

STS-127/2JA

Entry Execute Package



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Approved by FAO: F. Reynolds 

Last Updated: Jul 30 2009 3:08PM GMT
JEDI (Joint Execute package Development and Integration), v2.04.0003

REPLANNED

FD17

FD16

GMT 07/30/09 (211)

MET Day_015

01 02 03 04 05 06 07 08 09 10 11 12

CDR POLANSKY	SLEEP	POST SLEEP	PMCSLP A/G	GP IMU RWALIGN PUB & S VERIFI IT	DER - OE ORP SR				
PLT HURLEY	SLEEP	POST SLEEP		GP RW P U B P	DER OE ORP SR T B # I T				
MS1 CASSIDY	SLEEP	POST SLEEP		WAGS AG T CUSTOM CAPART H II T	DER OE ORP SR T B # I T				
MS2 PAYETTE	SLEEP	POST SLEEP		GD IE ORP R A R P A C T I T	DER OE ORP SR				
MS3 MARSHBURN	SLEEP	POST SLEEP		MMOS D ACT DI TAO KCCW # T	DER OE ORP SR T B # I T				
MS4 WOLF	SLEEP	POST SLEEP		MT P AEW DPR SCD N	DER OE ORP SR T B # I T				
MS5 WAKATA	SLEEP	POST SLEEP	PMCSLP A/G	W A T I C H	DER OE ORP SR T B # I T				
DAY/NIGHT ORBIT	238	239	240	241	242	243	244	245	
TDRS	W	E	Z						
ORB ATT									
NOTES	^SAMPLE #STATUS CHECK #IMU+-XST- *ENABLE								

2-56

FLT PLN/127/FLIGHT

ST S - 1 2 7

REPLANNED

FD17

GMT 07/31/09 (212)

MET Day_015

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CDR POLANSKY	DEORBIT PREP	DEORBIT PREP BACKOUT	L-1 COMM CHK	M- N Z V L R V	M U S	PRE SLEEP	PMC A/G	PRE SLEEP
PLT HURLEY	DEORBIT PREP	DEORBIT PREP BACKOUT	W I S A N I S S I A T T E #	W T A E S R T M E	M U S	PRE SLEEP		PRE SLEEP
MS1 CASSIDY	DEORBIT PREP	DEORBIT PREP BACKOUT	T E M A T C H O N			PRE SLEEP		PRE SLEEP
MS2 PAYETTE	DEORBIT PREP	DEORBIT PREP BACKOUT	M C I U X		M U S	PRE SLEEP		PRE SLEEP
MS3 MARSHBURN	DEORBIT PREP	DEORBIT PREP BACKOUT	M O S W C E T A T C C U P		M U S	PRE SLEEP		PRE SLEEP
MS4 WOLF	DEORBIT PREP	DEORBIT PREP BACKOUT			M D D I K &	PRE SLEEP		PRE SLEEP
MS5 WAKATA	DEORBIT PREP	DEORBIT PREP BACKOUT	M A T I C H		PMC A/G	PRE SLEEP		PRE SLEEP
DAY/NIGHT ORBIT	246 247 248 249 250 251 252 253							
TDRS W E Z								
ORB ATT	-XSI	Entry	COMM	-MSS -MLA	DUMP	-MSS -DFR	-ZLV -XV	-DFR
GND								
NOTES	#15/15:42 *15/16:45 #PWR OFF & STATUS CHECK *FILTER CK FLT PLN/127/FLIGHT							

S T S - 1 2 7

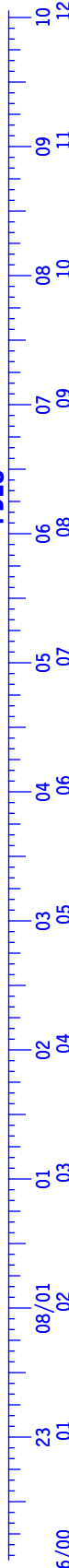
REPLANNED

FD18

FD17

GMT 07/31/09 (212)

MET Day_016



CDR POLANSKY	SLEEP	POST SLEEP	PMC A/G	POST SLEEP	GP RW PR BU VERIF I	INU T- RX & KS I			
PLT HURLEY	SLEEP	POST SLEEP			GP RW PR BU P	SE A T K			
MS1 CASSIDY	SLEEP	POST SLEEP			MA TT CH	TP EW PR CD N			
MS2 PAYETTE	SLEEP	POST SLEEP							
MS3 MARSHBURN	SLEEP	POST SLEEP			MA TT CH	OS CT AO CW			
MS4 WOLF	SLEEP	POST SLEEP			MD DK #				
MS5 WAKATA	SLEEP	POST SLEEP	PMC A/G	POST SLEEP	MA TT CH				
DAY/NIGHT ORBIT	254	255	256	257	258	259	260	261	
TDRS	W	E	Z						
ORB ATT									
NOTES								#STATUS CHECK	^PWR ON

2-58

FLT PLN/127/FLIGHT

REPLANNED

FD18 EOM+1

GMT 08/01/09 (213)

MET Day_016

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CDR POLANSKY	DEORBIT PREP	DEORBIT PREP BACKOUT	PRE SLEEP	SLEEP
PLT HURLEY	DEORBIT PREP	DEORBIT PREP BACKOUT	PRE SLEEP	SLEEP
MS1 CASSIDY	DEORBIT PREP	DEORBIT PREP BACKOUT	PRE SLEEP	SLEEP
MS2 PAYETTE	DEORBIT PREP	DEORBIT PREP BACKOUT	PRE SLEEP	SLEEP
MS3 MARSHBURN	DEORBIT PREP	DEORBIT PREP BACKOUT	PRE SLEEP	SLEEP
MS4 WOLF	DEORBIT PREP	DEORBIT PREP BACKOUT	PRE SLEEP	SLEEP
MS5 WAKATA	DEORBIT PREP	DEORBIT PREP BACKOUT	PRE SLEEP	SLEEP

D E O R B I T #

L A N D I N G *

	DO	TIG	LANDING
KSC	0264	16/16:02	16/17:05
NOR	0265	16/17:34	16/18:36
KSC	0265	16/17:38	16/18:40
EDW	0266	16/19:07	16/20:09
NOR	0266	16/19:09	16/20:11
EDW	0267	16/20:43	16/21:45

DAY/NIGHT	ORBIT	W	E	Z
262	263	264	265	266
267	268	269		

ORB ATT	Notes
	^PWR OFF %FILTER CK #STATUS CHECK *SALIVA KIT

REPLANNED

FD19 EOM+2

FD18 EOM+1

GMT 08/01/09 (213) 017/00 01 02 03 04 05 06 07 08 09 10 11 12
 MET Day_017

CDR POLANSKY	SLEEP	POST SLEEP	POST SLEEP	DEORBIT PREP
PLT HURLEY	SLEEP	POST SLEEP	POST SLEEP	DEORBIT PREP
MS1 CASSIDY	SLEEP	POST SLEEP	POST SLEEP	DEORBIT PREP
MS2 PAYETTE	SLEEP	POST SLEEP	POST SLEEP	DEORBIT PREP
MS3 MARSHBURN	SLEEP	POST SLEEP	POST SLEEP	DEORBIT PREP
MS4 WOLF	SLEEP	POST SLEEP	POST SLEEP	DEORBIT PREP
MS5 WAKATA	SLEEP	POST SLEEP	POST SLEEP	DEORBIT PREP
DAY/NIGHT ORBIT	269	270	271	272
TDRS W E Z				
ORB ATT				
NOTES				

S T S - 1 2 7

FLT PLN/127/FLIGHT

2-60

^PMR ON
 #STATUS CHECK
 *SALIVA KIT

FD19 EOM+2

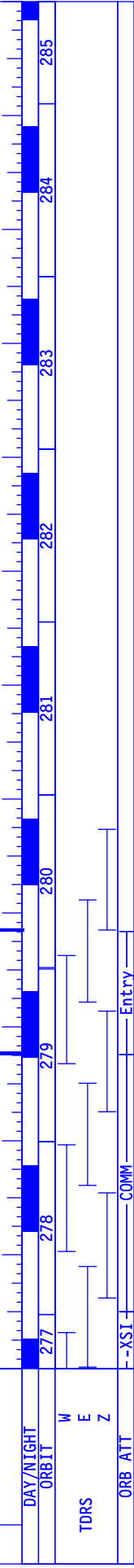
GMT 08/02/09 (Z14)

MET Day_017

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CDR POLANSKY	DEORBIT PREP	D	L		
PLT HURLEY	DEORBIT PREP	E	A		
MS1 CASSIDY	DEORBIT PREP	R	N		
MS2 PAYETTE	DEORBIT PREP	B	D		
MS3 MARSHBURN	DEORBIT PREP	I	I		
MS4 WOLF	DEORBIT PREP	T	N		
MS5 WAKATA	DEORBIT PREP	#	G		
DAY/NIGHT ORB	277	278	279	280	281
TDRS	W	E	Z		
ORB ATT	--XSI	COMM	Entry		

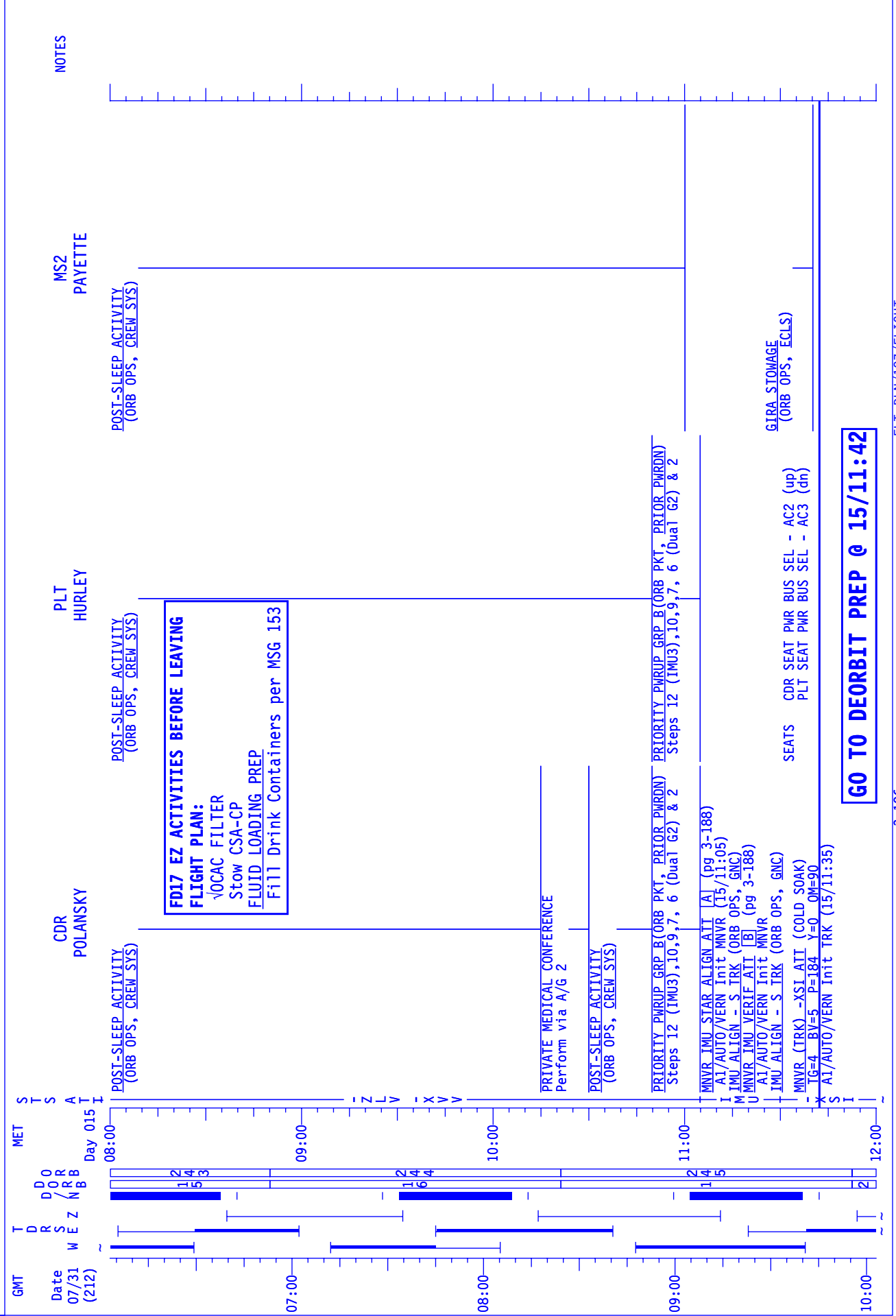
	DO	TIG	LANDING
KSC	0279	17/14:47	17/15:50
KSC	0280	17/16:22	17/17:24
EDW	0281	17/17:52	17/18:55
NOR	0281	17/17:54	17/18:56
EDW	0282	17/19:27	17/20:29
NOR	0282	17/19:30	17/20:31



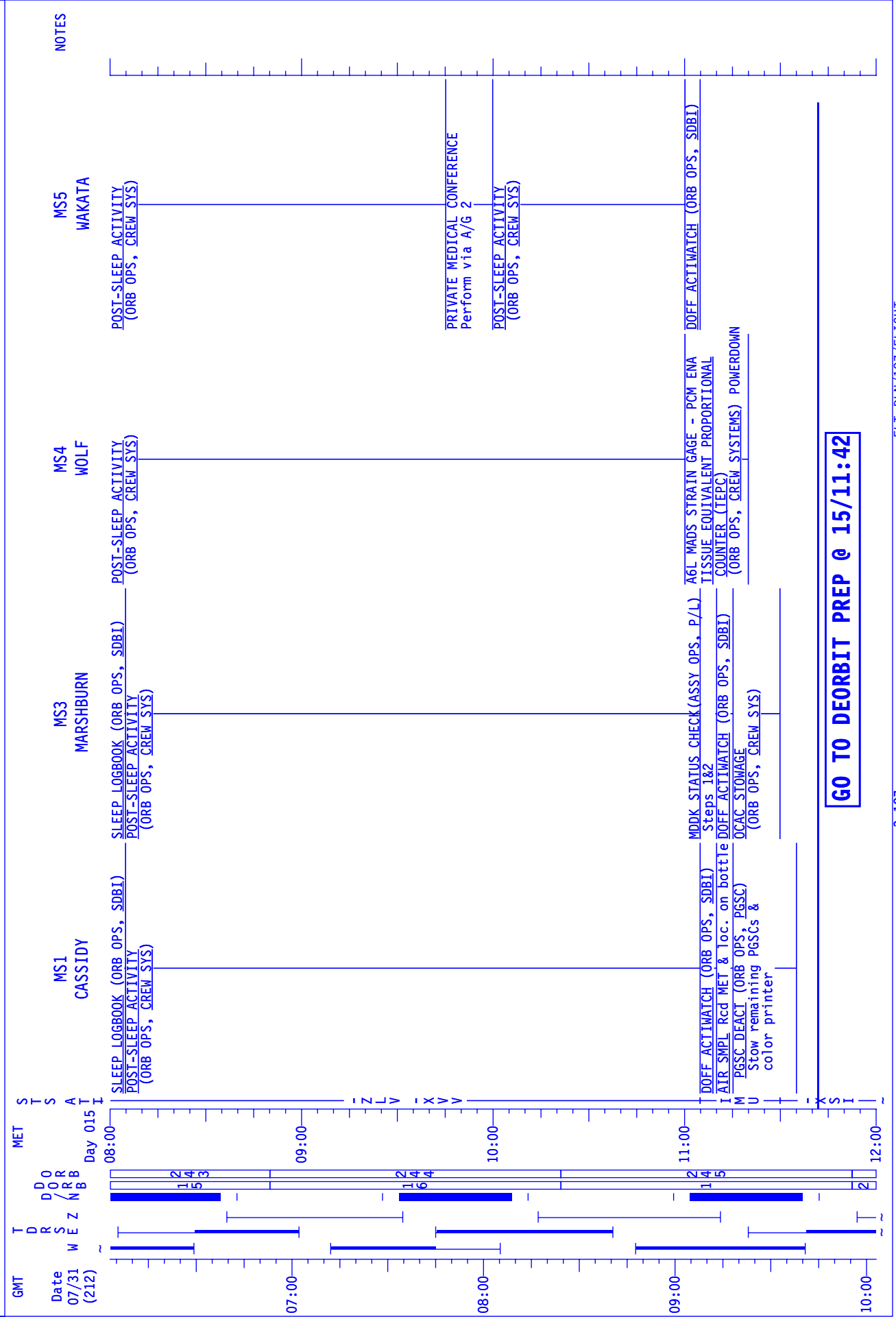
#17/14:47 *17/15:50

NOTES

STS-127 FD (17)



STS-127 FD (17)



GO TO DEORBIT PREP @ 15/11:42

<u>A</u> IMU STAR ALIGN PAD	
ID: -Y: 50, AVIOR MET (15/11:04 TO 15/11:53)	
ID: -Z: 54, DIPHDA MET (15/10:55 TO 15/11:43)	
ANG DIFF: 86.3	
DUAL S TRKR <u>ALIGNMENT</u>	2nd ATTITUDE (SINGLE S TRKR) -Z: 50 -Y: 54
R 163 P 91 Y 307	R 49 238 P 61 76 Y 307 307
REQD ID:	
-Y: _____, -Z: _____, ANG ERR _____	
ANG: 1 2 3	
ΔX () () ()	
ΔY () () ()	
ΔZ () () ()	
EXECUTION TIME: ____/____: ____ MET	

<u>B</u> IMU VERIFICATION STAR ALIGN PAD	
ID: -Y: 34, MIAPLACIDUS MET (15/10:59 TO 15/11:49)	
ID: -Z: 24, BELLATRIX MET (15/11:16 TO 15/12:04)	
ANG DIFF: 85.2	
DUAL S TRKR <u>ALIGNMENT</u>	2nd ATTITUDE (SINGLE S TRKR) -Z: 34 -Y: 24
R 103 P 27 Y 357	R 16 179 P 19 321 Y 355 359
REQD ID:	
-Y: _____, -Z: _____, ANG ERR _____	
ANG: 1 2 3	
ΔX () () ()	
ΔY () () ()	
ΔZ () () ()	
EXECUTION TIME: ____/____: ____ MET	

MSG 151A - DEORBIT PREP CHECKLIST UPDATES

1 **NOMINAL DEORBIT PREP CHECKLIST DELTAS**

PAGE	TIG	CHANGE
1-15	-1:45	C,P Inspect area around forward windows (1 - 6); remove any loose objects.

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END OF PAGE 1 OF 1, MSG 151A

MSG 152A - ENTRY FIW SUMMARY

1

<u>SYSTEM#</u>	<u>FAILURE</u>	<u>IMPACT</u>	<u>WORK AROUND</u>
CREW SYS 1	Leaking Microbe filter	Free water in cabin	Replaced w/spare, stowed leaking unit
CREW SYS 2	Leaking water transfer hose	Free water in cabin	Tightened fitting, monitor for leaks
EPS	FC3 Sustaining Heater remained powered for longer than expected.	Should the heater fail on permanently there will be a margin impact and the Fuel Cell will not be considered usable as a last fuel cell.	Fuel Cell 3 is no longer at low power levels. Additional sustaining heater cycles are no longer expected.
OMS	The LOME GN2 tank was previously leaking at approximately 10 psi/day. Subsequently the pressure decay seen in the GN2 Tank has stopped, but is now being seen from the accumulator at approximately 24 psi/day. A similar signature was seen on STS-118 & 126.	At the current leak rate, there is no impact to LOME capability	The GMEM uplinked on FD11 to lower the LOMS GN2 TK P2 FDA Limit from 1200 psi to 500 psi will be lost at the OPS 8 transition, causing the limit to return to 1200 psi. Since the L OMS GN2 tank pressure is currently below 1200 psi, a LOMS TK P FDA will be annunciated at every OPS transition. The GMEM will not be re-implemented in OPS 2. The LOMS GN2 accumulator is being repressed daily to avoid dropping below the GN2 Reg P FDA limit of 299 psi during crew sleep.
RCS	F2F was annunciated fail off by RCS RM and auto deselected.	Loss of redundancy only.	None

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MSG 153 - ENTRY DAY FLUID LOADING AND ANTI-G SUIT OPS

Fluid Loading:

The following is the prescription for fluid loading on entry day:

Initiate fluid loading at 1 hour before TIG. Consume 8 ounces of water or artificially sweetened (A/S) drink with two salt tablets, or 8 ounces of Chicken Consommé every 15 minutes. Fluid loading must be completed by Entry Interface (EI).

Nominal Fluid Load

CREWMEMBER	FLUID	TOTAL # OF SALT TABLETS
CDR (Polansky)	40 oz - Chicken Consommé	0
PLT (Hurley)	40 oz - Orange Drink w/ A/S	10
MS1 (Cassidy)	40 oz - Water	10
MS2 (Payette)	24 oz - Chicken Consommé 8 oz - Lemon-Lime Ade	0
MS3 (Marshburn)	16 oz - Water 8 oz - Tropical Punch w/ A/S 8 oz - Chicken Consommé	6
MS4 (Wolf)	40 oz - Water	10
MS5 (Wakata)	32 oz - Water	8

Note: Chicken Consommé is only available in 12 oz. servings. Prepackaged volume may exceed prescribed quantity. It is recommended that Chicken Consommé be hydrated the morning of landing and ingested that day. All other fluid loading bags may be filled the night before and ingested within 30 hours of filling. All fluid bags exceeding these times should be discarded and new bags filled for use.

If there is a one orbit wave-off and fluid loading was completed on the previous deorbit attempt, then the following prescription should be completed by EI. Fluid loading for a one orbit wave-off is not required to be pulled until wave-off is declared.

Wave-Off Fluid Load

CREWMEMBER	FLUID	TOTAL # OF SALT TABLETS
CDR (Polansky)	20 oz - Chicken Consommé	0
PLT (Hurley)	20 oz - Orange Drink w/ A/S	5
MS1 (Cassidy)	20 oz - Water	5
MS2 (Payette)	16 oz - Lemon-Lime Ade	0
MS3 (Marshburn)	8 oz - Water 8 oz - Tropical Punch w/ A/S	4
MS4 (Wolf)	20 oz - Water	5
MS5 (Wakata)	16 oz - Water	4

MSG 153 - ENTRY DAY FLUID LOADING AND ANTI-G SUIT OPS

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If there is a greater than one orbit wave-off or a partial fluid load was performed on the previous deorbit attempt, then the entire Nominal Fluid Load protocol above should be repeated.

Anti-G Suit Operations:

Anti-G suits must be inflated to 0.5 psi (one click) at or near entry interface and to at least 1.0 psi (two clicks) at one G.

Dosimeter Reminder:

Ensure that all dosimeters are stowed in your ACES suits.

END OF PAGE 2 OF 2, MSG 153

MSG 154 - ENTRY SUMMARY BLANK

1 ORBIT IS ___ X ___ NM
2 DEORBIT DELTA V WILL BE APPROXIMATELY ___ FPS IN-PLANE/OUT-OF-PLANE
3 WITH ___ LBS WASTING.

4
5 AT THE DEORBIT BURN, YOU WILL HAVE (%):

6 L OX = ___ R OX = ___
7 L FU = ___ R FU = ___

8
9 THE PREDICTED POST DEORBIT BURN OMS QUANTITIES ARE AS FOLLOWS (%):

10 L OX = ___ R OX = ___
11 L FU = ___ R FU = ___

12
13 FORWARD RCS DUMP: ___ TO ___ %

14
15 CG AT EI: X = _____
16 CG AT M2.5: X = _____
17 Y = _____

18
19 ATMOS ITEM: 22
20 ELEV. SCHED: AUTO
21 BODY BENDING FILTER:

22 -----
23 SITE: ___ REV: ___

24
25 CROSS RANGE WILL BE ___ NM L/R

26
27 ROLL REVERSAL HISTORY:

28 V= ___ FPS
29 V= ___ FPS
30 V= ___ FPS

31
32
33 DEORBIT TIG: ___/___:___
34 LANDING APPROX: ___/___:___

35
36 WX FCST: _____

37
38
39 WIND FCST:

40 50K ___/___
41 38K ___/___
42 28K ___/___
43 20K ___/___
44 12K ___/___
45 7K ___/___
46 3K ___/___
47 1K ___/___
48 SFC ___/___

49
50 ALTIMETER: _____
51 DENSITY ALTITUDE: _____ FT

52
53 HAC PROCEDURES:

SITE: ___ REV: ___

CROSS RANGE WILL BE ___ NM L/R

ROLL REVERSAL HISTORY:

V= ___ FPS
V= ___ FPS
V= ___ FPS

DEORBIT TIG: ___/___:___
LANDING APPROX: ___/___:___

WX FCST: _____

WIND FCST:

50K ___/___
38K ___/___
28K ___/___
20K ___/___
12K ___/___
7K ___/___
3K ___/___
1K ___/___
SFC ___/___

ALTIMETER: _____
DENSITY ALTITUDE: _____ FT

HAC PROCEDURES:

MSG 154 - ENTRY SUMMARY BLANK

1	L/R OVHD TO _____		L/R OVHD TO _____
2	TURN ANGLE ___ DEG		TURN ANGLE ___ DEG
3	AIM POINT: NOM/CI		AIM POINT: NOM/CI
4	SPEEDBRAKE: NOM/SF		SPEEDBRAKE: NOM/SF
5	TD _____ FT AT _____ KTS		TD _____ FT AT _____ KTS
6	3K SPEEDBRAKE: ___%		3K SPEEDBRAKE: ___%
7	NAV AIDS STATUS: _____		NAV AIDS STATUS: _____

9 CONUS NOTAMS:

10 EDWARDS (EDW) - _____
11 WHITE SANDS (NOR) - _____
12

13 24 HOUR DELAYED DEORBIT: SITE ___ ORBIT ___ TIG ___/___:___ MET
14

15 -----
16 SITE: ___ REV: ___

16 SITE: ___ REV: ___

17
18 CROSS RANGE WILL BE ___ NM L/R

17
18 CROSS RANGE WILL BE ___ NM L/R

19
20 ROLL REVERSAL HISTORY:

19
20 ROLL REVERSAL HISTORY:

21 V= _____ FPS
22 V= _____ FPS
23 V= _____ FPS
24

21 V= _____ FPS
22 V= _____ FPS
23 V= _____ FPS
24

25
26 DEORBIT TIG: ___/___:___
27 LANDING APPROX: ___/___:___
28

25
26 DEORBIT TIG: ___/___:___
27 LANDING APPROX: ___/___:___
28

29 WX FCST: _____
30

29 WX FCST: _____
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31
32 WIND FCST:

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32 WIND FCST:

33 50K ___/___
34 38K ___/___
35 28K ___/___
36 20K ___/___
37 12K ___/___
38 7K ___/___
39 3K ___/___
40 1K ___/___
41 SFC ___/___
42

33 50K ___/___
34 38K ___/___
35 28K ___/___
36 20K ___/___
37 12K ___/___
38 7K ___/___
39 3K ___/___
40 1K ___/___
41 SFC ___/___
42

43 ALTIMETER: _____
44 DENSITY ALTITUDE: _____ FT
45

43 ALTIMETER: _____
44 DENSITY ALTITUDE: _____ FT
45

46 HAC PROCEDURES:

46 HAC PROCEDURES:

47 L/R OVHD TO _____
48 TURN ANGLE ___ DEG
49 AIM POINT: NOM/CI
50 SPEEDBRAKE: NOM/SF
51 TD _____ FT AT _____ KTS
52 3K SPEEDBRAKE: ___%
53 NAV AIDS STATUS: _____

47 L/R OVHD TO _____
48 TURN ANGLE ___ DEG
49 AIM POINT: NOM/CI
50 SPEEDBRAKE: NOM/SF
51 TD _____ FT AT _____ KTS
52 3K SPEEDBRAKE: ___%
53 NAV AIDS STATUS: _____

MSG 155 - ENTRY SUMMARY

1 ORBIT IS 184 X 174 NM
2 DEORBIT DELTA V WILL BE APPROXIMATELY 306 FPS IN-PLANE .

3
4 AT THE DEORBIT BURN, YOU WILL HAVE (%):
5 L OX = 33.1 R OX = 33.0
6 L FU = 32.6 R FU = 32.6

7
8 THE PREDICTED POST DEORBIT BURN OMS QUANTITIES ARE AS FOLLOWS (%):
9 L OX = 7.3 R OX = 7.1
10 L FU = 6.9 R FU = 6.9

11
12 FORWARD RCS DUMP: FU TO 0 %

13
14 CG AT EI: X = 1090.2
15 CG AT M2.5: X = 1089.3
16 Y = 0.0

17
18 ATMOS ITEM: 22
19 ELEV. SCHED: AUTO
20 BODY BENDING FILTER: ALT

21 -----

22 SITE: KSC REV: 248	SITE: KSC REV: 249
23	
24 CROSS RANGE WILL BE 660 NM A/L	CROSS RANGE WILL BE 260 NM A/R
25	
26 ROLL REVERSAL HISTORY:	ROLL REVERSAL HISTORY:
27 V= 10700 FPS	V= 18700 FPS
28 V= 5700 FPS	V= 9800 FPS
29 V= 3000 FPS	V= 4300 FPS
30	
31	
32 DEORBIT TIG: 15/15:39	DEORBIT TIG: 15/17:14
33 LANDING APPROX: 15/16:45	LANDING APPROX: 15/18:19
34	
35 WX FCST: FEW030 SCT080 BKN250 VIS 7	WX FCST: FEW030 SCT080 BKN250 VIS 7
36 SLGT CHC SHRA/TSRA WI 30NM	CHC SHRA/TSRA WI 30NM
37	
38 WIND FCST:	WIND FCST:
39 50K 045/25	50K 045/25
40 38K 045/20	38K 045/20
41 28K 065/10	28K 065/10
42 20K 080/05	20K 080/05
43 12K 160/05	12K 160/05
44 7K 275/05	7K 275/05
45 3K 210/10	3K 210/10
46 1K 170/10	1K 170/10
47 SFC 160/05P08	SFC 150/06P09
48	
49 ALTIMETER: 30.20	ALTIMETER: 30.18
50 DENSITY ALTITUDE: 1670 FT	DENSITY ALTITUDE: 1755 FT
51	
52 HAC PROCEDURES:	HAC PROCEDURES:
53 LEFT OVHD TO KSC15	LEFT OVHD TO KSC15

END OF PAGE 1 OF 2, MSG 155

MSG 155 - ENTRY SUMMARY

1	TURN ANGLE 215 DEG		TURN ANGLE 260 DEG
2	AIM POINT: NOM		AIM POINT: NOM
3	SPEEDBRAKE: NOM		SPEEDBRAKE: NOM
4	TD 2700 FT AT 195 KTS		TD 2600 FT AT 195 KTS
5	3K SPEEDBRAKE: 28 %		3K SPEEDBRAKE: 28 %
6	NAV AIDS STATUS: GREEN		NAV AIDS STATUS: GREEN

7 -----

8 CONUS NOTAMS:
9 EDWARDS (EDW) – LAKEBED RWYS GREEN, ELS / VFR ONLY
10 WHITE SANDS (NOR) – LAKEBED RWYS GREEN

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12 24 HOUR DELAYED DEORBIT: SITE KSC ORBIT 264 TIG 16/16:02 MET

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END OF PAGE 2 OF 2, MSG 155

MSG 156 - ENTRY CHECKLIST UPDATES

1 **ENTRY CHECKLIST DELTAS**

PAGE	PROCEDURE	ACTION
5-8	NH3 ACT (ENT, <u>POST LDG</u>)	Use the following NH3 Controller: L1 NH3 CNTLR B – SEC/ON
5-22	NH3 RECONFIG (ENT, <u>ASP EXT PWR UP</u>)	Use the following NH3 Controller: L1 NH3 CNTLR A – SEC/ON

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END OF PAGE 1 OF 2, MSG 156

MSG 156 - ENTRY CHECKLIST UPDATES

1 **THIS TABLE MAY BE CUT AND PASTED OVER THE OLD**
2 **OMS He PRESS/ Δ V/BURN TIME TABLE, ENT PG FS2-6.**

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6

OMS He PRESS/ Δ V/BURN TIME

OMS% GAGE	OMS He Press	OMS Δ V	RCS Δ V	RCS BURN MIN:SEC
32.6	2730	167	138	4:32
32	2710	163	135	4:27
30	2630	152	126	4:07
28	2550	140	116	3:48
26	2470	128	106	3:29
24	2390	117	97	3:10
22	2310	105	87	2:51
20	2230	93	77	2:32
18	2150	81	67	2:12
16	2070	70	58	1:53
14	1990	58	48	1:34
12	1910	46	38	1:15
10	1830	34	29	0:56
8	1750	22	19	0:37
6	1670	11	9	0:18

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NOTE: Uses vehicle weight of **223,660 lb**