

Entry Checklist

**Mission Operations Directorate
Operations Division**

**Generic, Rev H
March 15, 2007**

NOTE

For STS-118 and subsequent flights

National Aeronautics and
Space Administration

Lyndon B. Johnson Space Center
Houston, Texas



Verify this is the correct version for the pending operation (training, simulation or flight).
Electronic copies of FDF books are available. URL: <http://mod/jsc/nasa.gov/do3/FDF/index.html>

ENTRY C/L

GENERIC, REV H (Mar 15, 2007)

PCN-6 (June 12, 2009) Sheet 1 of 1

List of Implemented Change Requests (482s):

ENT-00880
ENT-00882**NOTE**

For STS-128 and subsequent flights


Incorporate the following:

1. Replace vii thru x
2. Replace 4-3 and 4-4
3. Replace 6-3 and 6-4
4. Replace CC 8-15 and CC 8-16

Prepared by:


Book Manager
Lead, Entry GPO

Approved by:



Chief, Ascent/Descent Dynamics Branch

Encl: 10 pages

File this PCN immediately behind the front cover as a permanent record

ENTRY C/L	GENERIC, REV H (Mar 15, 2007)
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PCN-5 (Oct 10, 2008) Sheet 1 of 1

List of Implemented Change Requests (482s):

MULTI-1824 B
ENT-0869

<p align="center">NOTE For STS-126 and subsequent flights</p>
--

Incorporate the following:

1. Replace vii thru x
2. Replace 3-5 and 3-6
3. Replace 4-3 and 4-4
4. Replace CC 8-15 and CC 8-16

Prepared by: *Suzanne D. Jordan-Myers*
Book Manager

Tom Z. Schmidt
Lead, Entry GPO *TS*

Approved by: *[Signature]*
Chief, Ascent/Descent Dynamics Branch

Encl: 10 pages

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ENTRY C/L	GENERIC, REV H (Mar 15, 2007)
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PCN-4 (Nov 16, 2007) Sheet 1 of 1

List of Implemented Change Requests (482s):

MULTI-1809

Incorporate the following:

1. Replace vii and viii
2. Replace 3-11 and 3-12
3. Replace 5-17 and 5-18
4. Replace 6-1 thru 6-4

NOTE For STS-122 and subsequent flights

Prepared by: *Marcia Jump*
Book Manager

Joseph Jones 11-3-07
Lead, Entry GPO

Approved by: *[Signature]*
Chief, Ascent/Descent Dynamics Branch

Encl: 10 pages

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ENTRY C/L	GENERIC, REV H (Mar 15, 2007)
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PCN-3 (Oct 5, 2007) Sheet 1 of 1

List of Implemented Change Requests (482s):

MULTI-1803

Incorporate the following:

1. Replace vii and viii
2. Replace 5-7 and 5-8, 5-21 thru 5-24

NOTE For STS-120 and subsequent flights

Prepared by: 
Book Manager


Lead, Entry GPO

Approved by: 
Chief, Ascent/Descent Dynamics Branch

Encl: 8 pages

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ENTRY C/L

GENERIC, REV H (Mar 15, 2007)

PCN-2 (Aug 8, 2007) Sheet 1 of 1

List of Implemented Change Requests (482s):

ENT-867 MULTI-1788
 MULTI-1799

NOTE

For STS-120 and subsequent flights

Incorporate the following:

1. Replace v thru x
2. After 5-6, delete TEMP 5-7 and TEMP 5-8
After 5-20, delete TEMP 5-21 and TEMP 5-22
After 5-22, delete TEMP 5-23 and TEMP 5-24
3. Replace 6-1 and 6-2

Prepared by:

Marcia D'Amico
Book Manager

Doyle W. Hensley
Lead, Entry GPO

Approved by:

Richard B. Mezinski FOR P.J. BERSEN
Chief, Ascent/Descent Dynamics Branch

Encl: 8 pages

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ENTRY C/L

GENERIC, REV H (Mar 15, 2007)

PCN-1 (July 17, 2007) Sheet 1 of 1

List of Implemented Change Requests (482s):

ENT-865

ENT-866

Incorporate the following:

1. Replace v thru viii
2. Replace 5-7 and 5-8 with TEMP 5-7 thru 5-8 (4 pages)
Replace 5-21 and 5-22 with TEMP 5-21 thru 5-22 (4 pages)
Replace 5-23 and 5-24 with TEMP 5-23 thru 5-24 (4 pages)

NOTE

For STS-118 and subsequent flights

Prepared by:


Book Manager 7/6/07
Lead, Entry GPO

Approved by:


Chief, Ascent/Descent Dynamics Branch

Encl: 16 pages

File this PCN immediately behind the front cover as a permanent record

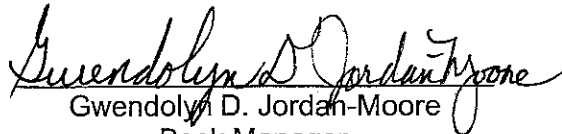
MISSION OPERATIONS DIRECTORATE

ENTRY CHECKLIST

GENERIC, REVISION H

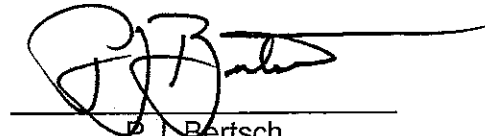
March 15, 2007

PREPARED BY:


Gwendolyn D. Jordan-Moore
Book Manager

APPROVED BY:


Lead Entry GPO


P.J. Bertsch
Chief, Ascent/Descent
Dynamics Branch

This document is under the configuration control of the Crew Procedures Control Board (CPCB). All proposed changes must be submitted via FDF Workflow Crew Procedure Change Request (CR) to DO3/FDF Manager.

Additional distribution of this book, for official use only, may be requested in writing to DO3/PMO Administrator. The request must include justification and requester's name, organization, position, and phone number. Contractor requests are made through the NASA or DOD organization supported. Deletions, reduction in quantity, or change of address may be submitted to DO3/FDF Management Office, 281-244-1184.

Incorporates the following:		
482#:	ENT-0859	MULTI-1776
	ENT-0862A(P)	MULTI-1777
	ENT-0863	MULTI-1783
	ENT-0864	

P – Partial

AREAS OF TECHNICAL RESPONSIBILITY

Book Manager	DM43/G. Jordan-Moore	281-483-1261
	DM43/M. Trump	281-483-8029
Deorbit Burn to Entry Interface	DM43/J. Patterson	281-483-1987
Entry Interface thru Rollout Post Landing	DM43/J. Patterson	281-483-1987



Replace this page with page(s) from Flight Supplement





Replace this page with page(s) from Flight Supplement



NOTES

1. This checklist is an all-vehicle book and is not complete for a specified flight without a Flight Supplement. To obtain complete checklist, incorporate Flight Supplement for specific flight of interest using instructions in Flight Supplement List of Effective Pages.
2. Entry related cue cards are contained in this document. Cue cards are listed in Entry Cue Card Config section. Some cue cards are printed in the body of checklist for MS use and also in the Entry Cue Card Config section for reference of crop marks and fabrication instructions.
3. Velcro placement, size, and shape of cue cards are controlled by Book Manager.
4. Vehicle configuration or procedural steps that are applicable to a specific vehicle are indicated by xxx.



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ENTRY CHECKLIST

LIST OF EFFECTIVE PAGES

GENERIC	02/01/88	PCN-3	10/05/07
REV H	03/15/07	PCN-4	11/16/07
PCN-1	07/17/07	PCN-5	10/10/08
PCN-2	08/08/07	PCN-6	06/12/09

Sign Off	*	ALL/GEN H	3-7.....	Δ	ALL/GEN H
ii.....	*	ALL/GEN H	3-8.....	Δ	ALL/GEN H
iii.....	*Δ	ALL/GEN H	3-9.....		ALL/GEN H
iv.....	*Δ	ALL/GEN H	3-10.....		ALL/GEN H
v.....	*	ALL/GEN H,2	3-11.....		ALL/GEN H
vi.....	*	ALL/GEN H	3-12.....		ALL/GEN H,4
vii.....	*	ALL/GEN H,6	3-13.....		ALL/GEN H
viii.....	*	ALL/GEN H,6	3-14.....		ALL/GEN H
ix.....	*	ALL/GEN H,6	3-15.....	Δ	ALL/GEN H
x.....	*	ALL/GEN H	3-16.....	Δ	ALL/GEN H
xi.....	*Δ	ALL/GEN H	FS 3-17.....		flt suppl
xii.....	*Δ	ALL/GEN H	FS 3-18.....		flt suppl
FS xiii.....	*	flt suppl	3-19.....		ALL/GEN H
FS xiv.....	*	flt suppl	3-20.....		ALL/GEN H
xv.....		ALL/GEN H	3-21.....		ALL/GEN H
xvi.....		ALL/GEN H	3-22.....		ALL/GEN H
1-1 (3 pgs).....	†	ALL/GEN H	3-23.....		ALL/GEN H
1-2 (3 pgs).....	†	ALL/GEN H	3-24.....		ALL/GEN H
2-1.....		ALL/GEN H	3-25.....		ALL/GEN H
2-2 (6 pgs).....	†	ALL/GEN H	3-26.....		ALL/GEN H
2-3 (6 pgs).....	†	ALL/GEN H	3-27.....		ALL/GEN H
2-4.....		ALL/GEN H	3-28.....		ALL/GEN H
2-5.....	Δ	ALL/GEN H	3-29.....	Δ	ALL/GEN H
2-6.....	Δ	ALL/GEN H	3-30.....	Δ	ALL/GEN H
3-1.....	Δ	ALL/GEN H	3-31.....		ALL/GEN H
3-2.....	Δ	ALL/GEN H	3-32.....		ALL/GEN H
FS 3-3.....		flt suppl	3-33.....	Δ	ALL/GEN H
FS 3-4.....		flt suppl	3-34.....	Δ	ALL/GEN H
3-5.....		ALL/GEN H	3-35.....		ALL/GEN H
3-6.....		ALL/GEN H,5	3-36.....		ALL/GEN H

- * – Omit from flight book
- Δ – Replace with page from Flight Supplement
- † – Extra pages in crew copy only

3-37.....	ALL/GEN H	5-21.....	ALL/GEN H
3-38.....	ALL/GEN H	5-22.....	ALL/GEN H,3
3-39.....	ALL/GEN H	5-23.....	ALL/GEN H,3
3-40.....	ALL/GEN H	5-24.....	ALL/GEN H
3-41.....	ALL/GEN H	6-1.....	ALL/GEN H
3-42.....	ALL/GEN H	6-2.....	ALL/GEN H,4
3-43.....	ALL/GEN H	6-3.....	ALL/GEN H,6
3-44.....	ALL/GEN H	6-4.....	ALL/GEN H,4
4-1.....	ALL/GEN H	7-1.....*	ALL/GEN H
4-2.....	ALL/GEN H	7-2.....*	ALL/GEN H
4-3.....	ALL/GEN H	8-1.....*Δ	ALL/GEN H
4-4.....	ALL/GEN H,6	8-2.....*Δ	ALL/GEN H
4-5.....Δ	ALL/GEN H	FS CC 8-3.....*	flt suppl
4-6.....Δ	ALL/GEN H	FS CC 8-4.....*	flt suppl
FS 4-7.....	flt suppl	CC 8-5.....*	ALL/GEN H
FS 4-8.....	flt suppl	CC 8-6.....*	ALL/GEN H
FS 4-9.....	flt suppl	CC 8-7.....*	ALL/GEN H
FS 4-10.....	flt suppl	CC 8-8.....*	ALL/GEN H
4-11.....	ALL/GEN H	CC 8-9.....*	ALL/GEN H
4-12.....	ALL/GEN H	CC 8-10.....*	ALL/GEN H
5-1.....	ALL/GEN H	CC 8-11.....*	ALL/GEN H
5-2.....	ALL/GEN H	CC 8-12.....*	ALL/GEN H
5-3.....	ALL/GEN H	CC 8-13.....*	ALL/GEN H
5-4.....	ALL/GEN H	CC 8-14.....*	ALL/GEN H
5-5.....	ALL/GEN H	CC 8-15.....*	ALL/GEN H
5-6.....	ALL/GEN H	CC 8-16.....*	ALL/GEN H,6
5-7.....	ALL/GEN H	CC 8-17.....*Δ	ALL/GEN H
5-8.....	ALL/GEN H,3	CC 8-18.....*Δ	ALL/GEN H
5-9.....	ALL/GEN H	CC 8-19.....*	ALL/GEN H
5-10.....	ALL/GEN H	8-20.....*	ALL/GEN H
5-11.....	ALL/GEN H	CC 8-21.....*	ALL/GEN H
5-12.....	ALL/GEN H	CC 8-22.....*	ALL/GEN H
5-13.....	ALL/GEN H	8-23.....*Δ	ALL/GEN H
5-14.....	ALL/GEN H	8-24.....*Δ	ALL/GEN H
5-15.....	ALL/GEN H		
5-16.....	ALL/GEN H		
5-17.....	ALL/GEN H		
5-18.....	ALL/GEN H,4		
5-19.....Δ	ALL/GEN H		
5-20.....Δ	ALL/GEN H		

Δ – Replace with page from Flight Supplement

* – Omit from flight book

ENTRY CUE CARDS

<u>Title</u>	<u>Ref. Page</u>	<u>Card No.</u>
DEORBIT BURN FLIGHT		
RULES (Front)	see flt suppl	flt suppl
(Back).....	see flt suppl	flt suppl
DEORBIT BURN (RCS)		
(Front) (Top).....	see flt suppl	flt suppl
(Front) (Bottom).....	CC 8-5	ENT-3aa/D/M
(Back) (Top)	CC 8-6	ENT-3b/D/E
(Back) (Bottom)	CC 8-7	ENT-3bb/D/E
DEORBIT BURN (2 ENG)		
(Front) (Top).....	CC 8-8	ENT-4a/D/L
(Front) (Bottom).....	CC 8-9	ENT-4aa/D/K
DEORBIT BURN (1 ENG)		
(Back) (Top)	CC 8-10	ENT-4b/D/J
(Back) (Bottom)	CC 8-11	ENT-4bb/D/L
UNBALANCED PRPLT		
DEORBIT BURN		
(Front) (Top).....	CC 8-12	ENT-5a/D/M
(Front) (Bottom).....	CC 8-13	ENT-5aa/D/O
DEORBIT BURN (MIXED XFEED)		
(Back) (Top)	CC 8-14	ENT-5b/D/J
(Back) (Bottom)	CC 8-15	ENT-5bb/D/K
ENTRY MANEUVERS		
(Front).....	CC 8-16	ENT-6a/E/R
(Back).....	see flt suppl	flt suppl
ENTRY NO-GO CHECKLIST		
(Front).....	see flt suppl	flt suppl
EMERGENCY EGRESS (Back) ..		
	CC 8-19	ENT-7b/E/S
ENTRY CONTROL		
(Front).....	CC 8-21	ENT-10a/A,E/B
(Back)	CC 8-22	ENT-10b/A,E/B
DEORBIT BURN MONITOR		
(Front).....	see flt suppl	flt suppl
OMS FAILURES (Back)		
	see flt suppl	flt suppl



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x

ENT/ALL/GEN H



Replace this page with page(s) from Flight Supplement





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(Replace with pages FS xii thru FS xiv)



CONTENTS

PAGE

DEORBIT MNVR PADS.....	1-1
OMS PRPLT AND DEL PADS.....	2-1
DEORBIT BURN.....	3-1
OMS BURN PREP (CIL).....	3-9
OMS/RCS POST BURN RECONFIG (CIL).....	3-32
ENTRY CUE CARDS.....	4-1
h = 10K LES VISORS (HC).....	ft suppl
POST LANDING PROCEDURES.....	5-1
1-ORBIT LATE DEORBIT PROCEDURES.....	6-1
SWITCH LIST AT WHEEL STOP EGRESS	deleted
ENTRY CUE CARD CONFIG.....	8-1



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DEORBIT MNVR PAD

OMS BOTH 1

L 2

R 3

RCS SEL 4

TV ROLL 5

TRIM LOAD

P 6 () .

LY 7 () .

RY 8 () .

WT 9

TIG 10

TGT PEG 4

C1 14

C2 15 () .

HT 16

θT 17

PRPLT 18 ()

BURN ATT

R 24

P 25

Y 26

REI

TXX

ΔVTOT

TGO

VGO X () .

VGO Y () .

VGO Z () .

HA

HP

TGT

RCS I'CNCT:

- L OMS → RCS
- R OMS → RCS
- NONE

NOTES

1-1

ENT/ALL/GEN H

**MNVR
PADS**

**MNVR
PADS**

DEORBIT MNVR PAD

OMS BOTH 1

L 2

R 3

RCS SEL 4

TV ROLL 5

TRIM LOAD

P 6 () .

LY 7 () .

RY 8 () .

WT 9

TIG 10

TGT PEG 4

C1 14

C2 15 () .

HT 16

θT 17

PRPLT 18 ()

BURN ATT

R 24

P 25

Y 26

REI

TXX

ΔVTOT

TGO

VGO X () .

VGO Y () .

VGO Z () .

HA

HP

TGT

NOTES

RCS I'CNCT:

L OMS → RCS

R OMS → RCS

NONE

1-2

ENT/ALL/GEN H

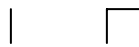


**PRPLT/
DEL PADS**

OMS PRPLT AND DEL PADS

2-1

ENT/ALL/GEN H



PRPLT/
DEL PADS

BURN CARD

OMS PRPLT PAD

DEORBIT BURN (1 ENG)	OMS XFEED RETURN at $\Delta VTOT =$ <input type="text"/> <input type="text"/> <input type="text"/> or <input type="text"/> <input type="text"/> <input type="text"/> at <input type="text"/> <input type="text"/> <input type="text"/> %
DEORBIT BURN (RCS)	RCS I'CNCT TK SW at $\Delta VTOT =$ <input type="text"/> <input type="text"/> <input type="text"/> OMS PRPLT LOW: $\Delta VTOT =$ <input type="text"/> <input type="text"/> <input type="text"/>
UNBALANCED PRPLT DEORBIT BURN	INITIAL CONFIG: <input type="checkbox"/> TK ISOLs – CL While feeding 2 OMS from 1 POD: OMS PRPLT FAIL: Secure <input type="checkbox"/> OMS Secure <input type="checkbox"/> OMS Interconnect <input type="checkbox"/> OMS to RCS THC + X for <input type="text"/> : <input type="text"/> <input type="text"/> If <input type="checkbox"/> (XFEED) ENG '↓' When <input type="checkbox"/> OMS QTY: 5%: <input type="checkbox"/> OMS TK ISOL (two) – OP 4%: <input type="checkbox"/> OMS TK ISOL (two) – CL If <input type="checkbox"/> (STRAIGHT FEED) ENG '↓' OMS ENG FAIL: At $\Delta VTOT =$ <input type="text"/> <input type="text"/> <input type="text"/> or <input type="text"/> <input type="text"/> <input type="text"/> at <input type="text"/> <input type="text"/> <input type="text"/> % <input type="checkbox"/> TK ISOL (two) – OP <input type="checkbox"/> TK ISOL (two) – CL Return to 2 ENG, 2 POD FLOW: At $\Delta VTOT =$ <input type="text"/> <input type="text"/> <input type="text"/> <input type="checkbox"/> TK ISOLs – OP OMS ENG FAIL: (XFEED CUE) OMS QTY <input type="text"/> <input type="text"/> %L or <input type="text"/> <input type="text"/> %R
DEORBIT BURN (MIXED XFEED)	FEED FROM GOOD POD: At $\Delta VTOT =$ <input type="text"/> <input type="text"/> <input type="text"/> or <input type="text"/> <input type="text"/> <input type="text"/> at <input type="text"/> <input type="text"/> <input type="text"/> % <input type="checkbox"/> OMS He PRESS (two) – OP TK ISOL (two) – OP XFEED (two) – OP Secure <input type="checkbox"/> OMS OMS PRPLT LOW: AFT RCS RECONFIG at $\Delta VTOT =$ <input type="text"/> <input type="text"/> <input type="text"/> OMS ENG FAIL: <input type="checkbox"/> OMS He PRESS (two) – OP TK ISOL (two) – OP <input type="checkbox"/> OMS XFEED (two) – CL



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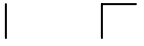
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1: GNC DEORB MNVR COAST | 2: GNC DEORB MNVR COAST
3: BFS, GNC DEORB MNVR COAST

TIG-45

B DEORB UPDATE/UPLINK

1: GNC 50 HORIZ SIT |
3: BFS, GNC 50 HORIZ SIT

CRT1,3 GPS INH – ITEM 43 EXEC

1: GNC DEORB MNVR COAST |
3: BFS, GNC DEORB MNVR COAST

MCC UPDATE:
DEL PAD
OMS PRPLT PAD
MCC UPLINK:
PASS, BFS SV
PASS, BFS TGT
BFS IMU GYRO/ACCEL

C **G50** √LAND SITE per DEL PAD

On MCC GO:

C CRT1 LOAD – ITEM 22 EXEC
TIMER – ITEM 23 EXEC

CRT1,3 √PASS & BFS TGTs per MNVR PAD:
BURN ATT
ΔVTOT
TGO
HA HP

1: GNC DEORB MNVR COAST | 2: GNC DEORB MNVR COAST

3: BFS, GNC DEORB MNVR COAST

C OMS TVC GMBL CHECK

(Perform during AOS)

CRT1 SECONDARY CHECK

Perform SEC L,R then PRI L,R GMBL CK

* If down arrow(s) or Ms: *

* Select good GMBL *

MS ACES PRESSURE INTEGRITY CHECK

Dual Suit Controller, Dial-To-Test Knob – full cw

P APU PRE-START

(Perform during AOS)

R4 √HYD BK ISOL VLV (three) tb – CL

√LG EXTD ISO VLV tb – CL

* If tb not CL: *

* R2 (Aff) HYD CIRC PUMP – ON *

* R4 (Aff) ISOL VLV – CL *

* Hold 5 sec, √tb – CL *

* R2 HYD CIRC PUMP – OFF *

R2 BLR N2 SPLY (three) – ON

√PWR (three) – ON

√CNTLR/HTR (three) – B

√cb APU FU TK VLV ENA (six) – cl

√APU FU TK VLV (three) – CL

√AUTO SHTDN (three) – ENA

√SPEED SEL (three) – NORM

√OPER (three) – OFF

HYD MN PUMP PRESS (three) – LO

APU CNTLR PWR (three) – ON

3: BFS, SM SYS SUMM 2

P R2 APU FU TK VLV (three) – OP

√APU/HYD RDY tb (three) – gray

APU FU TK VLV (three) – CL

2: GNC 50 HORIZ SIT

3: BFS, GNC 50 HORIZ SIT



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1: GNC DEORB MNVR COAST | 2: GNC DEORB MNVR COAST
3: BFS, GNC DEORB MNVR COAST

P OMS BURN PREP

CRT2 OMS ENG TRIMS

2 ENG BURN:

√TRIM LOAD per MNVR PAD or:

L,R – ITEM 6 +0.0 -5.7 +5.7 EXEC

1 ENG BURN:

√TRIM LOAD per MNVR PAD or:

P – ITEM 6 +0.0 EXEC

Good eng Y:

LY – ITEM 7 +5.2 EXEC

RY – ITEM 8 -5.2 EXEC

XFEED: Failed engine prop to
good engine

RCS DEORBIT OR RCS

He/PRPLT TK FAIL

Do not terminate OMS/RCS

Interconnect

O7 AFT L,R RCS

He PRESS (four) – OP (tb-OP)

TK ISOL (six) – GPC (tb-OP)

MANF ISOL (eight) – OP (tb-OP)

XFEED (four) – GPC (tb-CL)

√MSTR RCS XFEED – OFF

O8 L,R OMS

√He PRESS/VAP ISOL (four) – CL

√TK ISOL (four) – OP (tb-OP)

√XFEED (four) – CL (tb-CL)

FWD RCS

He PRESS (two) – OP (tb-OP)

MANF ISOL (four) – OP (tb-OP)

1: GNC DEORB MNVR COAST 2: GNC DEORB MNVR COAST

3: BFS, GNC DEORB MNVR COAST

RCS BURN PREP

DAP: INRTL/PULSE

P O7 AFT L,R RCS

TK ISOL (six) – CL (tb-CL)

XFEED (four) – OP (tb-OP)

O8 L,R OMS

√He PRESS/VAP ISOL (four) – CL

√TK ISOL (four) – OP (tb-OP)

√R OMS XFEED (two) – CL (tb-CL)

L OMS XFEED (two) – OP (tb-OP)

DAP: AUTO/DISC

WARNING

Eye and skin UV damage can
occur in as little as 10 sec

Don Sunglasses

MS3 Remove and stow Side Hatch UV Filter and
Locking Device, and Pyro Box Safing Pin

TIG-25 **VENT DOOR CLOSE**

NOTE

VENT DOOR CLOSE must be
performed prior to MM302 transition

2: GNC 51 OVERRIDE

P CRT2 VENT DOOR CNTL CLOSE – ITEM 44
EXEC (*), wait 1 min, then

C CRT1 GNC, OPS 302 PRO

MS1/MS2 SEAT INGRESS

1: GNC DEORB MNVR EXEC	2: GNC DEORB MNVR EXEC
3: BFS, GNC DEORB MNVR EXEC	

MCC/CREW GO/NO-GO FOR DEORBIT BURN

* **IF NO-GO FOR DEORBIT BURN:** *

* P R2 HYD MN PUMP PRESS (three) – *

* NORM *

* C CRT1 GNC, OPS 301 PRO *

IF 1 ORBIT DELAY:
 Go to section 6, 1-ORB LATE

IF 24-HR EXTENSION

P O7 AFT L,R RCS
 He PRESS A (two) – GPC (tb-OP)
 B (two) – CL (tb-CL)
 TK ISOL (six) – OP (tb-OP)
 MANF ISOL (eight) – GPC (tb-OP)
 XFEED (four) – CL (tb-CL)

O8 FWD RCS
 He PRESS A – GPC (tb-OP)
 B – CL (tb-CL)
 MANF ISOL (four) – GPC (tb-OP)

C6 Unstow ORB PKT C/L
 Terminate Deorbit Procedures, go to
 DEORB PREP, D/O PREP BACKOUT

1: GNC DEORB MNVR EXEC	2: GNC DEORB MNVR EXEC
3: BFS, GNC DEORB MNVR EXEC	

TIG-20> **MNVR TO DEORBIT BURN ATT**

- C C3 √DAP: AUTO
- B F6/F8 √ADI ATT (two) – INRTL
 - √ERR (two) – MED
 - √RATE (two) – MED
- C CRT1 MNVR – ITEM 27 EXEC (*)
 - (√ADI ATT with CRT BURN ATT)
- B Copy last DEL PAD and OMS PRPLT PAD
 - data on DEORBIT BURN Cue Cards
- F6/F8 √DEORBIT BURN and DEORBIT BURN
 - MONITOR Cue Cards installed
- A14 RCS/OMS HTR
 - FWD RCS – OFF
 - L POD (two) – A OFF,B OFF
 - R POD (two) – A OFF,B OFF
 - OMS CRSFD LINES (two) –
 - A AUTO,B AUTO
 - FWD RCS JET 5 (one) – OFF
 - AFT RCS JET 5 (one) – OFF

1: GNC DEORB MNVR EXEC | 2: GNC DEORB MNVR EXEC
3: BFS, SM SYS SUMM 2

►TIG-5 P **SINGLE APU START** (Attempt one APU)

WARNING
Do not start APU while APU TEMP INJ
> 437 or APU TEMP GG BED > 456

- * If APU TEMP INJ > 437 or APU *
- * TEMP GG BED > 456: *
- * ♦ Start any available APU *
- * within temperature limits *

R2 APU FU TK VLV – OP
OPER – START/RUN
MDU √HYD PRESS ind – LO green

- * If no start: *
- * • Do not execute Deorbit Burn *
- * • Shut down APU: *
- * APU SHUTDN (ENT PKT, *
- * APU/HYD) >> *

R2 √HYD CIRC PUMP (three) – OFF

3: BFS, GNC SYS SUMM 2

C √BURN ATT ± 5°

B Go to DEORBIT BURN (Cue Card)

1: GNC DEORB MNVR EXEC	2: GNC DEORB MNVR EXEC
3: BFS, SM SYS SUMM 2	

►TIG-5 P **SINGLE APU START** (Attempt two APUs)

<p>WARNING Do not start APU while APU TEMP INJ > 437 or APU TEMP GG BED > 456</p>

- * If APU TEMP INJ > 437 or APU *
- * TEMP GG BED > 456: *
- * ♦ Start any available APU *
- * within temperature limits *

R2 APU FU TK VLV – OP
 OPER – START/RUN
 MDU √HYD PRESS ind – LO green

- * If no start: *
- * APU OPER – OFF *
- * Start another APU *
- * *
- * If second APU starts, *
- * shut down unstarted APU: *
- * APU SHUTDN (ENT PKT, *
- * APU/HYD) *
- * If neither starts: *
- * • Do not start third APU *
- * • Do not execute Deorbit Burn *
- * • Shut down unstarted APUs: *
- * APU SHUTDN (ENT PKT, *
- * APU/HYD) >> *

R2 √HYD CIRC PUMP (three) – OFF

3: BFS, GNC SYS SUMM 2

C √BURN ATT ± 5°

B Go to DEORBIT BURN (Cue Card)



Replace this page with page(s) from Flight Supplement |





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(Replace with pages FS 3-15 thru FS 3-18) |

3-16

ENT/ALL/GEN H



* **RCS COMPLETION:**

* THC +X to TGT HP or TOT AFT QTY 1 %

* At AFT QTY 1 If CUR HP: THC +X to CAPTURE HP or
 * TOT AFT QTY 2 % then
 * PREBANK/FRCS COMPLETION
 * to downrange site

* CAPTURE HP PREBANK/FRCS COMPLETION
 * to downrange site

* PREBANK/FLIP HP PREBANK/FRCS COMPLETION

* AFT HP THC +X to TGT HP

* TGT HP

* **FRCS COMPLETION (if applicable):**

* MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)
 * THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF

+ :02 OMS ENG(s) – OFF (if < 3 IMU, at :)
 * AFT RCS RECONFIG if INTERCONNECT *
 Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-4aa/D/K

DEORBIT BURN (1 ENG)

√MM302 √OMS L or R
 √OMS BURN CONFIG (L or R XFEED)
 Enter TGO + 10 sec
 √TRIM per MNVR PAD or P +0.0, LY +5.2, RY -5.2
 L,R OMS He PRESS/VAP ISOL A (two) – OP
 Wait 2 sec B (two) – OP
 √DAP – AUTO(PASS)/DISC
 ADI – LVLH(REF)/HI/MED
 FLT CNTLR PWR (two) – ON
 TIG-2 Good OMS ENG – ARM/PRESS
 - :15 EXEC (NO EXEC > TIG + :)
 - :15 If OMS AFT QTY < 11%, THC +X to OMS IGN + 1 sec
 :00 TIG Start watch (√P_c, ΔVTOT, ENG VLVs)
 * If no OMS ignition: APUs – SHUT DN *
 OMS XFEED RETURN at ΔVTOT =
 or at %
 L,R OMS TK ISOL (four) – OP
 XFEED (four) – CL

```

* OMS PRPLT FAIL:
* OMS ENG – OFF
*
* STOP BURN:
* APUs – SHUT DN
* SAFE   Secure aff OMS
* HP -----
*
* CONTINUE BURN:
* Secure aff OMS
* ITEM 18 +0 EXEC
* √ADI – LVLH, center needles
* Interconnect good OMS to RCS
* THC +X(√OMS% vs RCS Burn Time)
* AFT RCS RECONFIG
* RCS COMPLETION
*
* OMS ENG FAIL:
* OMS ENG – OFF
*
* STOP BURN:
* ENG APU – SHUT DN
* FAIL   
* HP -----
*
* CONTINUE BURN:
* √ADI – LVLH, center needles
* Interconnect good OMS to RCS
* THC +X(√OMS% vs RCS Burn Time)
* RCS I'CNCT TK SW
* THC +X(√OMS% vs RCS Burn Time)
* AFT RCS RECONFIG
* RCS COMPLETION
*
* RCS +X JET FAIL OFF:
* STOP BURN:
* SAFE APU – SHUT DN
* HP -----
*
* CONTINUE BURN:
* ITEM 18 +0 EXEC
* [G23] Resel jets
  
```

ENT-4b/D/J

* **RCS COMPLETION:**

* THC +X to TGT HP or TOT AFT QTY 1 %

* At AFT QTY 1 If CUR HP: THC +X to CAPTURE HP or
 * TOT AFT QTY 2 % then
 * PREBANK/FRCS COMPLETION
 * to downrange site

* CAPTURE HP PREBANK/FRCS COMPLETION
 * to downrange site

* PREBANK/FLIP HP PREBANK/FRCS COMPLETION

* AFT HP THC +X to TGT HP

* TGT HP

* **FRCS COMPLETION (if applicable):**

* MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)

* THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF

+ :02 OMS ENG – OFF (if < 3 IMU, at :)

* AFT RCS RECONFIG if INTERCONNECT *

Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-4bb/D/L

* **RCS COMPLETION:**

* THC +X to TGT HP or TOT AFT QTY 1 %

* At AFT QTY 1 If CUR HP: THC +X to CAPTURE HP or
 * TOT AFT QTY 2 % then
 * PREBANK/FRCS COMPLETION
 * to downrange site

* CAPTURE HP PREBANK/FRCS COMPLETION
 * to downrange site

* PREBANK/FLIP HP PREBANK/FRCS COMPLETION

* AFT HP THC +X to TGT HP

* TGT HP

* **FRCS COMPLETION (if applicable):**

* MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)

* THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF: VGOx = 0, release THC

AFT RCS RECONFIG

Trim Inplane X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-3aa/D/M


```

* OMS PRPLT FAIL:
* Failed OMS ENG – OFF
*
* L OMS R OMS
* FAIL HP FAIL HP
*
* [ ][ ][ ] [ ][ ][ ]
* -----
* CONTINUE BURN:
* ITEM 18 +0 EXEC
* When good OMS QTY:
* 5%: L,R OMS XFEED (four) – OP
* 4%: Good OMS TK ISOL (two) – CL
* If OMS Pc < 80 or OMS TEMP,
* OMS ENG – OFF
* √ADI – LVLH, center needles
* RCS COMPLETION
*
* OMS ENG FAIL:
* Failed OMS ENG – OFF
* OMS XFEED at 1/2 ΔVTOT at fail [ ][ ][ ]
* or OMS QTY [ ][ ][ ] %L or [ ][ ][ ] %R
*
* 2nd OMS FAIL (ENG or PRPLT):
* Failed OMS ENG – OFF
* If PRPLT FAIL: Secure aff OMS
* ITEM 18 +0 EXEC
*
* Both Either
* ENG FAIL PRPLT FAIL
* HP (SAFE) HP
*
* [ ][ ][ ] [ ][ ][ ]
* -----
* CONTINUE BURN:
* √ADI – LVLH, center needles
* Interconnect good OMS to RCS
* THC +X (√OMS% vs RCS Burn Time)
* RCS I'CNCT TK SW (N/A PRPLT FAIL)
* THC +X (√OMS% vs RCS Burn Time)
* AFT RCS RECONFIG
* RCS COMPLETION
*
* RCS COMPLETION:
* THC +X to TGT HP or TOT AFT QTY 1 [ ][ ][ ][ ] %
* At AFT QTY 1 THC +X to CAPTURE HP or TOT AFT QTY 2 [ ][ ][ ] %
* If CUR HP: then PREBANK/FRCS COMPLETION
* to downrange site
*
* CAPTURE HP [ ][ ][ ] PREBANK/FRCS COMPLETION to downrange site
*
* PREBANK/FLIP [ ][ ][ ] PREBANK/FRCS COMPLETION
* HP
*
* AFT [ ][ ][ ] THC +X to TGT HP
* HP
*
* TGT [ ][ ][ ]
* HP
*
* FRCS COMPLETION (if applicable):
* MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)
* THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)
*
* CUTOFF
* + :02 OMS ENG(s) – OFF (if < 3 IMU, at [ ][ ] : [ ][ ][ ] )
* * AFT RCS RECONFIG if INTERCONNECT *
* Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

```

ENT-5aa/D/O

MS ONLY

3-25

ENT/ALL/GEN H

* **OMS PRPLT FAIL:**

OMS ENG – OFF

SAFE HP

STOP BURN:
APUs – SHUT DN
Secure L,R OMS

CONTINUE BURN:
Secure L,R OMS
ITEM 18 +0 EXEC
√ADI – LVLH, center needles
RCS COMPLETION

* **OMS ENG FAIL:**

OMS ENG – OFF

ENG FAIL HP

STOP BURN:
APUs – SHUT DN

CONTINUE BURN:
Man repress L,R OMS > L,R RCS TK Ps
FEED FROM GOOD POD:
 OMS HE PRESS/VAP ISOL (two) – OP
TK ISOL (two) – OP
 OMS XFEED (two) – CL
L,R RCS XFEED (four) – OP
TK ISOL (six) – CL
√ADI – LVLH, center needles
THC +X (√Lowest OMS % vs RCS Burn Time)
AFT RCS RECONFIG
RCS COMPLETION

* **RCS +X JET FAIL OFF:**

SAFE HP

STOP BURN:
APUs – SHUT DN

CONTINUE BURN:
ITEM 18 +0 EXEC
 Resel jet

* **RCS COMPLETION:**

THC +X to TGT HP or TOT AFT QTY 1 %

At AFT QTY 1 If CUR HP: THC +X to CAPTURE HP or TOT AFT QTY 2 % then PREBANK/FRCS COMPLETION to downrange site

CAPTURE HP PREBANK/FRCS COMPLETION to downrange site

PREBANK/FLIP HP PREBANK/FRCS COMPLETION

AFT HP THC +X to TGT HP

TGT HP

* **FRCS COMPLETION (if applicable):**

MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)
THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF + :02 VGOx = 0, Release THC
OMS ENG(s) – OFF (if < 3 IMU, at :)
* AFT RCS RECONFIG if INTERCONNECT *
Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-5bb/D/K



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MS ONLY

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ENT/ALL/GEN H





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1: GNC DEORB MNVR EXEC	2: GNC DEORB MNVR EXEC
3: BFS, GNC SYS SUMM 2	

```

*           If no OMS IGNITION at TIG:           *
*           OMS ENG (two) – OFF                       *
*           √APU – SHUT DN                             *
* C3        MSTR MADS PWR – OFF                       *
* O8        L,R OMS                                   *
*           He PRESS/VAP ISOL (four) – CL            *
*           √XFEED (four) – CL                       *
*           GNC, OPS 301 PRO                          *
* F6,F8     FLT CNTLR PWR (two) – OFF                 *
* C3        √DAP: AUTO                               *
*           √MCC at next AOS                          *
*           *                                         *
*           If burn terminated with HP > SAFE HP: *
*           √OMS ENG (two) – OFF                       *
*           √APU – SHUT DN                             *
* C3        MSTR MADS PWR – OFF                       *
*           OPS 301 PRO                               *
*           If I'CNCT:                                *
*           DAP: INRTL/PULSE                          *
* O8        L,R OMS                                   *
*           He PRESS/VAP ISOL (four) – CL            *
*           √XFEED (four) – CL                       *
* O7        AFT L,R RCS                               *
*           He PRESS A (two) – GPC (tb-OP)           *
*           B (two) – CL (tb-CL)                     *
*           TK ISOL (six) – OP (tb-OP)               *
*           XFEED (four) – CL (tb-CL)                 *
* O8        FWD RCS                                   *
*           He PRESS A – GPC (tb-OP)                 *
*           B – CL (tb-CL)                             *
* F6,F8     FLT CNTLR PWR (two) – OFF                 *
* C3        √DAP: AUTO                               *
*           √MCC at next AOS on DEORBIT DELAY        *
*           of 24 hr                                  *

```

POST
BURN

1: GNC DEORB MNVR EXEC	2: GNC DEORB MNVR EXEC
3: BFS, GNC SYS SUMM 2	

MS Stow Flight Deck SpOC

L10 REC pb – press, hold
(VTR) PLAY pb – press, simo
(√red dot displayed)
Install VIP, VTR covers

B F6,F8 FLT CNTLR PWR (two) – OFF
C3 √DAP: AUTO

OMS/RCS POST BURN RECONFIG

P O7 AFT L,R RCS
√He PRESS (four) – OP (tb-OP)
√TK ISOL (six) – GPC (tb-OP)
√XFEED (four) – GPC (tb-CL)

O8 L,R OMS
He PRESS/VAP ISOL (four) – CL
√TK ISOL (four) – OP (tb-OP)

* If OMS PRPLT FAIL, *
* √Aff TK ISOL (two) – CL *

XFEED (four) – CL (tb-CL)

O3 RCS/OMS PRESS sel – RCS as reqd
PRPLT QTY sel – RCS as reqd

POST
BURN



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1: GNC 53 ENTRY CONTROLS	2: BFS, GNC SYS SUMM 2
3: GNC DEORB MNVR COAST	

EI-20 C **SECONDARY ACTUATOR CHECK**
(if not previously performed and time permits)

NOTE

If port does not bypass during check, bypass affected port after check:

SEC ACT BYPASS – ITEM 8 +X X EXEC

If affected port still does not bypass:

SEC ACT RESET – ITEM 9 +X X EXEC

- R2 1. HYD MN PUMP PRESS (one) – NORM
- CRT3 2. SURF DRIVE ON, ITEM 39 EXEC (*)
Wait at least 5 sec
- MDU √SPI: Stop drive test when elevon posns
within +12° to -27°
SURF DRIVE OFF, ITEM 40 EXEC (*)
- CRT1 3. √POS STIM ENA, ITEM 7 – (no *)
- C3 4. √FCS CH 1,2,3,4 – AUTO
- CRT1 5. SEC ACT CK, CH 1 – ITEM 1 EXEC (*)
START – ITEM 5 EXEC (*)
- 6. √All CH 1 PORTS BYPASS, ‘↓’
STOP – ITEM 6 EXEC (*)
- C3 7. FCS CH 1 – ORIDE
- CRT1 √All CH 1 PORTS RESET, no ‘↓’
FCS CH 1 – AUTO
- 8. Repeat steps 5 thru 7 for CH 2,3,4

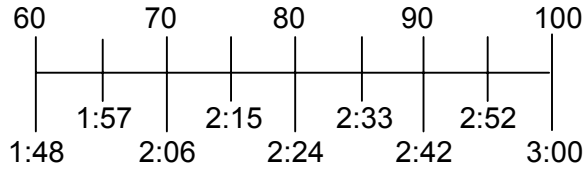
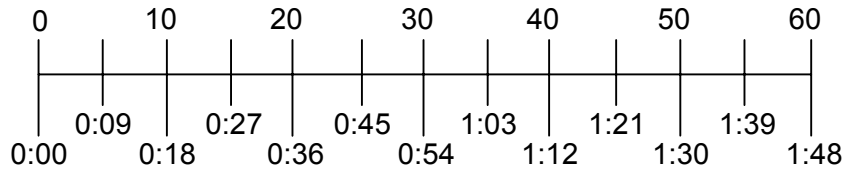
1: GNC 23 RCS	2: GNC DEORB MNVR COAST
3: BFS, GNC SYS SUMM 2	

EI-18 P **FORWARD RCS DUMP**
 (Use for off-nominal X cg entry)

Determine FWD RCS 'DUMP TO %' using lowest of
 Ox or Fu qty (calculator or DEL PAD)

FOUR JET DUMP:

F RCS PRPLT TO BE DUMPED (%)



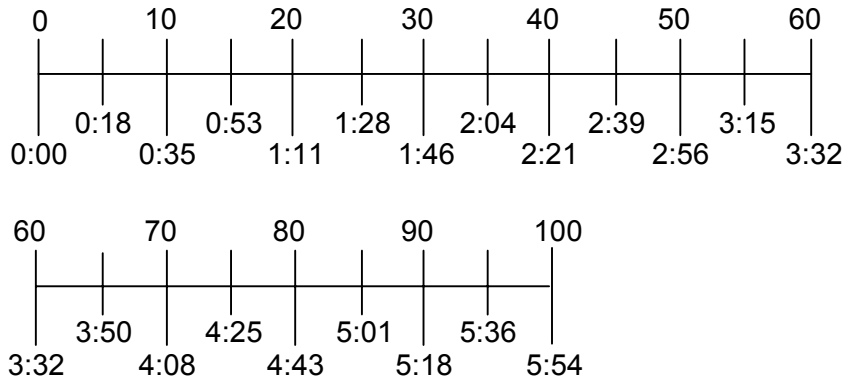
TIME FROM DUMP INITIATION (M:S)

NOTE
 During dump, disregard FRCS qty

1: GNC 23 RCS	2: GNC DEORB MNVR COAST
3: BFS, GNC SYS SUMM 2	

TWO JET DUMP:

F RCS PRPLT TO BE DUMPED (%)



TIME FROM DUMP INITIATION (M:S)

NOTE

During dump, disregard FRCS qty

CRT2 FWD RCS ARM – ITEM 36 EXEC
DUMP – ITEM 37 EXEC
(Start watch)

When dump time achieved:

FWD RCS OFF – ITEM 38 EXEC

1: GNC DEORB MNVR COAST | 2: GNC DEORB MNVR COAST
3: BFS, GNC SYS SUMM 2

ENTRY SW CHECK

C L2 √CAB RELIEF A,B – ENA (tb-ENA)
 √ANTISKID – ON
 √NWS – 1
 √ENTRY MODE – AUTO

X: GNC 51 OVERRIDE

√ROLL MODE – AUTO

B L2/C3 √SPD BK – Full Fwd

P C3 √SRB SEP – AUTO
 √ET SEP – AUTO

B F6/F8 √AIR DATA – NAV
 ADI ERR – MED
 RATE – MED

√HSI SEL MODE – ENTRY

C F6 √SOURCE (two) – NAV, 1
P F8 √SOURCE (two) – NAV, 2

B F3 √TRIM RHC/PNL (two) – INH
 √PNL (two) – ON

Exercise BRAKE PEDALS

1: GNC DEORB MNVR COAST | 2: GNC DEORB MNVR COAST
3: BFS, GNC SYS SUMM 2

NOTE

If NAVAIDS OFF due to PKT C/L
PWRDN, switch ON per PWRDN
procedure

C F6 √RADAR ALTM – 1
P F8 – 2

O8 √RADAR ALTM (two) – ON
√MLS (three) – ON (PASS)
√MLS CH (three), FS 3-2

O7 If OV103, 104: |
√TACAN MODE (three) – GPC
√ANT SEL (three) – AUTO

√TACAN CH (three) per DEL PAD or FS 3-2 |

1: GNC DEORB MNVR COAST | 2: GNC DEORB MNVR COAST
3: BFS, GNC SYS SUMM 2

EI-13 **REMAINING APUs START**

WARNING
Do not start APU while APU TEMP INJ
> 437 or APU TEMP GG BED > 456

- * If an APU failed to start at TIG-5, *
- * start remaining good APU only *

- * If remaining APU TEMP INJ > 437 or *
- * APU TEMP GG BED > 456: *
- * A12 (Aff) APU HTR GAS GEN/FU *
- * PUMP – OFF *
- * Start aff APU when within *
- * temperature limits *

- R2 APU FU TK VLV (two) – OP
- √APU/HYD RDY tb (two) – gray

- * If tb – bp, attempt normal start *

- APU OPER (two) – START/RUN
- MDU √HYD PRESS ind (two) – LO green

- R2 √APU/HYD RDY tb (two) – bp

- * If APU OIL OUT P < 25 and APU *
- * TEMP OIL OUT not increasing *
- * after APU start or no start: *
- * Perform APU SHUTDN (ENT *
- * PKT, APU/HYD) *

1: GNC DEORB MNVR COAST	2: GNC DEORB MNVR COAST
3: BFS, SM SYS SUMM 2	

- | | | |
|-------|-----------------------------------|---|
| * | If two APUs operating: | * |
| * | • Delete HYD FLUID THERMAL | * |
| * | CONDITIONING | * |
| * | • Delay following until EI-6: | * |
| * R2 | HYD MN PUMP PRESS (two) – NORM | * |
| * MDU | √PRESS ind (two) – HI green | * |
| * | Perform SSME HYD REPRESS | * |
| * | • At TAEM: | * |
| * R2 | APU SPEED SEL (two) – HI >> | * |
| * | | * |
| * | If only one APU operating: | * |
| * R2 | • APU AUTO SHTDN (one) – INH | * |
| * | • Delete SSME HYD REPRESS and | * |
| * | HYD FLUID THERMAL CONDITIONING | * |
| * | • Delay MM304 trans until EI-2; | * |
| * | immediately prior to MM304 trans: | * |
| * | HYD MN PUMP PRESS (one) – NORM | * |
| * MDU | √PRESS ind (one) – HI green | * |
| * R2 | APU SPEED SEL (one) – HI >> | * |
| | | |
| | HYD MN PUMP PRESS (three) – NORM | |
| MDU | √PRESS ind (three) – HI green | |

P SSME HYD REPRESS

- | | |
|----|--|
| R2 | √HYD MN PUMP PRESS (three) – NORM |
| | * If HYD SYS 2 or SYS 1 failed, * |
| | * perform following steps using * |
| | * SYS 3 in place of failed system * |
| R4 | HYD MPS/TVC ISOL VLV |
| | SYS 2 – OP (hold 5 sec, tb-OP) (MA possible) |
| | Wait 10 sec |
| | SYS 2 – CL (hold 5 sec, tb-CL) |
| | SYS 1 – OP (hold 5 sec, tb-OP) (MA possible) |
| | Wait 10 sec |
| | SYS 1 – CL (hold 5 sec, tb-CL) |

1: GNC DEORB MNVR COAST	2: GNC DEORB MNVR COAST
3: BFS, SM 0 THERMAL	

```

* EI-11> P  HYD FLUID THERMAL CONDITIONING      *
*           (MCC CALL)                            *
*           CRT2  SURF DRIVE ON – ITEM 39 EXEC      *
*                   Start TIMER                    *
*           MDU   √SPI: Observe AEROSURFACES       *
*                   CYCLING                        *
*                   ELEV      U33 to D18 deg       *
*                   RUD       R5  to L5 deg       *
*                   SPDBK     15  to 10 %         *
*                   BDY FLP   93.6 to 3.5 %       *
*           CRT2  When SURF DRIVE ON (5 min),      *
*                   SURF DRIVE OFF – ITEM 40 EXEC  *

```

B Stow DEORBIT BURN and DEORBIT BURN
 MONITOR Cue Cards
 √ENTRY Cue Cards installed

```

*           If 8 psi cabin entry,                  *
* ALL       √Tabs/Visor – CL/LES O2 – ON *

```

1: GNC DEORB MNVR COAST	2: GNC 50 HORIZ SIT
3: BFS, GNC 50 HORIZ SIT	

G SUIT INFLATION

ALL Load – 1.5 (three turns cw if reqd)

* **FCS CH CONFIG** *

* If less than four PASS GPCs, config FCS *

* CHs so that each GPC cmds equal *

* number of CHs (see table) *

* *

* **GNC 53 CONTROLS** *

* Config SURF FBK (see table) *

AVAILABLE GPCs	FCS CHs	FCH CH CONFIG			SURF FDBK	
		AUTO	ORIDE	OFF	SEL	DESEL
3	4	3		1	3	1*
	3	3		1	3	1*
	2		2	2	2	2
2	4		4		4	
	3		2	2	2	2
	2		2	2	2	2

* * If CH 4 – OFF, do not desel PASS SURF FDBK *

1: GNC DEORB MNVR COAST	2: GNC DEORB MNVR COAST
3: BFS, GNC DEORB MNVR COAST	

B F6,F8 FLT CNTLR PWR (two) – ON

EI-6 Go to ENTRY MANEUVERS (Cue Card)



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ENTRY CUE CARDS

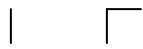
ENT CUE
CARDS



MS ONLY

4-1

ENT/ALL/GEN H





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**ENT CUE
CARDS**



MS ONLY

4-2

ENT/ALL/GEN H



ENTRY NO-GO CHECKLIST

FAILURE OF:	AERO PTI DTO	AUTO FCS MODE	XWIND DTO ①
APU/HYD: 1 APU.....			X
2 APUs.....	X		X
DISPLAYS: 2 ADIs.....	X		
CDR HUD.....			X ②
CONTROLLERS:			
RHC: 1L.....			X
2L & 2R.....	X		X
RPTA: 2L or 2R.....			X
GNC: 2 AAs (LAT).....	X		X
2 AAs (NORM).....	X(M < 2.5)	X ③	X
2 RGAs.....	X		X
2 R DDU PWR SPLY.....			X
2 IMU (or 1 IMU + BITE).....	X		X
2 ADTAs.....			X
ADTA NOT INCORP			
OR DLMA.....		X (M < 2)	
MLS NOT INCORP.....		X (< 6K ft)	
2 FCS CH (same surface).....	X		X
DPS: 1 GPC (not restrung).....			X ④
2 GPC (restrung).....	X		X
2 GPC (not restrung).....	X	X ③	X
1 FF.....			X ④
2 FF.....	X	X ③	X
2 FA.....	X		X
RCS: LEAK (AFT – during ENT).....	X		
2 YAW JETs (same side).....	X		
MIN RCS QTY.....	X		
TRIM: Ail > ± 2.0 deg.....	X		
DOWNMODE:			
FCS problem.....	X	X	X
AOA.....	X		X
PLB: PLBD Latch Gang.....	X		
LDG/DECEL:			
Tire Leak.....			X
HYD BRAKE ISOL VLV.....			X
< 100% Brakes.....			X
NWS.....			X
ENERGY – OFF NOMINAL:			
Roll Ref Alert.....	X		
Above Upper Traj Line.....	X		
MCC GCA, or VEL & PSN update.....	X	X	
No A/L by 6K ft.....			X
DATA: SOLID STATE RECORDERS.....	X (LOS)		
XWIND:			
< 10 Knots Peak.....			X
> 15 Knots Peak.....			X
> 10 Knots Gust.....			X
GROUND SYSTEMS:			
No Runway Aim Point.....			X

NOTES

- ① Consider runway redesignation (M > 6) to avoid Xwind landing
- ② GO if PAPI and BALL BAR available
- ③ Pitch AUTO mode NO-GO for M < 2.5
- ④ GO if only string 4 affected

ENT-7a/E/K

MS ONLY

4-3

ENT/ALL/GEN H

ENTRY MANEUVERS

FLIGHT CONDITIONS	MANEUVER								
EI-5	√LVLH ATT GNC, OPS 304 PRO * If PREBANK, R/Y – CSS * * Roll at 1°/sec to * * <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 15px;">1</td><td style="width: 20px; height: 15px;">8</td><td style="width: 20px; height: 15px;">0</td></tr></table> if HP ≥ 46 (not AOA), else * * <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 15px;"></td><td style="width: 20px; height: 15px;"></td><td style="width: 20px; height: 15px;"></td></tr></table> (from Prebank Table) * * Maintain PREBANK ±5° * If previous OMS OX TK, He TK, or RCS OX TK leak: <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 15px;">G51</td></tr></table> VENT DOOR CNTL OPEN – ITEM 43 EXEC (AOA) <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 15px;">SPI</td></tr></table> When SB position – 0%: √HYD MN PUMP PRESS (three) – LO	1	8	0				G51	SPI
1	8	0							
G51									
SPI									
$\bar{q} = 1$	(AOA) HYD MN PUMP PRESS (three) – NORM								
'Guidance Box' @ $\bar{q} \sim 8$ or $D \sim 3$	CLOSED LOOP GUIDANCE ____:____:____ * If PREBANK: P,R/Y – AUTO * Begin AIL trim monitoring								
V = 24K	If previous OMS OX TK, He TK, or RCS OX TK leak: <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 15px;">G51</td></tr></table> VENT DOOR CNTL CLOSE – ITEM 44 EXEC	G51							
G51									
D = 11	√DRAG H								
$\Delta Az = 10.5^\circ$	FIRST ROLL REVERSAL <table border="1" style="display: inline-table; vertical-align: middle;"><tr><td style="width: 20px; height: 15px;"></td><td style="width: 20px; height: 15px;"></td><td style="width: 20px; height: 15px;"></td><td style="width: 20px; height: 15px;"></td></tr></table> (DEL PAD)								
V = 19K	√HYD MPS/TVC ISOL VLV SYS (three) – CL								
V = 15K	√NAVAIDS (I/O RESET if reqd)								
V = 12K	RAD BYP VLV MODE (two) – AUTO CNTLR LOOP (two) – AUTO B(A)								
V = 10K	√SPDBK to 81%								

ENT-6a/E/R



Replace this page with page(s) from Flight Supplement |





Replace this page with page(s) from Flight Supplement |

(Replace with pages FS 4-6 thru FS 4-10) |

4-6

ENT/ALL/GEN H



ENTRY CONTROL

ARCS QTY (L + R) < 10 %

ARCS QTY = 0 & JETS FAIL OFF	1. ENTRY MODE – NO Y JET (R/Y CSS; expect sluggish control)
$\bar{q} \geq 20$ & $M > 6$	2. G51 ELEVON FIXED – ITEM 18 EXEC (*)
CONTROL PROBLEMS* & ARCS QTY > 0	3. ENTRY MODE – AUTO When control regained: 4. ENTRY MODE – NO Y JET 5. $\sqrt{\text{AIL}}$ trim
$M < 6$ & ARCS QTY > 0	6. ENTRY MODE – AUTO
$M < 5$	7. TRIM/RHC PNL – ENA 8. TRIM ROLL – away from AIL trim (to < 1)

*Region of least margin: M 12-8

AIL TRIM $\geq 3^\circ$

TAL	1. G51 WRAP MODE – ITEM 45 EXEC (ACT)														
AIL trim = 5	2. BF – MAN 3. BF – UP (to 0%)														
NO Y JET	4. Perform roll reversals at $3^\circ/\text{s}$ (expect sluggish control)														
$M < 13$ & AIL trim = 5	5. P – CSS 6. Fly α per schedule: <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <td style="border: none; padding: 0 5px;">M</td> <td style="border: 1px solid black; padding: 2px 5px;">12</td> <td style="border: 1px solid black; padding: 2px 5px;">11</td> <td style="border: 1px solid black; padding: 2px 5px;">10</td> <td style="border: 1px solid black; padding: 2px 5px;">9</td> <td style="border: 1px solid black; padding: 2px 5px;">8-6</td> <td style="border: 1px solid black; padding: 2px 5px;">5</td> </tr> <tr> <td style="border: none; padding: 0 5px;">α</td> <td style="border: 1px solid black; padding: 2px 5px;">37</td> <td style="border: 1px solid black; padding: 2px 5px;">36</td> <td style="border: 1px solid black; padding: 2px 5px;">35</td> <td style="border: 1px solid black; padding: 2px 5px;">33</td> <td style="border: 1px solid black; padding: 2px 5px;">30</td> <td style="border: 1px solid black; padding: 2px 5px;">26</td> </tr> </table>	M	12	11	10	9	8-6	5	α	37	36	35	33	30	26
M	12	11	10	9	8-6	5									
α	37	36	35	33	30	26									
$M < 5$	7. TRIM/RHC PNL – ENA 8. TRIM ROLL – away from AIL trim (to < 1) 9. P – AUTO														
$M < 2$	10. BF – AUTO														

ENT-10a/A,E/B

HIGH-FREQ OSC OR SURF/JET CYCLE

Returning PL > 10K lb	1. G51 $\sqrt{\text{FILTER ALT}}$ – ITEM 21 (*)
	2. P, R/Y – CSS
Osc/Cycle continues	3. ENTRY MODE – LO GAIN
Osc/Cycle stops	4. ENTRY MODE – AUTO 5. P, R/Y – AUTO

ENT-10b/A,E/B



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MS ONLY

4-12

ENT/ALL/GEN H





**POST
LDG**

POST LANDING PROCEDURES



POST
LDG

- * **LOSS OF COMM** *
- * In event of loss of comm (day or night), the following signals *
- * will be utilized to indicate onboard status to convoy: *
- * NOTE *
- * Before declaring loss of comm, attempt to contact *
- * convoy on 259.7 using PRC-112 radio channel A *
- * Crew should continue signals until acknowledged by convoy *
- * From Crew (with Mini Mag light stowed in ACES or Spotlight *
- * stowed in volume 3b) *
- * Crew OK Circular motion *
- * OMS/RCS & Hatch safed Circular motion *
- * APU shutdn Circular motion *
- * Crew needs assistance; *
- * will open/blow hatch Vertical motion *
- * Crew needs assistance; *
- * will not open/blow hatch Horizontal motion *
- * From Convoy *
- * Convoy will acknowledge crew signals with sequence of *
- * three flashes of headlights on convoy vehicle *
- * Continuous flashing – Emer pwrdsn and egress *
- * ***** *
- * **EXPEDITED PWRDN** *
- * Accomplish for: *
- * • Loss of all comm, including hand signals, with convoy *
- * elements *
- * • Loss of telemetry and onboard systems monitoring *
- * visibility *
- * • Fuel leak (OMS, RCS, or APU) if: *
- * - Nonisolatable, or *
- * - Leak occurs during RTLS, TAL, AOA, or *
- * POST D/O TIG *
- * • Fire Suppression Bottle discharged during entry for *
- * confirmed or suspected fire *
- * If APU, OMS, RCS Fuel Leak: *
- * APUs OFF ASAP *
- * As time permits: *
- * RCS,OMS SAFING (RJDs), 5-4 *
- * GPC DEACT *
- * O6 GPC MODE 1,2,3,4,5 (five) – STBY (tb-bp) *
- * – HALT *
- * ET UMBILICAL DOOR OPENING, 5-5 (RTLS/TAL only) *
- * ‘MODE 5’ POST LANDING EGRESS Cue Card (CDR or *
- * MCC call) then EMER PWRDN Cue Card *

1: GNC VERT SIT 2	2: GNC SYS SUMM 1
3: BFS, GNC VERT SIT 2	

POST LANDING

WARNING
 APUs OFF ASAP for APU
 hydrazine, OMS, RCS (FWD or
 AFT), or MPS propellant leak

- 00:00
- C After orbiter stops:
 Report, "WHEELS STOP"
 Establish COMM with NCC

 - L2 SPD BK – MAN, full fwd
 NWS – OFF

 - P If RTLS or TAL abort:
 Perform ET UMBILICAL DOOR
 OPENING, 5-5

 - R2 √APU AUTO SHTDN (three) – ENA
 √SPEED SEL (three) – NORM

 - R1 √AC BUS SNSR (three) – AUTO

 - C F6 FLT CNTLR PWR – OFF

 - B F3 HUD PWR (two) – OFF

 - P C3 If ELS:
 MSTR MADS PWR – OFF
 DoD ELS, MCC call DoD OSC on NCC

NOTE
 MCC will report "GO/NO-GO
 TO DOFF SUITS" (post safety
 assessment)

1: GNC VERT SIT 2	2: GNC SYS SUMM 1
3: BFS, GNC VERT SIT 2	

CDR

NOTE

CDR activities are now on even numbered pages and PLT activities on odd numbered pages

RCS, OMS SAFING (RJDs)

C3 √OMS ENG (two) – OFF
O14:F RJD DRIVER (nine) – OFF
O15:F LOGIC (eight) – OFF
O16:F OMS ENG VLV (two) – OFF

C,P,MS

DRAG CHUTE SAFING

(Not performed if ELS)

O15:E cb MNB DRAG CHUTE SYS 2 – op
O16:E MNC DRAG CHUTE SYS 1 – op
F2,F3, √DRAG CHUTE pb (six) – It off
F4

DEACT AIR DATA PROBE HTRS

C3 √AIR DATA PROBE (two) – DPY

C,P,MS

LANDING GEAR SAFING

(Not performed if ELS)

R14:F cb ESS 1BC LDG GEAR ARM/DN
RESET – cl

NOTE

SM0 TIRE PRESS msgs occur when LG ARM/DN RESET performed

A12 LG ARM/DN RESET – RESET
F6,F8 √LDG GEAR pb (four) – It off
A12 LG ARM/DN RESET – dn
R14:F cb ESS 1BC LDG GEAR ARM/DN
RESET – op

Check with MS3. Report to MCC: “RJDs OFF, SIDE HATCH, DRAG CHUTE, AND LANDING GEAR SAFED” (MCC report to NCC)

1: GNC VERT SIT 2	2: GNC SYS SUMM 1
3: BFS, GNC VERT SIT 2	

PLT ET UMBILICAL DOOR OPENING

Report to MCC, "ET UMBILICAL DOORS ARE COMING OPEN"

R2 ET UMB DR
MODE – GPC/MAN
R LAT – REL (tb-bp, REL ~6 sec)
– OFF
DR – OP (tb-bp)
Wait 12 sec, R DR – OFF (tb-bp)
L LAT – REL (tb-bp, REL ~6 sec)
– OFF
DR – OP (tb-bp)
Wait 12 sec, L DR – OFF (tb-bp)
MODE – GPC

HYDRAULIC LOAD TEST (ON MCC CALL)

NOTE

Minimum of two operating hyd systems is reqd for this test

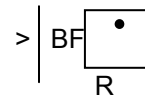
F4 BDY FLP pb – MAN
F8 √FLT CNTLR PWR – ON

NOTE

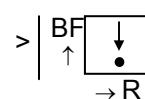
If only two systems are operating, do not depressurize either hyd pump

R2 HYD MN PUMP PRESS 1 – LO (MA)
C3 Run Full Load Test:
BDY FLP – TRAIL
RHC – Forward ctr
Rudder full left
When set, do following simo:
BDY FLP – UP (to ≤ 6%)
RHC – move to aft ctr
Rudder full right
RHC – release
Rudder – neutral
BDY FLP – reset to TRAIL
R2 HYD MN PUMP
PRESS 1 – NORM
3 – LO (MA)
C3 Repeat Load Test
R2 HYD MN PUMP PRESS 3 – NORM

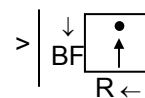
SETUP:



LOAD TEST:



RELEASE:



1: GNC VERT SIT 2	2: GNC SYS SUMM 1
3: BFS, GNC VERT SIT 2	

CDR

MCC Report GO/NO-GO for DPS transition

DPS TRANSITION – GNC 9 (If PASS)

NOTE

No keyboard entries or sw throws 10 sec:
 Before and after moding PASS GPCs to RUN
 Before OPS transition or set expansion/contraction requests until new OPS base page is displayed.

MCC will call for BFS to be taken from RUN to STBY for Solid State Recorder dumping and PL monitoring as reqd

√BFC CRT DISP – ON

CRT3 BFS, GNC, OPS 000 PRO

3: BFS, GNC BFS MEMORY

1: GNC 0 GPC MEMORY

Verify:

CONFIG GPC	9	12340
STR 1	1	
2	2	
3	3	
4	4	
PL 1/2	1	
CRT 1	1	
2	2	
3	3	
4	0	
L 1	1	
2	2	
MM 1	1	
2	2	

CRT1 GNC, OPS 901 PRO

1: GNC VERT SIT 2 2: GNC SYS SUMM 1

3: BFS, GNC VERT SIT 2

PLT SET BODY FLAP (Prior to OPS 9)

F4 BODY FLAP pb – MAN
C3 BODY FLAP – DOWN (100%)

SSME REPO (If PASS, OPS 9, and GO from MCC)

NOTE

Do not resume GNC SPEC 105 until 'VFB 84 – COMPLETE' msg rcvd

2: GNC 105 TCS CONTROL

R4 HYD MPS/TVC ISOL VLV SYS (three) – OP
Hold 5 sec, √tb – OP

- * If less than two HYD MPS/TVC *
- * ISOL VLVs open, √MCC *

CRT2 CLEAR MSG – ITEM 8 EXEC
SELECT ID – ITEM 1 +0 2 EXEC
√NAME VFB 84 (~15 sec)
MM READ – ITEM 2 EXEC
√'AI MODE 1(0,3) COMPLETE' msg (~2.5 min)
√'VFB 84 – COMPLETE' msg

- * If any 'AI MODE X FAILED RETEST' msg: *
- * √MCC, report ECP ERROR *
- * To terminate: CANCEL – ITEM 5 EXEC *

Go to APU/HYD SHUTDN >>

SPDBK REPO (No SSME REPO, ON MCC GO)

R4 √HYD MPS/TVC ISOL VLV SYS (three) – CL

2: GNC 113 ACTUATOR CONTROL

CRT2 AI MODE 1 MDM – ITEM 23 EXEC (*)
√ACTUATOR GIMBALING STATUS – RUN, CPLT
SB – ITEM 1 EXEC (*)
RATE – ITEM 29 +1 EXEC
FIN POS – ITEM 30 +8 EXEC
√START 31 – → ←
START – ITEM 31 EXEC (*→ ←)
√STATUS – RUN, CPLT (~30 sec)

- * If STATUS – STOP or BUSY: *
- * √MCC, (To terminate: ITEM 32 EXEC) *

Go to APU/HYD SHUTDN >>

1: AS DESIRED	2: AS DESIRED
3: AS DESIRED	

CDR RAD RECONFIG

(On MCC call, unless no COMM)

- O1 When FREON EVAP OUT TEMP > 40 degF:
If RTLS/TAL/AOA, go to NH3 RECONFIG, 5-22 >>
- L1 RAD OUT TEMP – HI
H2O PUMP LOOP 1 – ON
Proceed to NH3 ACT

NH3 ACT

- O1 When FREON EVAP OUT TEMP > 55 degF, select one of the following as specified by MCC:
- L1 NH3 CNTLR A – PRI/GPC ()
– SEC/ON ()
B – PRI/GPC ()
– SEC/ON ()

- * During NH3 ops: *
- * If EVAP OUT TEMP alarm and *
- * O1 FREON EVAP OUT TEMP < 32 degF: *
- * L1 1. FREON PUMP LOOP 1,2 *
- * (two) – OFF (ASAP) *
- * 2. √H2O PUMP LOOP 1 – ON *
- * 3. NH3 CNTLR A(B) – OFF *
- * 4. FLOW PROP VLV LOOP 1,2 *
- * (two) – PL HX (tb-PL) *
- * 5. FREON PUMP LOOP 1 – B *
- * Wait 3 min, then: *
- * 6. FREON PUMP LOOP 2 – B *
- * 7. Go to NH3 RECONFIG, 5-22 >> *
- * If EVAP OUT TEMP alarm and *
- * O1 FREON EVAP OUT TEMP > 65 degF: *
- * 8. Go to NH3 RECONFIG, 5-22 *

1: AS DESIRED	2: AS DESIRED
3: BFS, SM SYS SUM 2	

PLT APU/HYD SHUTDN

√SSME REPO complete (if PASS)

R4 HYD MPS/TVC ISOL VLV (1,2,3; 5 sec interval) – CL (hold each 5 sec, tb-CL)

R2 BLR PWR (three) – OFF
 N2 SPLY (three) – OFF

APU OPER
 (1,2,3; 5 sec interval) – OFF (MA)
 APU FU TK VLV (three) – CL

√Shutdn (HYD PRESS < 200)
 CNTLR PWR (three) – OFF

MCC Report to MCC, “APU/HYD SHUTDOWN”
 Report to Convoy 1, “SSME REPO COMPLETE AND APU/HYD SHUTDOWN”
 Report, “GO/NO-GO FOR VENT DOOR PURGE POSITIONING”

**POST LANDING MPS RECONFIG
 (After APU/HYD shutdn + 1 min)**

NOTE

Expect multiple MAs for MPS
 He P as regs bleed down

R2 MPS He ISOL (six) – CL
 I’CNCT L – OUT OP
 PNEU L ENG He XOVR – CL

1: AS DESIRED	2: AS DESIRED
3: AS DESIRED	

C,MS

C

PCS DEACTIVATION

L2 O2 SYS 1,2 SPLY (two) – CL (tb-CL)
 √EMER tb – bp

MS

GPS PWRDN

- * If landing not at KSC, EDW, or NOR *
- * GPS ENCRYPT – ZEROIZE *
- * Wait 1 sec *
- * GPS ENCRYPT – NORMAL *

If OV103,4:
 A13

GPS POWER – OFF
 PRE AMPL UC – OFF
 LC – OFF

If OV105:
 O7

GPS POWER (three) – OFF
 PRE AMPL UPPER (three) – OFF
 LOWER (three) – OFF

MCC

Report, “GO/NO-GO FOR EXTENDED
 PWR UP”

**If GO for EXTENDED PWR UP, go to
 SYS DEACT FOR EXTENDED PWR UP,
 5-14**

1: AS DESIRED	2: GNC 105 TCS CONTROL
3: AS DESIRED	

PLT VENT DOOR PURGE POSITIONING (PASS)

(on MCC GO, not performed if ELS)
 (Do not perform during SYS DEACT FOR
 EXTENDED PWRUP)

CRT2 CLEAR MSG – ITEM 8 EXEC
 SELECT ID – ITEM 1 +0 3 EXEC
 √NAME 'VFB89' (~15 sec)
 MM READ – ITEM 2 EXEC
 After 'VFB89 – ENTERING 30 MIN
 DELAY' msg, CANCEL – ITEM 5 EXEC

RCS, OMS VALVE TEST

Pause 1 sec between each line

O7 √MSTR RCS XFEED – OFF
 O8 L,R OMS He PRESS/VAP ISOL (four) –
 CL, GPC
 L OMS XFEED (two) – OP (tb-OP),
 then – CL (tb-CL)
 R OMS XFEED (two) – OP (tb-OP), GPC
 then – CL (tb-CL), GPC
 L,R OMS TK ISOL
 (four) – CL (tb-CL),
 then – OP (tb-OP), GPC
 L OMS XFEED (two) – OP (tb-OP), GPC
 FWD RCS
 He PRESS (two) – CL (tb-CL), GPC
 TK ISOL (two) – CL (tb-CL),
 then – OP (tb-OP), GPC
 MANF ISOL (five) – CL (tb-CL)
 then – OP (tb-OP), GPC
 O7 L,R RCS
 He PRESS (four) – CL (tb-CL), GPC
 MANF ISOL (ten) – CL (tb-CL),
 then – OP (tb-OP), GPC
 TK ISOL (six) – CL (tb-CL)
 XFEED (four) – OP (tb-OP),
 then – CL (tb-CL), GPC
 TK ISOL (six) – OP (tb-OP), GPC

1: AS DESIRED	2: AS DESIRED
3: AS DESIRED	

C **GPC DEACT (if NO-GO FOR EXTENDED PWR UP)**
 (Perform after RCS/OMS VALVE TEST completed
 by PLT)

O6 GPC MODE 1,2,3,4,5 (five) – STBY (tb-bp)
 – HALT
 Inform MS to proceed with POST
 LANDING PAYLOAD ACTIVITIES
 (if reqd), FS 5-19

1: OFF	2: OFF
3: OFF	

C,MS,PS HATCH OPENING (KSC,EDW,NOR)

SEAT EGRESS

C,MS,PS Pull G SUIT controller clip (if inflated)
 Lap Belt and Chute – Release
 Egress seat (Helmet reqd if ELS)
 MS,PS Unstow 'Return to Houston' Bags (except
 ELS)

HATCH OPENING (not KSC,EDW,NOR)

ALL √Tabs/Visor – CL
 Green Apple – PULL
 MS Open Hatch/Deploy Slide per decal
 C Give PLT GO for VEHICLE PWRDN

C,MS,PS ORBITER UNAIDED EGRESS

Egress orbiter
 Hand carry Landing Site Data book
 (if ELS) (reference ELS POST
 LANDING procedures)

1: OFF	2: OFF
3: OFF	

PLT

NOTE

If GO for EXTENDED PWR UP, go to SYS DEACT FOR EXTENDED PWR UP, 5-15.

If NO-GO for EXTENDED PWR UP, continue ops

HATCH OPENING (not KSC,EDW,NOR)

Before hatch opening:

√Tabs/Visor – CL

Green Apple – PULL

**EXTEND
PWR UP**

VEHICLE PWRDN (on GO from CDR)

NOTE

All vehicle lighting and orbiter O2 will be lost at pwrdn

R1	MN BUS TIE (three)	– OFF
	FC/MN BUS (three)	– OFF
	ESS BUS SOURCE FC (three)	– OFF

EGRESS

Pull G SUIT controller clip (if inflated)
Egress seat, orbiter
(Helmet reqd if ELS)

MCC TO KSC HANDOVER (at crew egress)

1: GNC 0 GPC MEMORY	2: AS DESIRED
3: AS DESIRED	

CDR SYS DEACT FOR EXTENDED PWR UP
 (Do not perform during VENT DOOR PURGE POSITION, SSME REPO, or SPDBK REPO sequence)

NOTE

No keyboard entries or sw throws 10 sec:
 Before and after moding PASS GPCs to RUN
 Before OPS transition or set expansion/contraction requests until new OPS base page is displayed

**EXTEND
PWR UP**

1: GNC 0 GPC MEMORY

CONFIG GPC	9	10000
STR 1	1	
2	1	
3	1	
4	1	
PL 1/2	1	
CRT 1	1	
2	1	
3	1	
4	0	
L 1	1	
2	1	
MM 1	1	
2	1	

CRT1 GNC, OPS 901 PRO

GPC PWRDN

O6 GPC MODE 2,3,4 (three) – STBY (tb-bp)
 – HALT

CRT1 If no GPC failure,
 ERR LOG RESET – ITEM 48 EXEC

O6 GPC PWR 2,3,4 (three) – OFF
 LTG (five) – OFF

C2 IDP/CRT 2 PWR – OFF

Inform MS2 to proceed with MS Sys
 Deact activities, 5-18

1: GNC 0 GPC MEMORY	2: AS DESIRED
3: AS DESIRED	

PLT SYS DEACT FOR EXTENDED PWR UP

F8 FLT CNTLR PWR – OFF
F3 TRIM PNL – OFF
 √RHC – INH
R4 HYD BK HTR (three) – OFF
O8 LTG (five) – OFF
O17:A ATVC (four) – OFF

1: AS DESIRED	2: OFF
3: AS DESIRED	

C,MS,PS

C	L2	ANTISKID	- OFF
		√NWS	- OFF
	C3	√FCS CH (four)	- AUTO
	F3	TRIM PNL	- OFF
		√RHC	- INH

IDP/CRT 4 PWRDN

MS	R12	IDP/CRT 4 PWR	- OFF
----	-----	---------------	-------

EGRESS

(After MS Sys Deact complete, and ASP Comm check with MCC complete)

C	L5	L COMM PWR	- OFF
---	----	------------	-------

C,MS,PS		Pull G SUIT controller clip (if inflated)	
		Egress seat	

MS MS,PS	A11,A15, MO39M	COMM CCU PWR	- OFF
-------------	-------------------	--------------	-------

Unstow 'Return to Houston' Bags

C,MS,PS		Egress orbiter	
---------	--	----------------	--

1: AS DESIRED	2: OFF
3: AS DESIRED	

PLT

EGRESS

(When desired after ground support personnel establishes comm at PS station)

- R6 R COMM PWR – OFF
- Pull G SUIT controller clip (if inflated)
- Egress seat, orbiter

MCC TO KSC HANDOVER

(At crew egress or GSE cooling activation, whichever occurs later)

**MS EXT
PWR UP**

1: AS DESIRED 2: OFF

3: AS DESIRED

MS EXT
PWR UP

MS MS SYS DEACT FOR EXTENDED PWR UP

MS1 Perform POST LANDING PAYLOAD ACTIVITIES
(if reqd), FS 5-19

MS2 LRU DEACTIVATION
(After APU/HYD SHUTDN)

- O14,O15,
- O16 BRAKES (three) – OFF
- RGA (four) – OFF
- IMU (three) – OFF
- ASA (four) – OFF
- cb ADTA (four) – op
- cb/sw ACCEL (four) – op/OFF
- cb DDU (six) – op
- MNA NWS – op
- MNB NWS – op
- O7 TACAN MODE (three) – OFF
- (OV103,104 only)
- O8 RADAR ALTM (two) – OFF
- MLS (three) – OFF
- C L1 IMU FAN (three) – OFF

APU HEATER DEACTIVATION
(After APU/HYD SHUTDN)

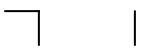
- A12 APU HTR
- TK/FU LN/H2O SYS (six) – OFF
- GAS GEN/FU PUMP (three) – OFF
- LUBE OIL LN (three) – OFF

RCS/OMS HEATERS PWRDN

- A14 OMS CRSFD LINE A,B (two) – OFF
- If reqd, install and lock PL Bay Window Shades
- MS2 Inform CDR, "POST LANDING PROCEDURE COMPLETE"



Replace this page with page(s) from Flight Supplement





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1: AS DESIRED	2: OFF
3: AS DESIRED	

ASP INTEGRATED POST LANDING PROCEDURES FOR EXTENDED PWR UP

ASP 1	A15	Connect Comm (PS) PS Comm CCU PWR – ON
		Comm ck with MCC
ASP to MCC		Report when “CREW READY TO EGRESS”
		Report “POST LANDING PROCEDURE COMPLETE”

**ASP EXT
PWR UP**

1: AS DESIRED	2: OFF
3: AS DESIRED	

CDR NH3 DEACT

(On MCC call if Cooling Cart ready)

- L1
1. NH3 CNTLR A(B) – OFF
 2. RAD OUT TEMP – NORM

- | | | |
|------|--------------------------------|---|
| * | After NH3 TERMINATION: | * |
| * | If EVAP OUT TEMP alarm and | * |
| * O1 | FREON EVAP OUT TEMP < 32 degF: | * |
| * L1 | 1. FREON PUMP LOOP 1,2 | * |
| * | (two) – OFF (ASAP) | * |
| * | 2. √H2O PUMP LOOP 1 – ON | * |
| * | 3. FLOW PROP VLV LOOP 1,2 | * |
| * | (two) – PL HX (tb-PL) | * |
| * | If no comm: | * |
| * | 4. Go to VEHICLE PWRDN, | * |
| * | 5-13 >> | * |
| * | 5. √MCC | * |
| * | If EVAP OUT TEMP alarm and | * |
| * O1 | FREON EVAP OUT TEMP > 65 degF | * |
| * | for 5 min: | * |
| * | 6. Go to POST LANDING LOSS | * |
| * | OF COOLING, 5-24 | * |

1: AS DESIRED	2: OFF
3: AS DESIRED	

POST LANDING LOSS OF COOLING (NH3 FAILED OR DEPLETED)

- | | | |
|--------|----|---|
| C | L1 | 1. NH3 CNTLR A,B (two) – OFF |
| | | 2. √RAD BYP VLV MAN SEL (two) – RAD FLOW (tb-RAD, 3 sec) |
| | | 3. √RAD CNTLR OUT TEMP – NORM |
| C,P,MS | | 4. √Complete post landing procedures thru ENT C/L, 5-18 & FS 5-19 ASAP
Assume GO for EXTENDED PWR UP |
| B | C3 | 5. √BFC CRT SEL – 3+1
DISP – ON |

3: BFS, SM SYS SUMM 2

- | | | |
|---|------|---|
| | | Terminate monitoring if ground cooling established (Convoy commander call) >> |
| | CRT3 | 6. Monitor AV BAY TEMP (three)
When AV BAY TEMP 1 or 2 > 113 or AV BAY TEMP 3 > 107 or no temperature insight: |
| P | | 7. Go to VEHICLE PWRDN, 5-13 >> |
| A | | 8. Crew egress if not already complete |

1-ORBIT LATE DEORBIT PROCEDURES

Refer to DEORBIT BURN FLIGHT RULES
Cue Card for failures that require 1-orbit
delay

**1-ORB
LATE**

1: GNC DEORB MNVR COAST 2: GNC DEORB MNVR COAST
3: BFS, GNC DEORB MNVR COAST

1-ORBIT LATE DEORBIT PROCEDURES

TRANS B
DAP

These procedures assume:

1. All DEORB PREP completed
2. DEORBIT BURN completed up to but not including SINGLE APU START, 3-13. If activities are not complete, then do them during troubleshooting time

C CRT1 GNC, OPS 301 PRO

R2 √HYD MN PUMP PRESS (three) – NORM

B A14 RCS/OMS HTR

FWD RCS – A AUTO
L POD (two) – A AUTO, B OFF
R POD (two) – A AUTO, B OFF
OMS CRSFD LINES (two) –
A AUTO, B OFF
FWD RCS JET 5 (one) – AUTO
AFT RCS JET 5 (one) – AUTO

1: GNC 50 HORIZ SIT

3: BFS, GNC 50 HORIZ SIT

CRT1 √GPS, INCORPORATE

TIG-1:10> **IMU/IMU ALIGN**

Perform IMU/IMU alignment using best IMU as reference. √MCC for reference IMU

1: GNC 21 IMU ALIGN

C CRT1 REF IMU – ITEM 14 + __ EXEC

√TYPE, ITEM 15 – TORQUE

ALIGN IMU 1(2,3) –

ITEM 10(11,12) EXEC (*)

If no comm, EXEC – ITEM 16 EXEC (*)

Rcd MET ___/___:___

√EXEC, ITEM 16 – (no *) (4-6 min)

1-ORB
LATE

1: GNC DEORB MNVR COAST | 2: GNC DEORB MNVR COAST
3: BFS, GNC DEORB MNVR COAST

CRT2 GNC, OPS 302 PRO

1: GNC DEORB MNVR EXEC | 2: GNC DEORB MNVR EXEC
3: BFS, GNC DEORB MNVR EXEC

ALL FLUID LOADING: 1-ORBIT LATE

Begin Fluid Loading per individual prescription. Fluid Loading should be completed by EI
For 1 rev waveoff, repeat half the protocol
For > 1 rev waveoff, repeat entire protocol

FINAL DEORB UPDATE/UPLINK

1: GNC 50 HORIZ SIT |
3: BFS, GNC 50 HORIZ SIT

CRT1,3 GPS INH – ITEM 43 EXEC

1: GNC DEORB MNVR EXEC |
3: BFS, DEORB MNVR EXEC

C MCC UPDATE:
DEL PAD
OMS PRPLT PAD
MCC UPLINK:
PASS, BFS SV (if reqd)
PASS, BFS TGT

G50 √LAND SITE as reqd

On MCC GO:

CRT1 LOAD – ITEM 22 EXEC
TIMER – ITEM 23 EXEC

CRT1,3 √PASS & BFS TGTS per MNVR PAD:
BURN ATT
ΔVTOT
TGO
HA HP

1: GNC DEORB MNVR EXEC | 2: GNC DEORB MNVR EXEC
3: BFS, GNC DEORB MNVR EXEC

IF WAVEOFF
Go to IF NO-GO FOR
DEORBIT BURN, 3-11

TIG-15> B A14 RCS/OMS HTR
FWD RCS – OFF
L POD (two) – A OFF,B OFF
R POD (two) – A OFF,B OFF
OMS CRSFD LINES (two) –
A AUTO,B AUTO
FWD RCS JET 5 (one) – OFF
AFT RCS JET 5 (one) – OFF

TIG-10> **MNVR TO 1-ORBIT LATE DEORBIT ATT**

C3 √DAP: AUTO
B F6,F8 √ADI ATT (two) – INRTL
√ERR (two) – MED
√RATE (two) – MED
C CRT1 MNVR – ITEM 27 EXEC (*)
(√ADI ATT with CRT BURN ATT)
B Copy last DEL PAD and OMS PRPLT PAD
data on DEORBIT BURN Cue Cards

F6/F8 √DEORBIT BURN and DEORBIT BURN
MONITOR Cue Cards installed

3: BFS, SM SYS SUMM 2

R2 HYD MN PUMP PRESS (three) – LO

Return to DEORBIT BURN Cue Cards and
SINGLE APU START, 3-13

SWITCH LIST AT WHEELS STOP **EGRESS**

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7-1

ENT/ALL/GEN H



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(Replace with pages FS CC 8-2 thru FS CC 8-4) |

8-2

ENT/ALL/GEN H





TOP
 BACK OF 'DEORBIT BURN (RCS)'



**HOOK
 VELCRO**

**HOOK
 VELCRO**



ENT-3b/D/E

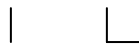
HINGE

(reduced copy)
 CC 8-6

FAB USE ONLY

ENT/ALL/GEN H





TOP
 HINGED AT BOTTOM OF 'DEORBIT BURN (RCS)'
 HINGE



ENT-3bb/D/E



FAB USE ONLY

(reduced copy)
 CC 8-7

ENT/ALL/GEN H

TOP
HINGED AT BOTTOM OF 'DEORBIT BURN (2 ENG)
HINGE

* **RCS COMPLETION:**

* THC +X to TGT HP or TOT AFT QTY 1 %

* At AFT QTY 1 If CUR HP: THC +X to CAPTURE HP or
TOT AFT QTY 2 % then
PREBANK/FRCS COMPLETION
to downrange site

* CAPTURE HP PREBANK/FRCS COMPLETION
to downrange site

* PREBANK/FLIP HP PREBANK/FRCS COMPLETION

* AFT HP THC +X to TGT HP

* TGT HP

* **FRCS COMPLETION (if applicable):**

* MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)

* THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF

+ :02 OMS ENG(s) – OFF (if < 3 IMU, at :)

* AFT RCS RECONFIG if INTERCONNECT *

Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-4aa/D/K

(reduced copy)

FAB USE ONLY

CC 8-9

ENT/ALL/GEN H

TOP
BACK OF 'DEORBIT BURN (2 ENG)'

HOOK VELCRO	DEORBIT BURN (1 ENG)	HOOK VELCRO
------------------------	---------------------------------	------------------------

√MM302 √OMS L or R
 √OMS BURN CONFIG (L or R XFEED)
 Enter TGO + 10 sec
 √TRIM per MNVR PAD or P +0.0, LY +5.2, RY -5.2
 L,R OMS He PRESS/VAP ISOL A (two) – OP
 Wait 2 sec B (two) – OP
 √DAP – AUTO(PASS)/DISC
 ADI – LVLH(REF)/HI/MED
 FLT CNTLR PWR (two) – ON
 Good OMS ENG – ARM/PRESS
 TIG-2 EXEC (NO EXEC > TIG + :)
 - :15 If OMS AFT QTY < 11%, THC +X to OMS IGN + 1 sec
 - :15 TIG Start watch (√P_C, ΔVTOT, ENG VLVs)
 :00
 * If no OMS ignition: APUs – SHUT DN *
 OMS XFEED RETURN at ΔVTOT =
 or at %
 L,R OMS TK ISOL (four) – OP
 XFEED (four) – CL

```

* OMS PRPLT FAIL:
* OMS ENG – OFF
* STOP BURN:
* APUs – SHUT DN
* SAFE   Secure aff OMS
* HP -----
* CONTINUE BURN:
* Secure aff OMS
* ITEM 18 +Q EXEC
* √ADI – LVLH, center needles
* Interconnect good OMS to RCS
* THC +X(√OMS% vs RCS Burn Time)
* AFT RCS RECONFIG
* RCS COMPLETION
* OMS ENG FAIL:
* OMS ENG – OFF
* STOP BURN:
* ENG    APUs – SHUT DN
* FAIL -----
* HP
* CONTINUE BURN:
* √ADI – LVLH, center needles
* Interconnect good OMS to RCS
* THC +X(√OMS% vs RCS Burn Time)
* RCS I'CNCT TK SW
* THC +X(√OMS% vs RCS Burn Time)
* AFT RCS RECONFIG
* RCS COMPLETION
* RCS +X JET FAIL OFF:
* STOP BURN:
* SAFE   APUs – SHUT DN
* HP -----
* CONTINUE BURN:
* ITEM 18 +Q EXEC
*  Resel jets
  
```

ENT-4b/D/J

HINGE

(reduced copy)

FAB USE ONLY

CC 8-10

ENT/ALL/GEN H

TOP
HINGED AT BOTTOM OF 'DEORBIT BURN (1 ENG)
HINGE

* **RCS COMPLETION:**

* THC +X to TGT HP or TOT AFT QTY 1 %

* At AFT QTY 1 If CUR HP: THC +X to CAPTURE HP or
TOT AFT QTY 2 % then
PREBANK/FRCS COMPLETION
to downrange site

* CAPTURE HP PREBANK/FRCS COMPLETION
to downrange site

* PREBANK/FLIP HP PREBANK/FRCS COMPLETION

* AFT HP THC +X to TGT HP

* TGT HP

* **FRCS COMPLETION** (if applicable):

* MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)

* THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF

+ :02 OMS ENG – OFF (if < 3 IMU, at :)

* AFT RCS RECONFIG if INTERCONNECT *

Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-4bb/D/L

(reduced copy)

FAB USE ONLY

CC 8-11

ENT/ALL/GEN H

TOP

HOOK
VELCRO

UNBALANCED
PRPLT
DEORBIT
BURN

HOOK
VELCRO

√MM302 √OMS BOTH
Enter TGO + 5 sec
√TRIM per MNVR PAD or P +0.0, LY -5.7, RY +5.7
√DAP – AUTO(PASS)/DISC
ADI – LVLH(REF)/HI/MED
FLT CNTLR PWR (two) – ON
Feed 2 ENG from 1 POD
L,R OMS He PRESS/VAP ISOL A (two) – GPC
B (two) – OP

OMS TK ISOL (two) – CL (tb-CL)
L,R OMS XFEED (four) – OP (tb-OP)

TIG-2: OMS ENG (two) – ARM/PRESS
- :15 EXEC (NO EXEC > TIG + :)
- :15 If OMS AFT QTY < 11%, THC +X to OMS IGN + 1 sec
:00 TIG Start watch (√P_c, ΔVTOT, ENG VLVs)
If no OMS ignition: APUs – SHUT DN

* While feeding 2 OMS from 1 POD:

OMS PRPLT FAIL:

Failed OMS ENG(s) – OFF

STOP BURN:

APUs – SHUT DN

Secure OMS

SAFE
HP

CONTINUE BURN:

ITEM 18 +0 EXEC

If Both ENGS ↓:

Secure OMS

√ADI – LVLH, center needles

Interconnect OMS to RCS

THC +X for :

AFT RCS RECONFIG

RCS COMPLETION

If (XFEED) ENG ↓:

When OMS QTY:

5%: OMS TK ISOL (two) – OP

4%: OMS TK ISOL (two) – CL

If OMS P_c < 80 or OMS TEMP,

OMS ENG – OFF

√ADI – LVLH, center needles

RCS COMPLETION

If (STRAIGHT FEED) ENG ↓:

OMS ENG FAIL

OMS ENG FAIL (CONTINUE BURN):

Failed OMS ENG – OFF

at ΔVTOT =

or at %

TK ISOL (two) – OP

TK ISOL (two) – CL

Return to 2 ENG, 2 POD FLOW at ΔVTOT:

OMS TK ISOL (two) – OP (tb-OP)

L,R OMS XFEED (four) – CL (tb-CL)

ENT-5a/D/M

HINGE

(reduced copy)

FAB USE ONLY

CC 8-12

ENT/ALL/GEN H

TOP
HINGED AT BOTTOM OF 'UNBALANCED PRPLT DEORBIT BURN'
HINGE

* **OMS PRPLT FAIL:**

Failed OMS ENG – OFF

L OMS FAIL HP	R OMS FAIL HP
□ □ □	□ □ □

STOP BURN:
Good OMS ENG – OFF
APUs – SHUT DN
Secure aff OMS

CONTINUE BURN:

ITEM 18 +Q EXEC
When good OMS QTY:
5%: L,R OMS XFEED (four) – OP
4%: Good OMS TK ISOL (two) – CL
If OMS P_C < 80 or OMS TEMP,
OMS ENG – OFF
√ADI – LVLH, center needles
RCS COMPLETION

* **OMS ENG FAIL:**

Failed OMS ENG – OFF

OMS XFEED at 1/2 ΔVTOT at fail

□	□	□
---	---	---

or OMS QTY

□	□
---	---

 %L or

□	□
---	---

 %R

* **2nd OMS FAIL (ENG or PRPLT):**

Failed OMS ENG – OFF

If PRPLT FAIL: Secure aff OMS
ITEM 18 +Q EXEC

Both ENG FAIL HP	Either PRPLT FAIL (SAFE) HP
□ □ □	□ □ □

STOP BURN:
APUs – SHUT DN

CONTINUE BURN:

√ADI – LVLH, center needles
Interconnect good OMS to RCS
THC +X (√OMS% vs RCS Burn Time)
RCS I'CNCT TK SW (N/A PRPLT FAIL)
THC +X (√OMS% vs RCS Burn Time)
AFT RCS RECONFIG
RCS COMPLETION

* **RCS COMPLETION:**

THC +X to TGT HP or TOT AFT QTY 1

□	□	□
---	---	---

 %
At AFT QTY 1 THC +X to CAPTURE HP or TOT AFT QTY 2

□	□
---	---

 %
If CUR HP: then PREBANK/FRCS COMPLETION
to downrange site

CAPTURE HP

□	□
---	---

 PREBANK/FRCS COMPLETION to downrange site

PREBANK/FLIP HP

□	□
---	---

 PREBANK/FRCS COMPLETION

AFT HP

□	□
---	---

 THC +X to TGT HP

TGT HP

□	□
---	---

* **FRCS COMPLETION (if applicable):**

MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)
THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF

+ :02 OMS ENG(s) – OFF (if < 3 IMU, at

□	□	□
---	---	---

 :

□	□
---	---

)
* AFT RCS RECONFIG if INTERCONNECT *
Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-5aa/D/O

(reduced copy)

FAB USE ONLY

CC 8-13

ENT/ALL/GEN H

TOP
HINGED AT BOTTOM OF 'DEORBIT BURN (MIXED XFEED)'
HINGE

* **OMS PRPLT FAIL:**

* OMS ENG - OFF

* SAFE
* HP

STOP BURN:
APUs - SHUT DN
Secure L,R OMS

CONTINUE BURN:
Secure L,R OMS
ITEM 18 +0 EXEC
√ADI - LVLH, center needles
RCS COMPLETION

* **OMS ENG FAIL:**

* OMS ENG - OFF

* ENG
* FAIL
* HP

STOP BURN:
APUs - SHUT DN

CONTINUE BURN:
Man repress L,R OMS > L,R RCS TK Ps
FEED FROM GOOD POD:
 OMS HE PRESS/VAP ISOL
(two) - OP
TK ISOL (two) - OP
 OMS XFEED (two) - CL
L,R RCS XFEED (four) - OP
TK ISOL (six) - CL
√ADI - LVLH, center needles
THC +X (√Lowest OMS % vs
RCS Burn Time)
AFT RCS RECONFIG
RCS COMPLETION

* **RCS +X JET FAIL OFF:**

* SAFE
* HP

STOP BURN:
APUs - SHUT DN

CONTINUE BURN:
ITEM 18 +0 EXEC
 Resel jet

* **RCS COMPLETION:**

* THC +X to TGT HP or TOT AFT QTY 1 %
* At AFT QTY 1 THC +X to CAPTURE HP or TOT AFT QTY 2 %
* If CUR HP: then PREBANK/FRCS COMPLETION
* to downrange site

* CAPTURE HP PREBANK/FRCS COMPLETION to downrange site

* PREBANK/FLIP PREBANK/FRCS COMPLETION
* HP

* AFT THC +X to TGT HP
* HP

* TGT
* HP

* **FRCS COMPLETION (if applicable):**

* MNVR to -X Att (pitch up at 3°/sec to VGOz = +1/4 ΔVTOT)
* THC -X to TGT HP or FRCS depletion (JETS FAIL OFF)

CUTOFF VGOx = 0, Release THC
+ :02 OMS ENG(s) - OFF (if < 3 IMU, at :)
* AFT RCS RECONFIG if INTERCONNECT *
Trim X,Z residuals < 2 fps (< 0.5 fps if shallow)

ENT-5bb/D/K

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FAB USE ONLY

CC 8-15

ENT/ALL/GEN H

TOP

ENTRY MANEUVERS

FLIGHT CONDITIONS	MANEUVER							
EI-5	√LVLH ATT GNC, OPS 304 PRO * If PREBANK, R/Y – CSS * * Roll at 1°/sec to * * <table border="1" data-bbox="711 655 781 680"> <tr> <td>1</td> <td>8</td> <td>0</td> </tr> </table> if HP ≥ 46 (not AOA), else * * <table border="1" data-bbox="711 680 781 705"> <tr> <td></td> <td></td> <td></td> </tr> </table> (from Prebank Table) * * Maintain PREBANK ±5° * If previous OMS OX TK, He TK, or RCS OX TK leak: <table border="1" data-bbox="678 730 732 756"> <tr> <td>G51</td> </tr> </table> VENT DOOR CNTL OPEN – ITEM 43 EXEC (AOA) SPI When SB position – 0%: √HYD MN PUMP PRESS (three) – LO	1	8	0				G51
1	8	0						
G51								
$\bar{q} = 1$	(AOA) HYD MN PUMP PRESS (three) – NORM							
'Guidance Box' @ $\bar{q} \sim 8$ or D – 3	CLOSED LOOP GUIDANCE _____:_____:_____ * If PREBANK: P,R/Y – AUTO * Begin AIL trim monitoring							
V = 24K	If previous OMS OX TK, He TK, or RCS OX TK leak: <table border="1" data-bbox="678 932 732 957"> <tr> <td>G51</td> </tr> </table> VENT DOOR CNTL CLOSE – ITEM 44 EXEC	G51						
G51								
D = 11	√DRAG H							
$\Delta Az = 10.5^\circ$	FIRST ROLL REVERSAL <table border="1" data-bbox="850 987 927 1012"> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> (DEL PAD)							
V = 19K	√HYD MPS/TVC ISOL VLV SYS (three) – CL							
V = 15K	√NAVAIDS (I/O RESET if reqd)							
V = 12K	RAD BYP VLV MODE (two) – AUTO CNTLR LOOP (two) – AUTO B(A)							
V = 10K	√SPDBK to 81%							

ENT-6a/E/R

PILE VELCRO

PILE VELCRO

PILE VELCRO

PILE VELCRO

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ENT/ALL/GEN H,6



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CC 8-17

ENT/ALL/GEN H





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CC 8-18

ENT/ALL/GEN H



HOOK
VELCRO

HOOK
VELCRO

**BAILOUT
MODE 8**

REPORT POSITION
MACH < 1.0
P, R/Y - CSS
OPS 305/603 PRO (if reqd)
SB - AUTO; BF - AUTO
FLY 185-195 KEAS, $\phi = 0^\circ$
ABORT MODE - ATO
ABORT PBI - PUSH
P,R/Y - AUTO
FLT CNTRL PWR (two) - OFF

-50K FT

TABS - RELEASE
VISOR - CLOSE/LOCK
SUIT O2 - ON
GREEN APPLE - PULL

-40K FT

MS3 - VENT CABIN
CDR,PLT SEATS - LOWER
KNEEBOARDS - REMOVE
COOLING - DISCONNECT
SEAT RESTRAINT - RELEASE
D-RING - UNCOVER

-30K FT

MS3 - JETTISON HATCH
COMM - DISCONNECT
(G-SUIT CLIP - PULL)
SUIT O2 - DISCONNECT
EGRESS SEAT
POLE - DEPLOY
D-RING - HOOK UP
BAILOUT

**POST LANDING
MODE 5**

TABS - RELEASE
VISOR - CLOSE/LOCK
SUIT O2 - ON
GREEN APPLE - PULL
KNEEBOARDS - REMOVE
COOLING - DISCONNECT
SEAT RESTRAINT -
RELEASE
PARACHUTE (four) -
RELEASE
COMM - DISCONNECT
(G-SUIT CLIP - PULL)
SUIT O2 - DISCONNECT
PLT - EMER PWR DOWN
EGRESS SEAT
SLIDE/ESCAPE PANEL

HOOK
VELCRO

HOOK
VELCRO

ENT-7b/E/S

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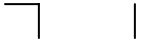
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TOP

ENTRY CONTROL

ARCS QTY (L + R) < 10 %

ARCS QTY = 0 & JETS FAIL OFF	1. ENTRY MODE – NO Y JET (R/Y CSS; expect sluggish control)
$\bar{q} \geq 20$ & $M > 6$	2. [G51] ELEVON FIXED – ITEM 18 EXEC (*)
CONTROL PROBLEMS* & ARCS QTY > 0	3. ENTRY MODE – AUTO When control regained: 4. ENTRY MODE – NO Y JET 5. $\sqrt{}$ AIL trim
$M < 6$ & ARCS QTY > 0	6. ENTRY MODE – AUTO
$M < 5$	7. TRIM/RHC PNL – ENA 8. TRIM ROLL – away from AIL trim (to < 1)

*Region of least margin: M 12-8

AIL TRIM $\geq 3^\circ$

TAL	1. [G51] WRAP MODE – ITEM 45 EXEC (ACT)														
AIL trim = 5	2. BF – MAN 3. BF – UP (to 0%)														
NO Y JET	4. Perform roll reversals at 3°/s (expect sluggish control)														
$M < 13$ & AIL trim = 5	5. P – CSS 6. Fly α per schedule:														
	<table border="1"> <tr> <td>M</td> <td>12</td> <td>11</td> <td>10</td> <td>9</td> <td>8-6</td> <td>5</td> </tr> <tr> <td>α</td> <td>37</td> <td>36</td> <td>35</td> <td>33</td> <td>30</td> <td>26</td> </tr> </table>	M	12	11	10	9	8-6	5	α	37	36	35	33	30	26
M	12	11	10	9	8-6	5									
α	37	36	35	33	30	26									
$M < 5$	7. TRIM/RHC PNL – ENA 8. TRIM ROLL – away from AIL trim (to < 1) 9. P – AUTO														
$M < 2$	10. BF – AUTO														

(Continued on back for 'HIGH-FREQ OSC OR SURF/JET CYCLE')

ENT-10a/A,E/B

HOOK VELCRO

HOOK VELCRO

HOOK VELCRO

HOOK VELCRO

TOP
BACK OF 'ENTRY CONTROL'

HOOK
VELCRO

HOOK
VELCRO

HIGH-FREQ OSC OR SURF/JET CYCLE

Returning PL > 10K lb	1. G51 √FILTER ALT – ITEM 21 (*)
	2. P, R/Y – CSS
Osc/Cycle continues	3. ENTRY MODE – LO GAIN
Osc/Cycle stops	4. ENTRY MODE – AUTO
	5. P, R/Y – AUTO

HOOK
VELCRO

ENT-10b/A,E/B

HOOK
VELCRO

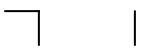
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8-23

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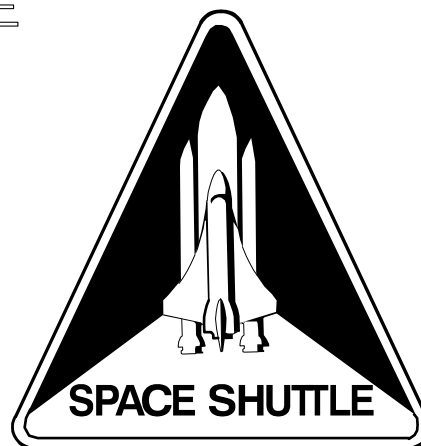
8-24

ENT/ALL/GEN H



Space Shuttle Program
FLIGHT DATA FILE

JSC-48019
GENERIC, REV H



**ENTRY
CHECKLIST**

**STS
ALL**

Flight Cover (trim bottom to expose tabs)