

PROG page 4/4 > NAV STATUS
> Check RNP against APPR plate minimums (RNP)
> Enter RNP/VACTUAL if needed

At transition level:

Altimeters Local altimeter setting
PFD Crosscheck the transition level is being passed
APPROACH CHECKLIST Accomplish
10,000' MSL

LANDING light switches ON
LDO/DO light switch As needed
RUNWAY/TURNOFF switches ON
TAXI light switch ON

Cabin Crew Notify
CABIN READY Confirm
When cleared at/below MSA, MEA, MORA, MOCA or MVA (as needed):

WX/R and TERR switches ON
ATC will ask you to "descend and maintain"; in which case:

ATTITUDE selector SET and PRESS (PRESS only works in VNAV)

DIRECT TO - Select waypoint needing direct, then move it up to LSK 1

VNAV - Will take you through the STAR unless on a vector leg

FLCH - Manual SELECTED SPEED, will introduce the autothrottle

"TOO STEEP PATH AHEAD" / Use SPEED BRAKES to manage descent

A speed deviation > +10 kt - Use SPEED BRAKE / -10 kt A/T will kick in

APPROACH CHECKLIST

Altimeters LOCAL

ILS PROCEDURE

X-wind landing limit is 38 kts / Autoland is 25 head, 25 X, 15 tail
PFD Ensure ILS frequency is correctly identified

DECEL / 15-10 NM - VNAV may drop speed below UP speed, Monitor
Flap lever Just prior to reaching UP bug

Speed BUG DOWN to 1 (you can now SPD INTV)
3.2 NM - You should be at 3000 FT at 200 ft above

ILS signal Check
APP mode ARM
Flap lever 1 as speed approaches 1
Speed BUG DOWN to 5

GS Alive / DIAMOND 2-Below - GS always shows on STBY altimeter "Page"
Flap lever 15
Speed BUG DOWN to 15

GS Alive / DIAMOND 1-Below
Landing Gear lever ON - can wait until after FLAP 20 if required
Speed Brake lever ARMED

Glide Slope CAPTURED
Flap lever 20 - Gear Horn will sound above FLAP 25
Speed BUG DOWN to 20

Flap lever Landing
Speed BUG DOWN to VREF + half headwind
A/T As needed (can leave ON during flare)
MCP ALTITUDE Set Missed Ap Alt when > 300 ft below MAA

Landing Checklist (Automatic)
Speed Brake Armed
Landing Gear Down
Flaps Green Light
Cabin Ready

At FAF - Small Corrections - bank 2°, pitch 1°, a little more if needed
A/P OFF / OFF Again
- 30° RA - Look to end of runway, small flare, Just check your rate

GO-AROUND / MISSED APPROACH PROCEDURE

TO/GA switch Push
FLAPS Current / 20 MAX

Go-around altitude Set
Positive rate

Control gear lever UP
400' RA

Roll mode As needed
Acceleration height

Miss/App speed Set
Flap retraction Complete

Above flap retraction speed
VNAV or FLCH Select
Climb thrust Verify

Miss/App Alt Capture

VNAV PROCEDURE

X-wind limit is 38 kts / Autoland is 25 head, 25 X, 15 tail
Plan to intercept the localizer with Flaps 5 and at Raps 3 speed

LEGS > check VNAV Glide Path Angle (e.g. 30° 3.000 ft)
DECEL / 15-10 NM - VNAV may drop speed below UP speed, Monitor
Flap lever Just prior to reaching UP bug

Speed BUG DOWN to 1 (you can now SPD INTV)
Approaching Glide Slope Intercept altitude (minimum 2 NM)
LOC signal Check

LOC or LNAV Arms or Verify LNAV unless LOC approach
Flap lever 1 as speed approaches 1
Speed BUG DOWN to 5

At Glide Slope MCP ALTITUDE 2 NM prior to FAF - Set FAF/MDA e.g. "1500"
Flap lever 30 - Gear Horn will sound at FLAP 25
Speed BUG DOWN to 20

Landing Gear lever ON
Speed BRAKE ARMED
VNAV Select or Verify VNAV PTH
Speed Intervene Select or Verify

At 4 NM (OVER) / 5 NM (IFR)
Flap lever 30 - LANDING
Speed BUG DOWN to VREF + half headwind
A/T Leave ON / As needed

if "RW" waypoint in FMC, FID can be ON until final app, else both OFF
MCP ALTITUDE Set Missed Ap Alt when > 300 ft below MAA
PAPI With FID's off, use PAPI's for vertical guidance

Landing Checklist (Automatic)

Speed Brake Armed
Landing Gear Down
Flaps Green Light
Cabin Ready

At FAF - Small Corrections - bank 2°, pitch 1°, a little more if needed
A/P Disengage OFF / OFF Again
- 30° RA - Look to end of runway, small flare, Just check your rate

AUTOMATIC LANDING AND LANDING ROLL PROCEDURE

Perform the standard procedures with the following modifications:

DO NOT DISENGAGE THE A/P DURING APPROACH AND LANDING!
SOOT RA
Autoland status LAND 3 or LAND 2
Before turning OFF the RUNWAY A/P OFF

AFTER LANDING PROCEDURE

Rapid exit taxiway < 55 KT / Taxways 50° 10 KT
SPEEDBRAKE lever STOWED

A/P selector START if taxi time to parking position 2 min or less

ENGINE ANTI-ICE selector As needed (if ground contamination)

LANDING light switches OFF

STROBE light switch OFF

RUNWAY TURNOFF lights ON / As needed

WX/R and TERR switches OFF

CAM display ON/OFF OFF

AUTOBRAKE selector OFF

FLAP lever UP

Transponder mode selector XPNDR

ECAS Check "A/P RUNNING"

FUEL CONTROL switch As req CUTOFF 1 ENDS if > 3 min after landing
Turning onto stand

RUNWAY TURNOFF lights OFF

TAXI light OFF

LAND 3 AUTOLAND

Verify FMA "FLARE & ROLLOUT" armed

Verify FMA "FLARE" engaged

Verify FMA "IDLE" / A/T retards Thrust Levers

Verify FMA "ROLLOUT" engaged

Reversers down to 60 knots

SINGLE CHANNEL ONLY

A/P disengage

Verify A/T retards Thrust Levers

Slowly FLARE

Reversers down to 60 knots

Boeing 777 Non Normal Procedures

Stanley Stewart

Boeing 777 Non Normal Procedures:

Integration of Multiple Non-Normal Checklist Procedures Into a Single Checklist Procedure for Transport Aircraft: A Preliminary Investigation Lynda J. Foernsler, 1996

Human Factors for Civil Flight Deck Design Don Harris, 2017-03-02 Human error is now the main cause of aircraft accidents. However, in many cases the pilot simply falls into a trap that has been left for him/her by the poor design of the flight deck. This book addresses the human factors issues pertinent to the design of modern flight decks. Comprising of invited chapters from internationally recognised experts in human factors and flight deck design, contributions span the world of industry, government research establishments and academia. The book brings together the practical experience of professionals across the human factors and flight deck design disciplines to provide a single, all-encompassing volume. Divided into two main parts, part one of the book examines the benefits of human engineering flight deck design process, head down display design, head up display design, auditory warning systems, flight control systems, control inceptors and aircraft handling qualities, flight deck automation and human computer interaction on the flight deck, and anthropometrics for flight deck design. Part two is concerned with flight deck evaluation, the human factors evaluation of flight decks, human factors in flight test and the regulatory viewpoint. Of interest to all human factors professionals operating in high technology, high risk, dynamic industries as well as those engaged directly in aerospace activities, the book will also be of key importance to engineers with an interest in human factors for flight deck design, academics and third year and post graduate human factors, ergonomics and psychology students.

AIR CRASH INVESTIGATIONS EYE OF THE NEEDLE The Crash of British Airways Flight 38 Hans Griffioen, editor, 2012-11-01 On 28 November 2008 a Boeing 777-200ER operated by British Airways as flight BA38 on its way from Beijing, China to London Heathrow suffered an approach to Heathrow Airport an in flight engine rollback. At 720 feet agl the right engine ceased responding to autothrottle commands for increased power and instead the power reduced to 1.03 Engine Pressure Ratio (EPR). Seven seconds later the left engine power reduced to 1.02 EPR. This reduction led to a loss of airspeed and the aircraft touching down some 330 m short of the paved surface of Runway 27L at London Heathrow. The investigation identified that the reduction in thrust was due to restricted fuel flow to both engines. It was determined that the restriction occurred most probably in the Fuel Oil Heat Exchangers. The investigation identified the forming of ice in the fuel system as probable cause. The aircraft was destroyed but there were no casualties.

Games and Learning Alliance João Dias, Pedro A. Santos, Remco C. Veltkamp, 2017-11-28 This book constitutes the refereed proceedings of the 6th International Conference on Games and Learning Alliance (GALA 2017) held in Lisbon, Portugal in December 2017. The 16 revised regular papers presented together with 6 poster papers were carefully reviewed and selected from 45 submissions. The papers cover topics such as games in education and training, games for health and special children, augmented and virtual reality methods and tools for design and development, and poster abstracts.

Performance of the Jet Transport Airplane Trevor M. Young, 2017-10-25 Performance of

the Jet Transport Airplane Analysis Methods Flight Operations and Regulations presents a detailed and comprehensive treatment of performance analysis techniques for jet transport airplanes. Uniquely the book describes key operational and regulatory procedures and constraints that directly impact the performance of commercial airliners. Topics include rigid body dynamics, aerodynamic fundamentals, atmospheric models including standard and non standard atmospheres, height scales and altimetry, distance and speed measurement, lift and drag and associated mathematical models, jet engine performance including thrust and specific fuel consumption models, takeoff and landing performance with airfield and operational constraints, takeoff climb and obstacle clearance level, climbing and descending flight including accelerated climb, descent, cruise and range including solutions by numerical integration, payload range, endurance and holding maneuvering flight including turning and pitching maneuvers, total energy concepts, trip fuel planning and estimation including regulatory fuel reserves, en route operations and limitations e.g. climb speed schedules, cruise ceiling, ETOPS cost considerations e.g. cost index, energy cost, fuel tankering, weight balance and trim, flight envelopes and limitations including stall and buffet onset speeds, V-n diagrams, environmental considerations viz. noise and emissions, aircraft systems and airplane performance e.g. cabin pressurization, de-icing and fuel and performance related regulatory requirements of the FAA Federal Aviation Administration and EASA European Aviation Safety Agency. Key features: Describes methods for the analysis of the performance of jet transport airplanes during all phases of flight. Presents both analytical closed form methods and numerical approaches. Describes key FAA and EASA regulations that impact airplane performance. Presents equations and examples in both SI Syst me International and USC United States Customary units. Considers the influence of operational procedures and their impact on airplane performance. Performance of the Jet Transport Airplane Analysis Methods Flight Operations and Regulations provides a comprehensive treatment of the performance of modern jet transport airplanes in an operational context. It is a must have reference for aerospace engineering students, applied researchers conducting performance related studies and flight operations engineers.

[Flying The Big Jets \(4th Edition\)](#) Stanley Stewart, 2014-09-30. Flying the Big Jets presents the facts that people want to know about the world of the big jets. How does a large aircraft fly? How long is the take off run at maximum weight? How much fuel is carried on a transatlantic flight? How do the radios work? What aircraft maintenance is required? How often are the tyres changed? What is the life style of a pilot? The answers to these and a thousand other questions are given in sufficient detail to satisfy the most inquisitive of readers. Chapter by chapter the reader is taken gently from the basics of the big jets to the sophistication of the glass cockpit in preparation for the pilot's seat on a Boeing 777 flight from London to Boston. Flying the Big Jets is a comprehensive book that reveals as never before the every day working environment of the modern long haul airline pilot. Written by a pilot with over 15 000 flying hours on heavy jets during a 30 year career in commercial aviation this title is a comprehensive text book taking the reader into the glass cockpit of a Boeing 777. It is also a guide to the principles of flight, the art of navigation and meteorology and an appreciation of the

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IEEE Region 10 Conference on Computers. Communications, Control and Power Engineering TENCON (2002,
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