

APPROACH PROCEDURE

PROG page 4/4

- > NAV STATUS
- > Check RNP against APPR plate minimums (RNP)
- > Enter RNP/ACTUAL 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

LOGO 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):

WXR and TERR switches ON

AFC will ask you to "descend and maintain" in which case:

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

DIRECT TO - Select waypoint needing direct, then move it up to LSK L1

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 1 just prior to reaching UP bug

Speed BUG DOWN to 1 (you can now SPD INTV)

12 NM - You should be at 3000 FT at 200 kt airspeed

ILS signal Check

APP mode ARM

Flap lever 3 as speed approaches 1

Speed BUG DOWN to 5

GS Alive / (DIAMOND 2-Below - GS always shows on STRY altimeter "app")

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 30 - 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 attitude Set

Positive rate

Landing gear lever UP

400' RA

Roll mode As needed

Acceleration height

Miss/App speed Set

Flap retraction Complete

Above flap maneuver 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 Flaps 5 speed

LEGS > check VNAV Glide Path Angle (e.g. "GP 3.00°")

DECEL / 15-10 NM - VNAV may drop speed below UP speed, Monitor

Flap lever 1 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 UNAV Arm or Verify LNAV unless LOC approach

Flap lever 3 as speed approaches 1

Speed BUG DOWN to 5

As 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 30

Landing Gear lever ON

Speed Brake lever ARMED

VNAV Select or Verify VNAV PTH

Speed Intervene Select or Verify

As 4 NM (VREF) / 5 NM (PR)

Flap lever 30 / LANDING

Speed BUG DOWN to VREF + half headwind

A/T Leave ON / As needed

If "RW" waypoint in FMC, FD can be ON until final app, else both OFF

MCP ALTITUDE Set Missed Ap Alt when > 300 ft below MAA

RAPI With FD'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 by 200' - 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 AP DURING APPROACH AND LANDING

500' RA

Autoland status LAND 3 or LAND 2

Before turning OFF the RUNWAY

A/P OFF

AFTER LANDING PROCEDURE

Rapid exit taxiway < 55 KT / Taxiways 90° 10 KT

SPEEDBRAKE lever STOWED

APU selector START if taxi time to parking position 2 min or less

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

LANDING light switches OFF

STROBE light switch OFF

RUNWAY TURNOFF lights ON / As needed

WXR and TERR switches OFF

CAM display (NDOP) ON

AUTOBRAKE selector OFF

FLAP lever UP

Transponder mode selector XPNDR

EICAS Check "APU RUNNING"

FUEL CONTROL switch As reqd CUTOFF 1 ENG if > 3 min after landing

Turning onto stand

RUNWAY TURNOFF lights OFF

TAXI light OFF

LAND 3 AUTOLAND

@ 500' Verify FMA "FLARE & ROLLOUT" armed

@ 50' Verify FMA "FLARE" engaged

@ 20' Verify FMA "IDLE" / A/T retards Thrust Levers

@ Touchdown Verify FMA "ROLLOUT" engaged

Reversers down to 60 knots

SINGLE CHANNEL ONLY

@ 200' (latest) A/P disengage

@ 50' Verify A/T retards Thrust Levers

@ 50 - 25 ft Slowly FLARE

Reversers down to 60 knots

Boeing 777 Non Normal Procedures

Stanley Stewart

A red circular graphic with a gradient, appearing as a semi-circle or a partial circle, located to the right of the author's name.

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 on 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 desing and development and poster abstracts *Performance of the Jet Transport Airplane* Trevor M. Young,2017-10-25 Performance of

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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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