

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, MOA, MOCA or MVA (as needed):	
WXR and TERR switches	ON
ATC 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 30 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	DN - 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

TO/GA / 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 maneuver speed	
VNAV or FLCH	Select
Climb thrust	Verify
Miss/App Alt	Capture

VNAV PROCEDURE	
X-wind limit is 30 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 VNAV	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	DN
Speed Brake lever	ARMED
VNAV	Select or Verify VNAV PTH
Speed Intervene	Select or Verify
As 4 NM (VFR) / 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, FD can be ON until final app, else both OFF	
MCP ALTITUDE	Set Missed Ap Alt when > 300 ft below MAA
RAP1	With FD's off, use PAPT'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 (ON/OFF)	OFF
AUTOBRAKE selector	OFF
FLAP lever	UP
Transponder mode selector	XPNDR
EICAS	Check "APU RUNNING"
FUEL CONTROL switch	As req 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

**D Keegan**



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