

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 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 MAA

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 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 20 - 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 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 (RND) 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

WJ Hussar



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

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

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

ICAO Journal ,2001 Official magazine of international civil aviation *Federal Register* ,2013-05 Aviation Business Magazine ,2009-02 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 *International Aerospace Abstracts* ,1999

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[hey jude wikipedia](#) - Feb 15 2023

hey jude was the first beatles song to be recorded on eight track recording equipment the sessions took place at trident studios in central london midway through the recording of the group s self titled double album also known as the white album and led to an argument between mccartney and george harrison over the song s guitar part

[paul mccartney s hey jude notes sold as an nft for over 76 000 nme](#) - Mar 04 2022

feb 8 2022 an nft of paul mccartney s handwritten notes for hey jude has sold for over 76 000 56 136 it s been reported [the beatles handwritten hey jude lyrics sell for 910 000 at auction](#) - Aug 09 2022

apr 11 2020 paul mccartney s scribbled note for a recording session in london in 1968 of hey jude that sold for 910 000 photograph julien s auctions reuters the observer the beatles

[julian lennon to auction nft of paul mccartney s notes for hey jude](#) - May 06 2022

jan 25 2022 last modified on wed 19 oct 2022 10 06 edt paul mccartney s original notes for hey jude are being sold digitally at least by one of john lennon s sons julian lennon has announced details

hey jude by john lennon and paul mccartney sheet music plus - Dec 13 2022

the beatles hey jude arranged string trio of violin viola and cello my arrangement differs to some of the other trio arrangements you may find both on this site and elsewhere i have not simply transcribed it from a piano arrangement i e given the tune to the 1st violin and given broken chords or sustaining notes to the other two

the beatles rare notebook featuring handwritten hey jude - Nov 12 2022

feb 14 2022 collated from 1967 to 1968 the previously unseen notebook contains preliminary handwritten lyrics for hey jude by paul mccartney a part lyric for sgt peppers lonely hearts club band

[paul mccartney s hey jude notes sell for 910k at auction](#) - Oct 11 2022

apr 11 2020 handwritten notes that paul mccartney made for the recording of the beatles classic hey jude have been sold for 910 000 at an auction yesterday april 10 the piece of paper

hey jude song the paul mccartney project - Jul 20 2023

hey jude is a song by the english rock band the beatles that was released as a non album single in august 1968 it was written by paul mccartney and credited to the lennon mccartney partnership

[hey jude by the beatles paul mccartney sheet music plus](#) - Jan 14 2023

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hey jude original notes handwritten by paul mccartney - Jun 19 2023

feb 2 2022 vdomdhtmltml *hey jude original notes handwritten by paul mccartney youtube* the 1968 beatles masterpiece is frequently included on music lists of the greatest songs of all time

paul mccartney sheet music from the beatles hey jude - Aug 21 2023

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recording and mixing hey jude the paul mccartney project - Apr 17 2023

on this day the beatles continued working on hey jude which was rehearsed the day before they recorded seventeen takes numbered takes 7 23 at the end of the session two tape reductions were created and a rough stereo mix was made so that george martin could work on the song s orchestral score which would be

recording hey jude session the paul mccartney project - Jul 08 2022

after two days of rehearsals and rough takes spent on hey jude the beatles moved from abbey road to trident studios to benefit from the eight track recording facilities and record the song in a proper way from the beatles monthly book september 1968 n 62 then on the wednesday we moved from emi to trident which

recording hey jude session the paul mccartney project - May 18 2023

after two days of rehearsals and rough takes at abbey road and a day of proper recording at trident studios on this day the beatles completed the recording of hey jude still at trident studios to benefit from its eight track recording facilities from 5 pm to 8 pm the beatles added overdubs onto take 1

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mar 15 2008 on 26 july 1968 played the song to lennon for the first time it wasn t until 1987 that mccartney came to discuss hey jude with julian lennon after a chance encounter in a new york hotel the recording notes for hey jude were bought at auction by julian lennon in 1996 for 25 000

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there was no session on friday july 26 as paul mccartney and john lennon finished writing hey jude as reported by the beatles monthly book september 1968 n 62 on friday july 26 john and paul spent most of the day at paul s house putting the final touches to their latest composition hey jude

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