

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 (FR)

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

RAP 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

G Psacharopoulos

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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 (Système 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, and conducting performance related studies and flight operations engineers.

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