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
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 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	5 as speed approaches 1
Speed	BUG DOWN to 5
GS Alive / DIAMOND 2-Below – GS always shows on STBY 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	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 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 LNAV	Arm or Verify LNAV unless LOC approach
Flap lever	5 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	20 - Gear Horn will sound at FLAP 25
Speed	BUG DOWN to 20
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
PAPI	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 (INOP)	INOP
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

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Boeing 777 Non Normal Procedures

TENCON (2002, Beijing)

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 *Flying The Big Jets (4th Edition)* Stanley Stewart,2014-09-30 Flying the Big

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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

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