

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, MOBA, 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 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 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

TO/GA / MISSED APPROACH PROCEDURE

TO/GA switch Push

FLAPS Current / 20 MAA

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 ON
 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
 RAPI 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'
 @ 50'
 @ 20'
 @ Touchdown
 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

@ 200' (latest)
 @ 50'
 @ 50 - 25 ft
 A/P disengage
 Verify A/T retards Thrust Levers
 Slowly FLARE
 Reversers down to 60 knots

Boeing 777 Non Normal Procedures

R Barnett



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 levers, 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 the 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.

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

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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

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

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Federal Register ,2013-05 *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
Aerospace Engineering ,1994 Advanced Materials & Processes ,1995 *2002 IEEE Region 10 Conference on
Computers, Communications, Control and Power Engineering* TENCON (2002, Beijing),2002 **Flight International** ,2011
Aviation Week & Space Technology ,2009 *Aerospace* ,1995 *International Aerospace Abstracts* ,1999
Aeroplane and Commercial Aviation News ,1967

Unveiling the Energy of Verbal Beauty: An Psychological Sojourn through **Boeing 777 Non Normal Procedures**

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