

Entry Checklist

STS-129 Flight Supplement

**Mission Operations Directorate
Flight Design and Dynamics Division**

**Final
August 28, 2009**

National Aeronautics and
Space Administration

Lyndon B. Johnson Space Center
Houston, Texas



MISSION OPERATIONS DIRECTORATE


**ENTRY CHECKLIST
STS-129 FLIGHT SUPPLEMENT**

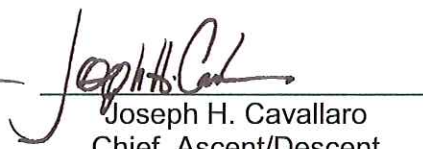
FINAL
August 28, 2009

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

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Incorporates the following:
482#: NONE – Establishes baseline

AREAS OF TECHNICAL RESPONSIBILITY

Book Manager	DM43/M. Trump	281-483-8029
Deorbit Burn to Entry Interface	DM43/G. Pogue	281-483-8067
Contingency Procedures and Entry Interface thru Rollout	DM43/G. Pogue	281-483-8067

NOTE

This Flight Supplement must be integrated into the generic Entry Checklist to have a complete document for flight. Insert the Flight Supplement (FS) pages in the proper numerical order in the generic Entry Checklist by using the List of Effective Pages (LOEP) which provides the sequence for merging pages to create a complete Entry Checklist.

ENTRY CHECKLIST
STS-129 FLIGHT SUPPLEMENT

LIST OF EFFECTIVE PAGES

FINAL 08/28/09

Sign Off	* generic	3-9	generic
ii	* generic	3-10	generic
Sign Off	* 129/FIN	3-11	generic
FS iv	* 129/FIN	3-12	generic
v	* generic	3-13	generic
vi	* generic	3-14	generic
vii	* generic	FS 3-15	129/FIN
viii	* generic	FS 3-16	129/FIN
ix	* generic	FS 3-17	129/FIN
x	* generic	FS 3-18	129/FIN
FS xi	* 129/FIN	3-19	generic
FS xii	* 129/FIN	3-20	generic
FS xiii	* 129/FIN	3-21	generic
FS xiv	* 129/FIN	3-22	generic
xv	generic	3-23	generic
xvi	generic	3-24	generic
1-1 (3 pgs)	† generic	3-25	generic
1-2 (3 pgs)	† generic	3-26	generic
2-1	generic	3-27	generic
2-2 (6 pgs)	† generic	3-28	generic
2-3 (6 pgs)	† generic	FS 3-29	129/FIN
2-4	generic	FS 3-30	129/FIN
FS 2-5	129/FIN	3-31	generic
FS 2-6	129/FIN	3-32	generic
FS 3-1	129/FIN	FS 3-33	129/FIN
FS 3-2	129/FIN	FS 3-34	129/FIN
FS 3-3	129/FIN	3-35	generic
FS 3-4	129/FIN	3-36	generic
3-5	generic	3-37	generic
3-6	generic	3-38	generic
FS 3-7	129/FIN	3-39	generic
FS 3-8	129/FIN	3-40	generic

* – Omit from flight book

† – Extra pages in crew copy only

3-41.....	generic	5-23.....	generic
3-42.....	generic	5-24.....	generic
3-43.....	generic	6-1.....	generic
3-44.....	generic	6-2.....	generic
4-1.....	generic	6-3.....	generic
4-2.....	generic	6-4.....	generic
4-3.....	generic	7-1.....*	generic
4-4.....	generic	7-2.....*	generic
FS 4-5.....	129/FIN	FS 8-1.....*	129/FIN
FS 4-6.....	129/FIN	FS CC 8-2.....*	129/FIN
FS 4-7.....	129/FIN	FS CC 8-3.....*	129/FIN
FS 4-8.....	129/FIN	FS CC 8-4.....*	129/FIN
FS 4-9.....	129/FIN	CC 8-5.....*	generic
FS 4-10.....	129/FIN	CC 8-6.....*	generic
4-11.....	generic	CC 8-7.....*	generic
4-12.....	generic	CC 8-8.....*	generic
5-1.....	generic	CC 8-9.....*	generic
5-2.....	generic	CC 8-10.....*	generic
5-3.....	generic	CC 8-11.....*	generic
5-4.....	generic	CC 8-12.....*	generic
5-5.....	generic	CC 8-13.....*	generic
5-6.....	generic	CC 8-14.....*	generic
5-7.....	generic	CC 8-15.....*	generic
5-8.....	generic	CC 8-16.....*	generic
5-9.....	generic	FS CC 8-17.....*	129/FIN
5-10.....	generic	FS CC 8-18.....*	129/FIN
5-11.....	generic	CC 8-19.....*	generic
5-12.....	generic	8-20.....*	generic
5-13.....	generic	CC 8-21.....*	generic
5-14.....	generic	CC 8-22.....*	generic
5-15.....	generic	FS CC 8-23.....*	129/FIN
5-16.....	generic	FS CC 8-24.....*	129/FIN
5-17.....	generic		
5-18.....	generic		
FS 5-19.....	129/FIN		
FS 5-20.....	129/FIN		
5-21.....	generic		
5-22.....	generic		

* – Omit from flight book

ENTRY CUE CARDS

<u>Title</u>	<u>Ref. Page</u>	<u>Card No.</u>
DEORBIT BURN FLIGHT		
RULES (Front).....	FS CC 8-2	ENT-1a/129/D/A
(Back).....	FS CC 8-3	ENT-1b/129/D/A
DEORBIT BURN (RCS)		
(Front)	FS CC 8-4	ENT-3a/D/L
(Back).....	CC 8-6	generic
DEORBIT BURN (2 ENG)		
(Front)	CC 8-8	generic
DEORBIT BURN (1 ENG)		
(Back).....	CC 8-10	generic
UNBALANCED PRPLT		
DEORBIT BURN		
(Front)	CC 8-12	generic
DEORBIT BURN (MIXED		
XFEED) (Back).....	CC 8-14	generic
ENTRY MANEUVERS		
(Front)	CC 8-16	generic
(Back).....	FS CC 8-17	ENT-6b/129/E/A
ENTRY NO-GO CHECKLIST		
(Front)	FS CC 8-18	ENT-7a/E/K
EMERGENCY EGRESS		
(Back).....	CC 8-19	generic
ENTRY CONTROL		
(Front)	CC 8-21	generic
(Back).....	CC 8-22	generic
DEORBIT BURN MONITOR		
(Front)	FS CC 8-23	ENT-2a/129/A,O,D,E/A
OMS FAILURES (Back)....	FS CC 8-24	ENT-2b/129/A,O,D,E/A



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OMS/
RCS ΔV

OMS/RCS ΔV

FS 2-5

ENT/129/FIN



OMS He PRESS/ Δ V/BURN TIME

OMS/
RCS Δ V

OMS% GAGE	OMS He Press *	OMS Δ V	RCS Δ V	RCS BURN MIN:SEC
50	3210	275	229	7:18
40	2810	215	179	5:42
38	2730	203	169	5:23
36	2650	191	159	5:04
34	2570	179	149	4:45
32	2490	167	139	4:26
30	2410	155	129	4:07
28	2330	143	119	3:48
26	2250	131	109	3:29
24	2170	118	99	3:09
22	2090	106	89	2:50
20	2010	94	79	2:31
18	1930	82	69	2:12
16	1850	70	59	1:52
14	1770	57	48	1:33
12	1690	45	38	1:13
10	1610	33	28	0:53
8	1530	21	17	0:34
6	1450	8	7	0:14
5	1410	2	2	0:04

* He pressure not valid until 1 hr after last burn

ΔV CAPABILITY	
ARCS Δ V fps =	$\boxed{0.9} \times [L\% + R\% - \text{AFT QTY } 1]$
FRCS Δ V fps =	$\boxed{0.9} \times \text{FRCS } \%$
OMS Δ V fps =	$\boxed{6.0} \times \text{OMS } \%$

NOTE: Uses assumed vehicle weight of 218,346 lb



DEORBIT BURN

DEORBIT
BURN



FS 3-1

ENT/129/FIN

**STS-129 LANDING SITE TABLE
(50° to 63.5° INCLINATION)**

**DEORBIT
BURN**

SITE	LOCATION	RWY	TACANS		MLS CH	LG	+ OVR RUN
				ITEM 5			
1	KSC	KSC 15 KSC 33	TTS 59Y	COF 97	8 6	15000 15000	1000 1000
2	BEN GUERIR	BEN 36 BEN 18	MAK 80 ■	CBA 116 ■	- -	13720 13220	0 1000
3	MORON AB	MRN 20 MRN 02	MRN 100	AOG 23	◆6 -	11730 11730	1000 1000
4	ZARAGOZA	ZZA 30L ZZA 12R	ZZA 64	ZAR 77 ■	◆6 -	12200 12200	1000 1010
5	MYRTLE BEACH	MYR 36 MYR 18	ILM 117	FLO 99	- -	9500 9500	1000 1000
6	WILMINGTON	ILM 06 ILM 24	ILM 117	DIW 107 ■	- -	7500 7500	0 0
7	CHERRY POINT	NKT 32L NKT 23R	EWN 83 ■	NCA 101	- -	7110 7100	800 880
8	OCEANA NAS	NTU 32R NTU 23L	NGU 48	ORF 116	- -	7500 11500	0 0
9	WALLOPS	WAL 28 WAL 04	SBY 49	SWL 71	- -	7510 8750	0 0
10	DOVER AFB	DOV 32 DOV 19	SIE 95	CYN 81	- -	12400 9100	0 0
11	ATLANTIC CITY	ACY 31 ACY 13	CYN 81	SIE 95	- -	9500 9500	0 0
12	BEN GUERIR	BEN 36 BEN 18	MAK 80 ■	CBA 116 ■	- -	13720 13220	0 1000
13	*MORON AB	MRN 20 MRN 02	MRN 100	AOG 23	◆6 -	11730 11730	1000 1000
14	*ZARAGOZA	ZZA 30L ZZA 12R	ZZA 64	ZAR 77 ■	◆6 -	12200 12200	1000 1010
15	GABRESKI	FOK 06 FOK 24	HTO 83	GON 45Y ■	- -	8500 8500	1000 1000

◆ Available for TAL Only

* LO XRNG TAL Site

■ DME

Length after displaced threshold

**STS-129 LANDING SITE TABLE
(50° to 63.5° INCLINATION)**

S I T E	LOCATION	RWY	TACANS		MLS CH	LG	+ OVR RUN
				ITEM 5			
16	CAPE COD CGAS	FMH 32 FMH 23	PVD 103	ACK 109 ■	- -	9000 7500	0 0
17	PEASE INT'L	PSM 34 PSM 16	ENE 118	BOS 74 ■	- -	10020 10020	0 0
18	HALIFAX INT'L	YHZ 23 YHZ 32	UAW 38	YHZ 98 ■	- -	8800 7700	0 0
19	STEPHENVILLE	YJT 09 YJT 27	YJT 78	YDF 80 ■	- -	9500 9500	0 0
20	ST JOHNS INT'L	YYT 29 YYT 11	UYT 23	YYT 82 ■	- -	8500 8500	0 0
21	GANDER INT'L	YQX 21 YQX 31	YQX 74	IQX 32 ■	- -	9700 8900	0 0
22	GOOSE BAY	YYR 26 YYR 34	UYR 40	YYR 120 ■	- -	10550 9080	0 0
23	LAJES	LAJ 15 LAJ 33	TRM 109	LAJ 45	- -	10870 10870	970 990
24	BEJA	BEJ 01L BEJ 19R	MOJ 37	BEJ 105	- -	10820 10820	0 900
25	KEFLAVIK	IKF 20 IKF 29	KEF 57	HL 44 ■	- -	9520 9560	0 0
26	SHANNON	INN 06 INN 24	SHA 80 ■	CRK 93 ■	- -	9540 9540	0 0
27	FAIRFORD	FFA 27 FFA 09	FFA 81	BZN 56	- -	9490 9490	990 970
28	KOLN-BONN	KBO 14L KBO 32R	GIX 18	DOR 23Y ■	- -	12020 12020	0 0
29	ISTRES AB	FMI 33 FMI 15	◆FMI 16	NIM 53	◆6 -	11300 12300	3960 0
30	ESENBOGA	ESN 03R ESN 21L	BAG 78 ■	BUK 90 ■	- -	11800 11800	0 0

◆ Available for TAL Only

■ DME

Length after displaced threshold

**STS-129 LANDING SITE TABLE
(50° to 63.5° INCLINATION)**

S I T E	LOCATION	RWY	TACANS		MLS CH	LG	+ OVR RUN
				ITEM 5			
31	KING KHALID	KKI 15R KKI 33L	RIY 92	KIA 80	- -	13300 13300	0 0
32	DIEGO GARCIA	JDG 31 JDG 13	NKW 57	NKW 57	- -	12000 12000	950 950
33	AMBERLEY TINDAL RAAF	AMB 15 PTN 14	AMB 94 -	- TDL 70	- -	9500 8500	0 0
34	YOKOTA AB	JTY 36 JTY 18	SHT 19	NJA 98	- -	11000 11000	1000 1000
35	ANDERSEN AFB	GUA 06L GUA 24R	UAM 54	UNZ 105	- -	10560 10560	1050 1000
36	WAKE ISLAND	WAK 28 WAK 10	AWK 82	AWK 82	- -	9360 9360	0 0
37	HONOLULU	HNL 08R HNL 26L	HNL 95	NGF 93	- -	11500 11500	0 0
38	ELMENDORF	EDF 24 EDF 06	EDF 81	BGQ 72	- -	9500 9500	0 0
39	HAO ATOLL	HAO 12 HAO 30	HAO 85 ■	HAO 85 ■	- -	10690 10690	0 0
40	EDW TEMP	EDT 22R EDT 04L	EDW 111	LHS 21	8 6	12000 12000	1000 1000
41	ASCENSION	HAW 13 HAW 31	ASI 59	ASI 59	- -	9520 9520	0 0
42	NORTHROP	NOR 17 NOR 23	SNG 121Y	HMN 92	6 6	15000 15000	Lkbd Lkbd
43	NORTHROP	NOR 05 NOR 35	SNG 121Y	HMN 92	- -	15000 15000	Lkbd Lkbd
44	EDWARDS AFB	EDW 15 EDW 18L	EDW 111	LHS 21	- -	16300 15000	Lkbd Lkbd
45	EDWARDS AFB	EDW 22 EDW 04	EDW 111	LHS 21	8/† 6	15020 14020	0 1800

† MSBLS Jr. Ch 8 - Requires Uplink

■ DME

Length after displaced threshold

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

HORIZ SIT CONFIG

ALTM – ITEM 9 +

		.		
--	--	---	--	--

	<u>PASS ITEM</u>	<u>BFS ITEM</u>	
PTI	INH	√1	
LAND SITE (DEL PAD)		√41	√41
RWY (DEL PAD)		√3	√3
		√4	√4
TACAN (DEL PAD)		√5	√5
RA	blank	√46	
TAEM TGT			
G&N	OVHD	√6	blank
HSI	blank		blank
XEP	NEP	√7	NEP √7
AIM (DEL PAD)	NOM	√8	NOM √8
	(or CLSE)		or (CLSE)
SPDBK	NOM	√39	
TAC	INH	√20	INH √20
GPS	INH	√43	INH √43
DRAG H	AUT	√22	AUT √22
ADTA H	INH	√26	INH √26
ADTA TO G&C	INH	√29	AUT √28
DES any failed TACANs		√	√
TAC	DELTA	√35	
AIF_G	INH	√48	

* If BFS engaged: *

* Set BFS HSD ITEMS to PASS config *

G51 SEL ATMOSPHERE:
 incl ≤ 50° ITEM 22 EXEC
 incl > 50° SEL ITEM NR (table)

Hemi	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
N Desc	23	23	23	23	22	24	24	24	22	23	23	23
S Asc	24	24	22	23	23	23	23	23	23	23	22	24
N Asc	22											
S Desc	22											

1: GNC DEORB MNVR COAST | 2: GNC 50 HORIZ SIT

3: GNC 51 OVERRIDE

- √ELEVON AUTO – ITEM 17 (*)
- √SSME REPOS – ITEM 19 (ENA)
- √WRAP MODE – ITEM 45 (ENA)
- If PLB holding > 10K lb:
 - FILTER ALT – ITEM 21 EXEC (*)

3: BFS, GNC 51 OVERRIDE

- √ELEVON AUTO – ITEM 17 (*)
- √SSME REPOS – ITEM 19 (ENA)
- √WRAP MODE – ITEM 45 (ENA)
- If PLB holding > 10K lb:
 - √FILTER ALT – ITEM 21 (*)

- * DES any failed/comm faulted *
- * IMU, RGA, AA, or SURF feedback *

2: GNC DEORB MNVR COAST

3: BFS, GNC DEORB MNVR COAST

- √BFS GMBL sel config same as PASS GMBL sel config



DEORBIT BURN CARDS

**BURN
CARDS**

MS ONLY

FS 3-15

ENT/129/FIN



DEORBIT BURN FLIGHT RULES
ONE-ORBIT LATE AVAILABLE ENT-1a/129/D/A

**BURN
CARDS**

FAILURE	PRE TIG		POST TIG
	Delay (max)		Stop Burn, > Safe HP
	One Orbit	One Day	
APU/HYD			
1 No APU operating .....	... X ...	.....
DPS			
2 RDNT fail, Split.....	.....	...X...	.....X
3 1 GPC.....	... X ...	.....
4 BFS .....	.....	...X...	
5 GPC BITE (Multiple GPCs) .....	.....	...X...	
ECLS			
6 2 Av Bay Fans in Bay 3.....	... X ...	.....
7 2 Av Bay Fans in Bay 1 or 2.....	.....	...X...	
ELEC			
8 H2 Manf or TK leak (not in depleted tk(s) _____).....	... X ...	.....
9 2 MN Buses.....	.....	...X...	.....X
10 CNTL CA1 (No BFS Engage in GPC 3/5).....	.....	...X...	
11 Multi Φ AC BUS (unshorted) .....	... X ...	.....
GNC			
12 1 MLS (if reqd), IMU, or TACAN (C-band not avail).....	... X ...	.....
13 IMU Dilemma.....	.....	...X...	.....X
14 RHC Dilemma .....	... X ...	.....
15 2 IMUs (Not targeting EDW/NOR) .....	.....	...X...	
16 2 ADTAs (Winds>80kts or Dynamic Wx) .....	... X ...	.....
HOOK VELCRO			HOOK VELCRO
17 2 FCS Channels (same surface) (Not targeting NOR/EDW) .....	... X ...	.....
18 2 AAs, RGAs (Not targeting EDW/NOR) .....	... X ...	.....
OMS			
19 Prplt Tank.....	... X ...	.....	.....X ①
20 Ignition (neither eng ignites).....	... X ...	.....	.....X ②
21 Both OMS Eng fail.....	.....	.....	.....X ②
22 Prplt Lk after LAST LOS.....	perigee adjust	.....
AFT RCS			
23 2 jets, same direction, same pod .....	... X ...	.....
24 Prplt Lk after LAST LOS.....	... X ...	.....
25 1 AFT RCS PROP TK fail .....	... X ...	.....
COMM			
26 MCC GO for DEORBIT not rcvd .....	.....	...X...	

① Stop Burn > OMS PRPLT FAIL HP (Ref: DEL PAD/BURN Card)
 ② Stop Burn > OMS ENG FAIL HP (Ref: DEL PAD/BURN Card)

DEORBIT BURN FLIGHT RULES
ONE-ORBIT LATE NOT AVAILABLE ENT-1b/129/D/A

FAILURE	PRE TIG	POST TIG
	Delay (max)	Stop Burn, > Safe HP
	One Day	
APU/HYD		
1 No APU operating .....	..... X	
DPS		
2 RDNT fail, Split.....	..... X .....	.....X
3 1 GPC.....	..... X	
4 BFS .....	..... X	
5 GPC BITE (Multiple GPCs) .....	..... X	
ECLS		
6 2 Av Bay Fans in Bay 3.....	..... X	
7 2 Av Bay Fans in Bay 1 or 2.....	..... X	
ELEC		
8 H2 Manf or TK leak (not in depleted tk(s) .....	..... X	
9 2 MN Buses.....	..... X .....	.....X
10 CNTL CA1 (No BFS Engage in GPC 3/5).....	..... X	
11 Multi Φ AC BUS (unshorted) .....	..... X	
GNC		
12 1 MLS (if reqd), IMU, or TACAN (C-band not avail) .....	..... X	
13 IMU Dilemma.....	..... X .....	.....X
14 RHC Dilemma .....	..... X	
15 2 IMUs (Not targeting EDW/NOR) .....	..... X	
16 2 ADTAs (Winds>80kts or Dynamic Wx) .....	..... X	
HOOK VELCRO		HOOK VELCRO
17 2 FCS Channels (same surface) (Not targeting NOR/EDW) .....	..... X	
18 2 AAs, RGAs (Not targeting EDW/NOR) .....	..... X	
OMS		
19 Prplt Tank.....	..... X .....	.....X ①
20 Ignition (neither eng ignites).....	..... X .....	.....X ②
21 Both OMS Eng fail.....	..... X .....	.....X ②
22 Prplt Lk after LAST LOS.....	perigee adjust	
AFT RCS		
23 2 jets, same direction, same pod .....	..... X	
24 Prplt Lk after LAST LOS.....	..... X	
25 1 AFT RCS PROP TK fail .....	..... X	
COMM		
26 MCC GO for DEORBIT not rcvd .....	..... X	

① Stop Burn > OMS PRPLT FAIL HP (Ref: DEL PAD/BURN Card)

② Stop Burn > OMS ENG FAIL HP (Ref: DEL PAD/BURN Card)

DEORBIT BURN MONITOR

OMS TEMP* FU IN P \geq <table border="1" style="display: inline-table; border-collapse: collapse; text-align: center;"> <tr> <td style="padding: 2px;">L</td> <td style="padding: 2px;">R</td> </tr> <tr> <td style="padding: 2px;">230</td> <td style="padding: 2px;">230</td> </tr> <tr> <td style="padding: 2px;">214</td> <td style="padding: 2px;">212</td> </tr> </table> or No FU IN P	L	R	230	230	214	212	OMS ENG FAIL OMS PRPLT FAIL
L	R						
230	230						
214	212						
OMS PC* & OMS ↓ (BFS: $\sqrt{\text{accel}}$) ENG VLV 1 or 2 < 70 or OX IN P > 227 OX IN P \leq 227 or No OX IN P	OMS ENG FAIL OMS PRPLT FAIL						
OMS OX/FU TK P ($\sqrt{\text{ENG IN P}}$) OX/FU LOW OX & FU HIGH	He PRESS/VAP ISOL (two) – OP If aff TK P not incr: He PRESS/VAP ISOL (two) – CL At PC < 72 or OMS TEMP: OMS PRPLT FAIL He PRESS/VAP ISOL (two) – CL Cycle He A(B) to maintain TK P 234-284						
OMS GMBL PRI fail SEC fail	L(R) OMS GMBL – SEC If high RCS usage: OMS ENG FAIL						
GPC 1(4) & Burning OMS aff SEC GMBL lost 2 FAs lost	aff GPC PWR – OFF If SEC GMBL avail: aff MDM FF 1(4) – OFF,ON L(R) OMS GMBL – SEC If high RCS usage: OMS ENG FAIL $\sqrt{\text{MAN SHUTDN}}$						
I/O ERROR FA 1(4) 2 FAs lost	L(R) OMS GMBL – SEC ♦ I/O RESET (if recov: BFS I/O RESET) If high RCS usage: OMS ENG FAIL $\sqrt{\text{MAN SHUTDN}}$						
BCE STRG D 1(4)	I/O RESET (if recov: >>) If high RCS usage: L(R) OMS GMBL – SEC						
RM DLMA IMU or ABOVE SAFE HP \Rightarrow <table border="1" style="display: inline-table; border-collapse: collapse; text-align: center;"> <tr> <td style="width: 20px; height: 15px;"></td> <td style="width: 20px; height: 15px;"></td> </tr> </table> GPC SET SPLIT or 2 MN BUSES BELOW SAFE HP \Rightarrow			STOP BURN: OMS ENG(s) – OFF >> IMU DLMA: After C/O: $\sqrt{\text{timer}}$ G21 If any IMU ACC > 0.03: aff IMU – desel I'cnct OMS to RCS ($\sqrt{\text{RCS Burn Time}}$) THC +X to TGT HP (EOM) or 3.5 x timer at C/O (AOA) SET SPLIT: Go to "GPC" above				
I/O ERROR PCM	OI PCMMU PWR – 2(1)						

*If XFD, BLDN, or sensor fail, monitor ENG IN P for off-nominal performance

ENT-2a/129/A,O,D,E/A

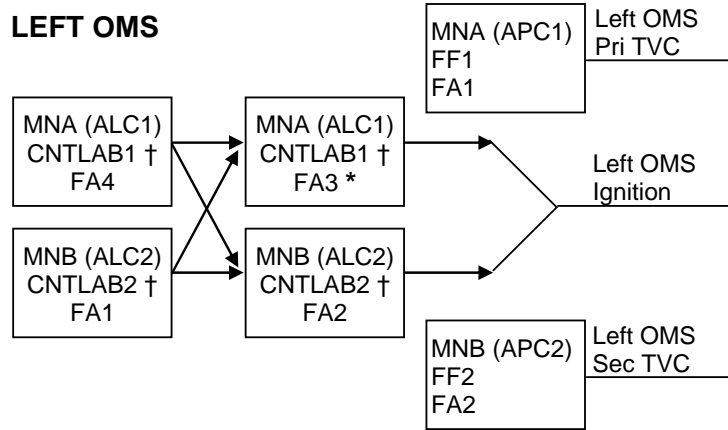
MS ONLY

FS 3-29

ENT/129/FIN

OMS FAILURES

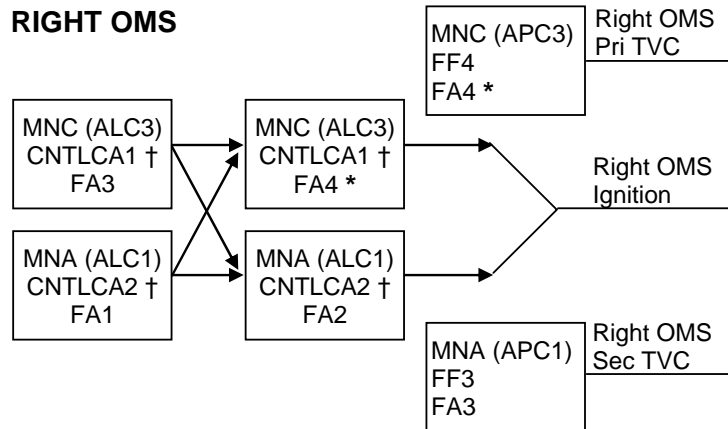
LEFT OMS



† If CNTL AB1 or AB2 (CA1 or CA2) failed and ign path still exists at OMS fail, assume L(R) OMS ↓ is PRPLT FAIL

* If L(R) P_C failed high during burn, or FA3(4) failed, at L(R) OMS fail, no guidance downmode after L(R) OMS ENG switch OFF (TGO slow, ADI needles in error, 6 ft/s underburn)

RIGHT OMS



If two FA MDMs lost		
MDMs	Preburn: ENG – OFF	During burn: MAN SHUTDN
1,2	LEFT (TVC)	BOTH
1,3	RIGHT (IGN)	LEFT
1,4	LEFT (IGN)	RIGHT
2,3	LEFT (IGN)	RIGHT
2,4	RIGHT (IGN)	LEFT
3,4	RIGHT (TVC)	BOTH

ENT-2b/129/A,O,D,E/A

MS ONLY

FS 3-30

ENT/129/FIN

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

- * **UNDERBURN** *
- * Determine ΔHP (CUR HP – TGT HP) *
- * Record prebank on ENTRY MANEUVERS Cue Card *

* **PREBANK TABLE EDW (HA = 193 NM)** *

EDW										
ΔHP	0	4	8	12	REDES.	13	14	(15)	REDES.	
PREBANK	0	80	105	125	NOR ELS	130	140	155	YR	
NOR						IF NOR NOGO				
G50 ITEM 41 +4 2, √RWY 17 SET TACAN tw (three) 121Y										
ΔHP		10	11	13	14	15	16	(17)	REDES.	
PREBANK		105	110	120	125	135	145	160	YR	
YR										
G50 ITEM 41 +2 2, √RWY 26 SET TACAN tw (three) 040X										
ΔHP					16	18	20	24	(26)	28
PREBANK					75	85	95	125	145	180

129 oct

* **PREBANK TABLE KSC (HA = 194 NM)** *

KSC										
ΔHP	0	2	4	6	8	10	12	(15)	REDES.	
PREBANK	0	50	80	95	105	110	125	160	YQX	
YQX										
G50 ITEM 41 +2 1, √RWY 21 SET TACAN tw (three) 074X										
ΔHP							16	22	(25)	RED.
PREBANK							95	135	170	INN
INN										
G50 ITEM 41 +2 6, √RWY 06 SET TACAN tw (three) 080X										
ΔHP									26	28
PREBANK									135	180

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

C CRT1 **GNC, OPS 303 PRO**

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

C CRT1 √Uplinked INRTL EI-5 MM303 ATT with DEL PAD

- * If no deorbit TGT uplink, enter INRTL EI-5 *
- * MM303 ATT from DEL PAD *
- * R – ITEM 24 + _____ *
- * P – ITEM 25 + _____ *
- * Y – ITEM 26 + _____ *

Mnvr to EI-5 ATT – ITEM 27 EXEC (*)	TIME to EI (min)	LVLH PITCH (deg)
	20	339
		343
		347
* If UNDERBURN or no *		351
* DEL PAD, manually *		355
* mnvr to LVLH R 001, *	15	359
* Y 358, P per table *		3
		7
		11
		15
	10	19
		23
		27
		31
		35
	5	39

C **OMS GMBL PWRDN (PASS ONLY)**

CRT1 Verify GMBL positions:

	<u>L</u>	<u>R</u>
P	+5.9	+5.9
Y	+6.4	-6.4

GMBL OFF – ITEM 32 EXEC
– ITEM 33 EXEC

FLIGHT CONDITIONS	MANEUVER
V = 7K	G50 √TACAN and GPS, INCORPORATE * If ELS: UHF MODE – G T/R *
V = 5K	ADTA PROBES – DEPLOY (√HEAT) Begin AIL and RUD trim monitoring
M = 3.5	If previous OMS OX TK, He TK, or RCS OX TK leak: G51 VENT DOOR CNTL OPEN – ITEM 43 EXEC
M = 2.7	√APUs HUD PWR (two) – ON
* If M < 2.5; P CSS for ADTA to G&C incorp *	
M = 2.0	Ensure ADTA to G&C else √Theta limits
M < 1.0	√R FLT CNTLR – ON P,R/Y – CSS as reqd √SPDBK CMD vs POS MAX N _z <input type="text"/> . <input type="text"/> √NWS – 1 Lock Inertia Reels
M = 0.7	√LG EXTD ISO VLV – OP
h = 15K	√MLS
h = 10K	√A/L (KSC – Tabs, Visors, Suit O2)
h = 2K	LDG GEAR ARM pb – push (ARM It on)
h = 300	LDG GEAR DN pb – push (DN It on)
MAIN GEAR TD	√SPDBK – 100%
V = 195 KEAS	DRAG CHUTE ARM, DPY pb (two) – push (simo) (All Its on)
V = 185 KEAS	DEROTATE
NOSE GEAR TD	SRB SEP – MAN/AUTO and depress pb √Auto Load Relief √HYD BK ISOL VLV (three) – OP
V < 120 KGS or 5K' remaining	BRAKE as required (8-10 fps ² , -0.25 to -0.3G)
* If 5K' remaining and V > 140 KGS – MAX BRAKING *	
V = 60 KGS	DRAG CHUTE JETT pb – push (JETT1,JETT2 It on)
V = 40 KGS	BRAKE < 6 fps ² (-0.2G) (Antiskid cutout)
WHEEL STOP	Go to ENT C/L, <u>POST LANDING PROCEDURES</u>

ENT-6b/129/E/A
(Partial)

MS ONLY

FS 4-5

ENT/129/FIN



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MS ONLY

FS 4-6

ENT/129/FIN



DRAG CHUTE DEPLOY

MCC Call	Flight Condition
Early	Main Gear TD
NOMINAL	195 KEAS
Late	Post-Nose Gear TD Xwind DTO
Emergency Only	No Deploy Except CDR call
NO DEPLOY prior to MGTD > 230 KEAS < 80 KGS Xwind > 15 kts	

FAILED TIRE TECHNIQUE

Post-MGTD	P – AUTO
185 KEAS	Deploy drag chute
180 KEAS	√Auto derotation
NGTD	Max RHC roll away from failed tire

50K	/
38K	/
28K	/
20K	/
12K	/
7K	/
3K	/
1K	/
SURF	/

ENT-6b/129/E/A
(Partial)

ENTRY
MISC

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MS ONLY

FS 4-8

ENT/129/FIN

ENTRY ALPHA

VR	α ref	R	H	Href	Rref
25	HI 40 LO 4304	400			
24	HI 40 LO 2581	247	-47	L79	
23	43 40 37 2133	239	-64	69	
22	43 40 37 1793	233	-83	63	
21	43 40 37 1519	227	-105	60	
20	43 40 37 1302	220	-121	58	
19	43 40 37 1124	214	-143	58	
18	43 40 37 984	207	-164	59	
17	43 40 37 866	200	-180	60	
16	43 40 37 770	193	-189	61	

KSC 15

MAX L/D	
M	α
3	17
2	15
1	12

(129 OCF CY)

HOOK
VELCRO

ASC-14b/129/A,E/A

HOOK
VELCRO

HOOK
VELCRO

15	43 40 37 688	187	-200	62	
14	43 40 37 616	181	-126	61	
13	43 40 37 544	178	-136	58	
12	43 40 37 481	173	-153	56	
11	42 39 36 424	168	-196	54	
10	41 38 35 371	161	-176		R52
9	39 36 33 321	157	-210		49
8	37 34 31 273	150	-243		44
7	33 30 27 226	141	-272		43
6	30 27 24 182	129	-275		44
5	26 23 20 142	118	-274	L38	
4	22 19 18 105	103	-263	39	
3	19 16 15 73	88	-247		R37
2.5	14	61	82	-223	
2	12	49	77	-272	
1.5	10	37	67	-325	
1	8	27	52	-267	

HOOK VELCRO

MS ONLY

FS 4-9

ENT/129/FIN



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MS ONLY

FS 4-10

ENT/129/FIN



1:	2:
3:	

POST LANDING PAYLOAD ACTIVITIES

N/A



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CUE CARD
CONFIG

ENTRY CUE CARD CONFIG

FAB USE ONLY

FS 8-1

ENT/129/FIN

DEORBIT BURN FLIGHT RULES
ONE-ORBIT LATE AVAILABLE ENT-1a/129/D/A

FAILURE	PRE TIG		POST TIG
	Delay (max)		Stop Burn, > Safe HP
	One Orbit	One Day	
APU/HYD			
1 No APU operating .....	... X ...	.....
DPS			
2 RDNT fail, Split.....	.....	...X...	.....X
3 1 GPC.....	... X ...	.....
4 BFS .....	.....	...X...	
5 GPC BITE (Multiple GPCs).....	.....	...X...	
ECLS			
6 2 Av Bay Fans in Bay 3.....	... X ...	.....
7 2 Av Bay Fans in Bay 1 or 2.....	.....	...X...	
ELEC			
8 H2 Manf or TK leak (not in depleted tk(s)).....	... X ...	.....
9 2 MN Buses.....	.....	...X...	.....X
10 CNTL CA1 (No BFS Engage in GPC 3/5).....	.....	...X...	
11 Multi Φ AC BUS (unshorted).....	... X ...	.....
GNC			
12 1 MLS (if reqd), IMU, or TACAN (C-band not avail).....	... X ...	.....
13 IMU Dilemma.....	.....	...X...	.....X
14 RHC Dilemma .....	... X ...	.....
15 2 IMUs (Not targeting EDW/NOR) .....	.....	...X...	
16 2 ADTAs (Winds>80kts or Dynamic Wx).....	... X ...	.....
HOOK VELCRO			HOOK VELCRO
17 2 FCS Channels (same surface) (Not targeting NOR/EDW) .....	... X ...	.....
18 2 AAs, RGAs (Not targeting EDW/NOR) .....	... X ...	.....
OMS			
19 Prplt Tank.....	... X ...	.....	.....X ①
20 Ignition (neither eng ignites).....	... X ...	.....
21 Both OMS Eng fail.....	.....	.....	.....X ②
22 Prplt Lk after LAST LOS.....	perigee adjust		
AFT RCS			
23 2 jets, same direction, same pod .....	... X ...	.....
24 Prplt Lk after LAST LOS.....	... X ...	.....
25 1 AFT RCS PROP TK fail .....	... X ...	.....
COMM			
26 MCC GO for DEORBIT not rcvd .....	.....	...X...	

① Stop Burn > OMS PRPLT FAIL HP (Ref: DEL PAD/BURN Card)

② Stop Burn > OMS ENG FAIL HP (Ref: DEL PAD/BURN Card)

(reduced copy)

TOP
BACK OF 'DEORBIT BURN FLIGHT RULES'

DEORBIT BURN FLIGHT RULES
ONE-ORBIT LATE NOT AVAILABLE ENT-1b/129/D/A

FAILURE	PRE TIG	POST TIG
	Delay (max)	Stop Burn, > Safe HP
	One Day	
APU/HYD		
1 No APU operating .....	..... X	
DPS		
2 RDNT fail, Split.....	..... X .....	.....X
3 1 GPC.....	..... X	
4 BFS .....	..... X	
5 GPC BITE (Multiple GPCs).....	..... X	
ECLS		
6 2 Av Bay Fans in Bay 3.....	..... X	
7 2 Av Bay Fans in Bay 1 or 2.....	..... X	
ELEC		
8 H2 Manf or TK leak (not in depleted tk(s) .....).....	..... X	
9 2 MN Buses.....	..... X .....	.....X
10 CNTL CA1 (No BFS Engage in GPC 3/5).....	..... X	
11 Multi Φ AC BUS (unshorted).....	..... X	
GNC		
12 1 MLS (if reqd), IMU, or TACAN (C-band not avail) .....	..... X	
13 IMU Dilemma.....	..... X .....	.....X
14 RHC Dilemma .....	..... X	
15 2 IMUs (Not targeting EDW/NOR) .....	..... X	
16 2 ADTAs (Winds>80kts or Dynamic Wx) .....	..... X	
HOOK VELCRO		HOOK VELCRO
17 2 FCS Channels (same surface) (Not targeting NOR/EDW) .....	..... X	
18 2 AAs, RGAs (Not targeting EDW/NOR) .....	..... X	
OMS		
19 Prplt Tank.....	..... X .....	.....X ①
20 Ignition (neither eng ignites).....	..... X	
21 Both OMS Eng fail.....	..... X .....	.....X ②
22 Prplt Lk after LAST LOS.....	perigee adjust	
AFT RCS		
23 2 jets, same direction, same pod .....	..... X	
24 Prplt Lk after LAST LOS.....	..... X	
25 1 AFT RCS PROP TK fail .....	..... X	
COMM		
26 MCC GO for DEORBIT not rcvd .....	..... X	

① Stop Burn > OMS PRPLT FAIL HP (Ref: DEL PAD/BURN Card)

② Stop Burn > OMS ENG FAIL HP (Ref: DEL PAD/BURN Card)

(reduced copy)

FAB USE ONLY

FS CC 8-3

ENT/129/FIN

TOP

HOOK
VELCRO

DEORBIT
BURN
(RCS)

HOOK
VELCRO

√MM302 √RCS SEL
√RCS BURN CONFIG (L OMS I'CNCT)
L,R OMS He PRESS/VAP ISOL A (two) – OP
..... Wait 2 sec B (two) – OP
√DAP – INRTL/DISC
ADI – LVLH(REF)/MED/MED
FLT CNTLR PWR (two) – ON

TIG THC +X (No Deorbit > TIG + :)
Maintain PITCH ATT ERR ± 3°
Monitor ΔVTOT:
RCS I'CNCT TK SW at ΔVTOT =
R OMS XFEED (two) – OP
L OMS XFEED (two) – CL

OMS PRPLT LOW
AFT RCS RECONFIG AT ΔVTOT =
RCS COMPLETION

*** OMS PRPLT FAIL (MULTIPLE JETS FAIL OFF):**

*	Secure aff OMS	*
*		*
*	STOP BURN:	*
*	SAFE <input type="text"/> APU _s – SHUT DN	*
*	HP -----	*
*	CONTINUE BURN:	*
*	ITEM 18 +0 EXEC	*
*	<input type="text"/> Resel jets	*
*	Interconnect good OMS to RCS	*
*	THC +X (√OMS% vs RCS Burn Time)	*
*	AFT RCS RECONFIG	*
*	RCS COMPLETION	*
*	RCS +X JET FAIL OFF:	*
*	STOP BURN:	*
*	SAFE <input type="text"/> APU _s – SHUT DN	*
*	HP -----	*
*	CONTINUE BURN:	*
*	ITEM 18 +0 EXEC	*
*	<input type="text"/> Resel jets	*
*		*

ENT-3a/D/L

HINGE

(reduced copy)

FAB USE ONLY

FS CC 8-4

ENT/129/FIN

TOP
BACK OF 'ENTRY MANEUVERS'

	FLIGHT CONDITIONS	MANEUVER	DRAG CHUTE DEPLOY																	
HOOK VELCRO	V = 7K	[G50] √TACAN and GPS, INCORPORATE * If ELS: UHF MODE – G T/R *	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>MCC Call</th> <th>Flight Condition</th> </tr> </thead> <tbody> <tr> <td>Early</td> <td>Main Gear TD</td> </tr> <tr> <td>NOMINAL</td> <td>195 KEAS</td> </tr> <tr> <td>Late</td> <td>Post-Nose Gear TD Xwind DTO</td> </tr> <tr> <td>Emergency Only</td> <td>No Deploy Except CDR call</td> </tr> </tbody> </table>	MCC Call	Flight Condition	Early	Main Gear TD	NOMINAL	195 KEAS	Late	Post-Nose Gear TD Xwind DTO	Emergency Only	No Deploy Except CDR call							
	MCC Call	Flight Condition																		
	Early	Main Gear TD																		
	NOMINAL	195 KEAS																		
	Late	Post-Nose Gear TD Xwind DTO																		
	Emergency Only	No Deploy Except CDR call																		
	V = 5K	ADTA PROBES – DEPLOY (√HEAT) Begin ALL and RUD trim monitoring	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">NO DEPLOY</th> </tr> </thead> <tbody> <tr> <td>prior to MGTD</td> <td>> 230 KEAS</td> </tr> <tr> <td>< 80 KGS</td> <td>Xwind > 15 kts</td> </tr> </tbody> </table>	NO DEPLOY		prior to MGTD	> 230 KEAS	< 80 KGS	Xwind > 15 kts											
	NO DEPLOY																			
	prior to MGTD	> 230 KEAS																		
	< 80 KGS	Xwind > 15 kts																		
M = 3.5	If previous OMS OX TK, He TK, or RCS OX TK leak: [G51] VENT DOOR CNTL OPEN – ITEM 43 EXEC																			
M = 2.7	√APUs HUD PWR (two) – ON * If M < 2.5: P CSS for ADTA to G&C incorp *																			
M = 2.0	Ensure ADTA to G&C else √Theta limits																			
M < 1.0	√R FLT CNTLR – ON P,R,Y – CSS as reqd √SPDBK CMD vs POS MAX Nz <table style="display: inline-table; border: 1px solid black; width: 40px; height: 15px; vertical-align: middle;"></table> √NWS – 1 Lock Inertia Reels																			
M = 0.7	√LG EXT ISO VLV – OP																			
h = 15K	√MLS																			
h = 10K	√AL (KSC – Tabs, Visors, Suit O2)																			
h = 2K	LDG GEAR ARM pb – push (ARM It on)																			
h = 300	LDG GEAR DN pb – push (DN It on)																			
MAIN GEAR TD	√SPDBK – 100%	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">FAILED TIRE TECHNIQUE</th> </tr> </thead> <tbody> <tr> <td>Post-MGTD</td> <td>P – AUTO</td> </tr> <tr> <td>185 KEAS</td> <td>Deploy drag chute</td> </tr> <tr> <td>180 KEAS</td> <td>√Auto derotation</td> </tr> <tr> <td>NGTD</td> <td>Max RHC roll away from failed tire</td> </tr> </tbody> </table>	FAILED TIRE TECHNIQUE		Post-MGTD	P – AUTO	185 KEAS	Deploy drag chute	180 KEAS	√Auto derotation	NGTD	Max RHC roll away from failed tire								
FAILED TIRE TECHNIQUE																				
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V = 195 KEAS	DRAG CHUTE ARM, DPY pb (two) – push (simo) (All Its on)																			
V = 185 KEAS	DEROTATE																			
NOSE GEAR TD	SRB SEP – MAN/AUTO and depress pb √Auto Load Relief √HYD BK ISOL VLV (three) – OP																			
V < 120 KGS or 5K' remaining	BRAKE as required (8-10 fps ² , -0.25 to -0.3G) * If 5K' remaining and V > 140 KGS – MAX BRAKING *																			
V = 60 KGS	DRAG CHUTE JETT pb – push (JETT1, JETT2 It on)																			
V = 40 KGS	BRAKE < 6 fps ² (-0.2G) (Antiskid cutout)																			
WHEEL STOP	Go to ENT C/L, <u>POST LANDING PROCEDURES</u>																			
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>50K</td><td>/</td></tr> <tr><td>38K</td><td>/</td></tr> <tr><td>28K</td><td>/</td></tr> <tr><td>20K</td><td>/</td></tr> <tr><td>12K</td><td>/</td></tr> <tr><td>7K</td><td>/</td></tr> <tr><td>3K</td><td>/</td></tr> <tr><td>1K</td><td>/</td></tr> <tr><td>SURF</td><td>/</td></tr> </tbody> </table>	50K	/	38K	/	28K	/	20K	/	12K	/	7K	/	3K	/	1K	/	SURF	/
50K	/																			
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12K	/																			
7K	/																			
3K	/																			
1K	/																			
SURF	/																			

ENT-6b/129/E/A

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ENT/129/FIN

TOP

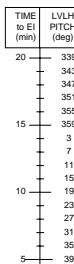
HOOK
VELCRO

HOOK
VELCRO

ENTRY NO-GO CHECKLIST

FAILURE OF:	AERO FTI DTO	AUTO FCS MODE	XWIND DTC ①
APU/HYD: 1 APU.....			X
2 APUs.....			X
DISPLAYS: 2 ADIs.....	X		
CDR HUD.....			X ②
CONTROLLERS:			
RHC: 1L.....			X
2L & 2R.....	X		X
RPTA: 2L or 2R.....	X		X
SNC: 2 AAs (LAT).....	X	X ③	X
2 RAs.....	X		X
2 AAs (NORM).....	X (M < 2.5)	X ④	X
2 RAs.....	X		X
2 R DDU PWIR SPLY.....			X
2 IMU (or 1 IMU + BITE).....	X		X
2 ADTAs.....	X		X
ADTA NOT INCORP OR DLMA.....	X (M < 2)		X
MLS NOT INCORP.....	X (< 6K ft)		X
DPS: 2 FCS CH (same surface).....	X		X ⑤
1 GPC (not restrung).....			X ⑥
2 GPC (restrung).....	X	X ⑦	X ⑧
2 GPC (not restrung).....	X	X ⑨	X ⑩
1 FF.....	X		X
2 FF.....	X	X ⑪	X
RCS: 2 FA.....	X		X
LEAK (AFT - during ENT).....	X		X
2 YAW JETs (same side).....	X		X
MIN RCS QTY.....	X		X
TRIM: All > ± 2.0 deg.....	X		X
DOWNMODE:			
FCS problem.....	X	X	X
ADA.....	X		X
PLB: PLBD Latch Gang.....	X		X
LDC/DECEL:			
Tire Leak.....			X
HYD BRAKE ISOL VLV.....			X
< 100% Brake.....			X
NWS.....			X
ENERGY - OFF NOMINAL:			
Roll Ref Alert.....	X		X
Above Upper Traj Line.....	X		X
MCC GCA, or VEL & PSN update.....	X	X	X
No AL by 6K ft.....	X		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

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ENT/129/FIN

TOP

HOOK
VELCRO

HOOK
VELCRO

**DEORBIT
BURN
MONITOR**

OMS TEMP*	<table border="1"> <tr> <td></td> <td>L</td> <td>R</td> </tr> <tr> <td>FU IN P</td> <td>≥ 230</td> <td>230</td> </tr> <tr> <td></td> <td>≤ 214</td> <td>212</td> </tr> </table>		L	R	FU IN P	≥ 230	230		≤ 214	212	OMS ENG FAIL ----- OMS PRPLT FAIL
	L	R									
FU IN P	≥ 230	230									
	≤ 214	212									
or No FU IN P											
OMS PC* & OMS ↓ (BFS: √accel)	ENG VLV 1 or 2 < 70 or OX IN P > 227 ----- OX IN P ≤ 227 or No OX IN P	OMS ENG FAIL ----- OMS PRPLT FAIL									
OMS OX/FU TK P (√ENG IN P)	OX/FU LOW	He PRESS/VAP ISOL (two) – OP If aff TK P not incr: He PRESS/VAP ISOL (two) – CL At PC < 72 or OMS TEMP: OMS PRPLT FAIL									
	OX & FU HIGH	He PRESS/VAP ISOL (two) – CL Cycle He A(B) to maintain TK P 234-284									
OMS GMBL	PRI fail SEC fail	L(R) OMS GMBL – SEC ----- If high RCS usage: OMS ENG FAIL									
GPC	1(4) & Burning OMS aff	aff GPC PWR – OFF If SEC GMBL avail: aff MDM FF 1(4) – OFF,ON L(R) OMS GMBL – SEC									
	SEC GMBL lost 2 FAs lost	----- If high RCS usage: OMS ENG FAIL √MAN SHUTDN									
I/O ERROR FA	1(4)	L(R) OMS GMBL – SEC ----- ♦I/O RESET (if recov: BFS I/O RESET) If high RCS usage: OMS ENG FAIL ----- 2 FAs lost √MAN SHUTDN									
BCE STRG D	1(4)	I/O RESET (if recov: >>) ----- If high RCS usage: L(R) OMS GMBL – SEC									
RM DLMA IMU or	ABOVE SAFE HP ⇒ <input type="checkbox"/> <input type="checkbox"/>	STOP BURN: OMS ENG(s) – OFF >>									
GPC SET SPLIT or	BELOW SAFE HP ⇒	IMU DLMA: After C/O: √timer G21 If any IMU ACC > 0.03: aff IMU – desel I'cnct OMS to RCS (√RCS Burn Time) THC +X to TGT HP (EOM) or 3.5 x timer at C/O (AOA) SET SPLIT: Go to "GPC" above									
2 MN BUSES											
I/O ERROR PCM		OI PCMMU PWR – 2(1)									

*If XFD, BLDN, or sensor fail, monitor ENG IN P for off-nominal performance
ENT-2a/129/A,O,D,E/A

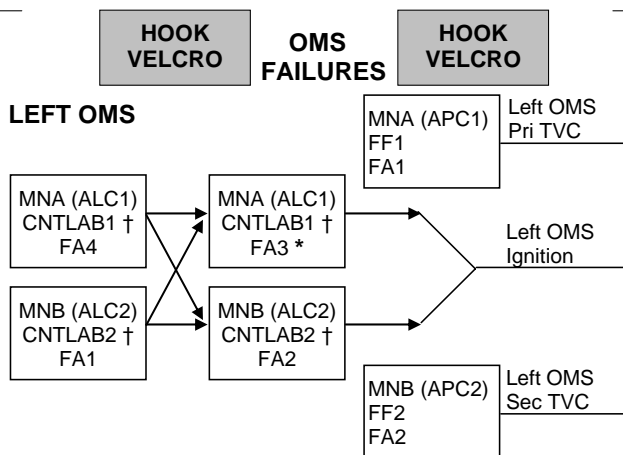
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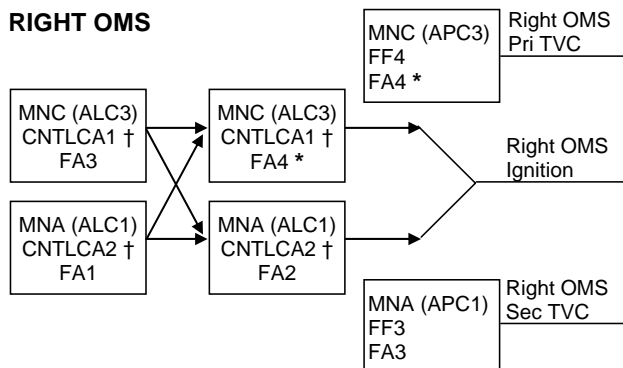
ENT/129/FIN

TOP
BACK OF 'DEORBIT BURN MONITOR'



† If CNTL AB1 or AB2 (CA1 or CA2) failed and ign path still exists at OMS fail, assume L(R) OMS ↓ is PRPLT FAIL

* If L(R) P_c failed high during burn, or FA3(4) failed, at L(R) OMS fail, no guidance downmode after L(R) OMS ENG switch OFF (TGO slow, ADI needles in error, 6 ft/s underburn)



If two FA MDMs lost		
MDMs	Preburn: ENG – OFF	During burn: MAN SHUTDN
1,2	LEFT (TVC)	BOTH
1,3	RIGHT (IGN)	LEFT
1,4	LEFT (IGN)	RIGHT
2,3	LEFT (IGN)	RIGHT
2,4	RIGHT (IGN)	LEFT
3,4	RIGHT (TVC)	BOTH

ENT-2b/129/A,O,D,E/A

(reduced copy)

FAB USE ONLY

FS CC 8-24

ENT/129/FIN

Space Shuttle Program
FLIGHT DATA FILE

JSC-48020-129
FINAL



ENTRY CHECKLIST

STS
129

Flight Cover (trim bottom to expose tabs)