

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: Landing 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

Climb thrust Select

Miss/App Alt Verify

Above flap retraction speed 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 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 Speed 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 lever 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 50P 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

At 200' (Descent) A/P disengage

Verify A/T retards Thrust Levers

Slowly FLARE

Reversers down to 60 knots

# Boeing 777 Non Normal Procedures

**RJ Shavelson**

## **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 anti 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 role played by Air Traffic Control in modern airline operations An absorbing read for that next long haul flight WINGSPAN Aviation Business Magazine ,2009-02 **Federal Register** ,2013-05 **ICAO Journal** ,2001 Official magazine of international civil aviation Advanced Avionics on the Airbus A330/A340 and the Boeing 777 Aircraft ,1993 Benefits of Controller-pilot Data Link ATC Communications in Terminal Airspace ,1996 **Airways** ,2007 Advanced Materials & Processes ,1995 Aerospace Engineering ,1994 **Flight International** ,2011 **2002 IEEE Region 10 Conference on Computers. Communications, Control and Power Engineering** TENCON (2002, Beijing),2002 **Aerospace** ,1995 Aviation Week & Space Technology ,2009 Aeroplane and Commercial Aviation News ,1967 **U.S. Airline Transport Pilot International Flight Language Experiences** O. Veronika Prinzo,2010

## Reviewing **Boeing 777 Non Normal Procedures**: Unlocking the Spellbinding Force of Linguistics

In a fast-paced world fueled by information and interconnectivity, the spellbinding force of linguistics has acquired newfound prominence. Its capacity to evoke emotions, stimulate contemplation, and stimulate metamorphosis is actually astonishing. Within the pages of "**Boeing 777 Non Normal Procedures**," an enthralling opus penned by a very acclaimed wordsmith, readers attempt an immersive expedition to unravel the intricate significance of language and its indelible imprint on our lives. Throughout this assessment, we shall delve into the book's central motifs, appraise its distinctive narrative style, and gauge its overarching influence on the minds of its readers.

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