstable follow **RW 08 BAULKED LANDING PROCEDURE**

RW 08 BAULKED LANDING (G/A below DA)

'F' Speed Select (>400' OEI)

AP ON

If on downwind leg continue to 13.8D OEJ

At 13.8D OEJ Right Turn to intercept 066° to OEJ

Follow **MISSED APPROACH PROCEDURE**

If in turn to final Climb on runway track, choose

A) Leave Valley Eastbound

If below 4500' at 4.4D OEJ RH Orbit

Intercept 066° to OEJ then 064° from OEJ Climb 9500'

Above 9500' outbound OEJ DCT RTT

B) Commence another approach

At 4.4D OEJ RT Track 280°

Min 25°AoB, Climb 5000'

Intercept 066° B/CRS OEJ tracking 246°

Re-join RW 08 LANDING PROCEDURE

RNP Y 08

Briefing

GPS Minimum 1 FMGC in GPS PRIMARY
 Weather At start of Approach ceiling ≥MDA and Visibility ≥5k
 HOWs Review FMA Modes and FG Use for Visual Segment
 FL 150 Start APU and APU Bleed On
 If WAI required, switch APU Bleed Off and Packs Off when <FL100
APPROACH PHASE Activated
 Cabin Secure Before 'WI810'
 All turns in the valley Max 154KT and 25° Bank, **Do not use NAV mode for 180° turns**
 Before WI810 Set FCU ALT >FL130 to avoid nuisance ALT*
 RNAV Slope (3.8°) to DA (WI814) USE NAV/FPA
 Initial Approach Config from VDP (WI810) Gear Down / Conf 3 / 160kt
 Below 9,500' Set Go Around Altitude (9,500')
 The MAP Altitude can't be set as an MDA in PERF APPROACH PAGE, there will be no '100 ABOVE' or 'MINIMUMS' autocalout
 Final Approach Config at/before WI813 Managed Speed / FLAP FULL / 160kt
FOR ALL Go-Arounds **After Initial Actions, Select 'F' Speed (OEI >400'), Pull TRK, AP ON, Timing**
 GA Accel Altitude 7000' and any 180° Turns Complete

FMGS

FPLAN	
Select RNAV 08-Y via ELMEM	
Enter Constraints:	
ELMEM	180kt
WI810	160/FL130
RADNAV	
VOR 1	VOR 2
111.1 (OEV DME)	111.1 (OEV DME)
ILS/CRS	
109.7 (OEJ) / 066°	
ADF	
INN/420.0	
PERF GO AROUND	
THR RED/ ACC	ENG OUT ACC
7000/7000	9500

FIX INFO		
WPT	BRG	DIS
INN	286	---
OEJ	246/064	---
RUM	---	---
---	---	---
If Landing RW26:		
SECONDARY FPLAN		
COPY ACTIVE (For G/SMini PERF info)		
LOWI08 -> ARRIVAL -> RW26		
---DISCONTINUITY---		
CF		
RW26		

PROG		
BRG/DIS	TO WI814	
To WPT	ALT	DTT (NM)
WI814	7100	12.7
WI006	6350	10.7
D7 WI005	5900	9.6
D6 WI005	5480	8.6
D5 WI005	5070	7.6
D4 WI005	4650	6.6
D3 WI005	4240	5.6
D2 WI005	3820	4.6
D1 WI005	3410	3.6
WI005	2990	2.6

MISSED APPROACH PROCEDURE (at/above MDA)

After Initial Actions Select speed 'F' (>400' OEI), AP ON
 Use NAV mode for lateral navigation and follow published missed approach
If below 4500' at 4.4D OEJ Follow **RW 08 BAULKED LANDING PROCEDURE**
LOSS OF 2 FMCS or GPS PRIMARY
Go Around Initiate
After Initial Actions Select speed 'F' (>400' OEI), AP ON
 Establish on INN 106° QDM inbound to intercept CRS 066° to OEJ then follow **RW 08 BAULKED LANDING PROCEDURE**

Runway 08

RW 08 LANDING
 Approach Guidance NAV/FPA
 After MAPt Use Altitude X-Check Table
 WI005 Avoid Late or Early Turns
 On Centreline Assess Stability (PAPI 3.5°)
 Adjust Descent Rate to maintain PAPI on-slope indications

RW 08 BAULKED LANDING
 'F' Speed Select (>400' OEI)
 AP ON
 Climb on runway track to Intercept OEJ 066° B/CRS
 If below 4500' at 4.4D OEJ RH Orbit
 Intercept 066° to OEJ then 064° from OEJ Climb 9500'
 At/Above 9500' outbound OEJ DCT RTT

Runway 26

RW 26 LANDING (Used with Strong Foehn Winds)
 Use "Special Visual 08/26 After LOC/DME WEST Chart"
 At 5100ft Push TO Level off at 5000'
 Intercept and Track OEJ 066 B/CRS on TRK 066°
 At 4.4D OEJ TR to Track 280°
 When Visual with R/W
 A/P Disconnect
 Immediately start descent (1000-1300fpm) to pick up the 3.5°
 PAPIs and the extended centreline visually. Use the 'Rabbit'
 strobes to line up if avail. Runway QDM 258°
 At 1000ft RA Assess Stable Approach Criteria
 If Unstable Go Around
 Follow **RW 26 BAULKED LANDING PROCEDURE**

RW 26 BAULKED LANDING (G/A below DA)
 Climb on extended centreline of RWY
 Passing river (1.2D WEST OEV) RT TRACK 272°
 At 3.3D OEV (min 3200' QNH*) LT to RUM
AFTER LEFT TURN Rose ILS on PNF ND
 Intercept LOC OEJ CRS 066° to OEJ then B/CRS 064° from OEJ,
 climbing to 9500'. At 9500' LEFT to RTT.
 *If 3200' NOT ACHIEVED BY 3.3d:
 At OEV 3.3d TR track INN 286°QDR
 AT OEV 13.8d (PAT 18.9d) TL Track 074°
 Intercept 106°QDM to INN.
 Above 7000'(9500' OEI) with Turn complete accelerate as required.
 Intercept LOC OEJ CRS 066° and follow above procedure

RWY 08 DEPARTURES

All departures require the use of TOGA power, PACKS OFF (or on APU) and FLAP 2

After start, leave APU On with APU Bleed On OR Packs OFF before T/O if no APU. (No WAI with APU bleed)
 Normal Take-Off - Above 100ft RA ENGAGE AP and Select 'F' Speed
 EFATO - Above 400ft RA Select 'F' speed
 All Turns in the valley 25° Bank and Max 154kts
 Accel Alt 5,000ft and 180° TURNS COMPLETE, Heading out valley
 TOGA Limit After 10 minutes at TOGA, select MCT
 Climb Speed above Aa..... Maintain Green Dot to MSA
 After THR RED Reconfigure Packs / APU

KPT 2J AND ADILO 2J

Use NAV mode for departure
DO NOT ACCELERATE UNTIL INN NDB
 IF NAV 180° TURN IS TOO WIDE Use HDG mode (TURN then PULL)

FPLAN	
INN	154/-----

PERF TAKE OFF	
THR RED/ ACC	ENG OUT ACC
5000/5000	5000

FIX INFO		
WPT	BRG	DIS
INN	058	---
OEJ	246/064	---
RUM	---	---
---	---	---

RADNAV	
VOR 1	VOR 2
111.1 (OEJ DME)	109.7 (OEJ DME)
ILS/CRS	
109.7 (OEJ) / 066°	
ADF	
INN/420.0 (After INN tune RUM for ET)	

PERF CLIMB	
SEL SPD	
154	

SECONDARY FPLAN	
Insert RTT3J	

EMERGENCY TURN PROCEDURE

Failure Prior to 7.5D OEJ
 Continue on SID to 7.5D OEJ
 Pull HDG and TL track 055° to 4.4D OEJ then TR and establish on QDM 238° to INN
 At INN RT back to RUM, ACTIVATE SECONDARY and follow RTT3J

Failure After 7.5D Prior to 4.4D OEJ
 ACTIVATE SECONDARY
 Follow RTT3J departure via OEJ

Failure After 4.4D OEJ prior to INN
 Follow SID to INN then RT DCT RUM
 ACTIVATE SECONDARY and follow RTT3J

Failure After INN
 Follow SID

RTT3J

RADNAV	
VOR 1	VOR 2
109.7 (OEJ DME)	109.7 (OEJ DME)
ILS/CRS	
109.7 (OEJ) / 066°	
ADF	
RUM/320.0 (After RUM tune INN/420)	

PERF TAKE OFF	
THR RED/ ACC	ENG OUT ACC
5000/5000	5000

FIX INFO		
WPT	BRG	DIS
INN	058	---
OEJ	246/064	---

PERF CLIMB	
SEL SPD	
154	

EMERGENCY TURN PROCEDURE RTT3J and ALL RTT SIDS

Failure Prior to 7.5D OEJ
 Continue on SID to 7.5D OEJ
 Pull HDG and TL track 055° to 4.4D OEJ then TR and establish on QDM 238° to INN
 At INN RT back to RUM and re-join RTT3J SID

Failure After 7.5D
 Follow SID

EMERGENCY RE-LAND – ALL SIDS

After RUM Visually TR and join Downwind 08 or Final 26

RUNWAY 26 DEPARTURES

All departures require the use of TOGA power, PACKS OFF (or on APU) and FLAP 2

After start, leave APU On with APU Bleed On OR Packs OFF before T/O if no APU. (No WAI with APU bleed)
 Normal Take-Off - Above 100ft RA ENGAGE AP and Select 'F' Speed
 EFATO - Above 400ft RA..... Select 'F' speed
 All Turns in the valley 25° Bank and Max 154kts
 Accel Alt 5,000ft and 180° TURNS COMPLETE, Heading out valley
 TOGA Limit After 10 minutes at TOGA, select MCT
 Climb Speed above Aa Maintain Green Dot to MSA
 After THR RED Reconfigure Packs / APU

MOGTI 3H

General Information: Use NAV for Lateral Navigation	PERF TAKE OFF THR RED/ ACC ENG OUT ACC 7000/11500 5000	FPLAN INN 154/-----															
RADNAV VOR 1 VOR 2 PAT PAT ILS/CRS 109.7 (OEJ) / 066° ADF INN/420.0 (After INN tune RUM for ET)	PERF CLIMB SEL SPD 154	FIX INFO <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">WPT</th> <th style="text-align: left;">BRG</th> <th style="text-align: left;">DIS</th> </tr> </thead> <tbody> <tr> <td>INN</td> <td>286</td> <td>---</td> </tr> <tr> <td>OEJ</td> <td>246/064</td> <td>---</td> </tr> <tr> <td>PAT</td> <td>---</td> <td>19</td> </tr> <tr> <td>---</td> <td>---</td> <td>---</td> </tr> </tbody> </table>	WPT	BRG	DIS	INN	286	---	OEJ	246/064	---	PAT	---	19	---	---	---
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SECONDARY FPLAN Insert RTT3J																	

EMERGENCY TURN PROCEDURE – DO NOT ACCELERATE UNTIL 5000' AND INBOUND INN

Failure Before INN 286 QDR
 Maintain Runway Track
 Turn right to establish on INN 286° QDR to PAT 18.9d (PAT TACAN) Then as below.

Engine Failure after 'INN' 286° QDR Before 'WI507'
 Establish on INN 286° QDR to PAT 18.9d (PAT TACAN)
 At PAT 18.9d (PAT TACAN), TL 25° AoB (Max 154kts) to track 074° and Intercept 106° QDM to 'INN'.
 Accelerate once inbound to 'INN' and At/Above 5000' QNH
 Intercept OEJ CRS 066° to OEJ then B/CRS 064° to 9500'. Then left to RTT. Can activate secondary when on OEJ 066°
 Continue climbing even if you go IMC.

Engine Failure After 'WI507'
 Maintain F speed until passing 11500ft. Advise ATC if unable to make constraint at MOGTI

RTT4H AND ADILO3H

General Information: Use NAV for Lateral Navigation	PERF TAKE OFF THR RED/ ACC ENG OUT ACC 5000/5000 5000	FPLAN INN 154/-----															
RADNAV VOR 1 VOR 2 111.1 (OEJ) 111.1(OEJ) ILS/CRS 109.7 (OEJ) / 066° ADF RUM/320.0	PERF CLIMB SEL SPD 154	FIX INFO <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">WPT</th> <th style="text-align: left;">BRG</th> <th style="text-align: left;">DIS</th> </tr> </thead> <tbody> <tr> <td>INN</td> <td>286</td> <td>---</td> </tr> <tr> <td>OEJ</td> <td>246/064</td> <td>---</td> </tr> <tr> <td>PAT</td> <td>---</td> <td>19</td> </tr> <tr> <td>---</td> <td>---</td> <td>---</td> </tr> </tbody> </table>	WPT	BRG	DIS	INN	286	---	OEJ	246/064	---	PAT	---	19	---	---	---
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SECONDARY FPLAN Insert RTT3J																	

EMERGENCY TURN PROCEDURE – DO NOT ACCELERATE UNTIL ACCEL ALT AND 180° TURN COMPLETE

Failure Before OEJ 3.3D
 Follow SID
 Turn right to establish on INN 286° QDR to PAT 18.9d (PAT TACAN)
 Establish on INN 286° QDR to PAT 18.9d (PAT TACAN)
 At PAT 18.9d (PAT TACAN), TL 25° AoB (Max 154kts) to track 074° and Intercept 106° QDM to 'INN'.
 Accelerate once inbound to 'INN' and At/Above 5000' QNH
 Intercept OEJ CRS 066° to OEJ then 064° B/CRS to 9500'. Then left to RTT. Can activate secondary when on OEJ 066°
 Continue climbing even if you go IMC.

Engine Failure After OEJ 3.3D
 Continue Left Turn and follow SID