**2009 2 Engine Inoperative Training Profile: 'Bird Strike'**

**Legend:** MD11• MD10
- Airspeed • Phase I's • Callouts • Autopilot

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**Note:** scenario usually includes both of the "failed" engine producing thrust initially so level acceleration is possible after pushing ALTITUDE, selecting 240 KIAS & pulling SPEED. After 2 Eng Inop Phase I’s are accomplished, ask for the 2 Engine Inoperative Checklist. Everything, including shutting down the 2 failed engines, is covered in this checklist.

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**1,000 AGL NADP-2**
Climb Power and accel

At ~20'A
PM- "Positive Rate" Gear Up
PF- Verify both IVSI & RadarAlt

At VR
PM- "Rotate"
MD11: 15° Pitch-rotate 2.5/sec

At V1
PM calls "V1"

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**'Bird Strike'-2 Engine Failure**

PM- "Engine Failure"
"Two engines have failed"

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**2 Engine Inoperative Checklist**

PM: Start Dump & Advise Acceleration to FOOT+30 (~240KIAS)

Reaching VSR
"Slat Retract"

Reaching VFR
"Flaps Up"

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**Training Profile: 'Bird Strike'**

**DISTANCE TO THRESHOLD**

- **15 miles**
  - LOC capture
  - Speed: FOOT+30 ALL
  - "Bury the BOWTIE"
  - Preselect-FOOT

- **12 miles**
  - Pull Speed: FOOT+30 ALL
  - "Bury the BOWTIE mid way+4 kts"
  - MD11: Foot+19
  - MD10: Foot+5

- **10 miles**
  - Start descent
  - Speed: FOOT+30 ALL
  - FPA 2° down or intercept ILS G/S

- **1,000' AGL**
  - "Gear Down- Before Landing Checklist"
  - Speed select: MD11-Foot+15
  - MD10-Foot+5
  - (Bleed to: VAPP+15 at Thrsld)
  - MD10: VAPP+5 at Thrsld

- **500' AGL**
  - "0' Rudder" when/if desired

- **200' AGL**
  - "Prior to Flare" Cross thrshld:
    - VAPP+15
    - VAPP+5

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**Final Config: SLAT Ext/0° Flaps**

**MD11 & MD10: A/P #2**

**GO/AROUND:**

**Do Not Attempt With Gear Down**

Go Around: Throttle MCT (accelerate 240 KIAS)
Retract Slats & Select Foot+30 ALL (240 KIAS)
if necessary: descend 700-800 fpm/accel to Foot+30
At Foot+30: Pull Level Change (speed on pitch)
Confirm Missed Approach altitude
Engage Autopilot #2 (if not engaged)

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**DISCLAIMER:** This profile is for study purposes only and may not be accurate.
Please refer to & use current CFM/FOM/Official FDX documents for aircraft operations.