

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

TO/GA / 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' Verify FMA "FLARE & ROLLOUT" armed

@ 20' Verify FMA "FLARE" engaged

@ Touchdown Verify FMA "IDLE" / A/T retards Thrust Levers

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

M Lipman



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
Aviation Business Magazine ,2009-02 ICAO Journal ,2001 Official magazine of international civil aviation
Federal Register ,2013-05 *Advanced Avionics on the Airbus A330/A340 and the Boeing 777 Aircraft* ,1993
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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

Boeing 777 Non Normal Procedures: Bestsellers in 2023 The year 2023 has witnessed a remarkable surge in literary brilliance, with numerous compelling novels enthraling the hearts of readers worldwide. Lets delve into the realm of bestselling books, exploring the captivating narratives that have enthralled audiences this year. Boeing 777 Non Normal Procedures : Colleen Hoover's "It Ends with Us" This touching tale of love, loss, and resilience has captivated readers with its raw and emotional exploration of domestic abuse. Hoover skillfully weaves a story of hope and healing, reminding us that even in the darkest of times, the human spirit can prevail. Uncover the Best : Taylor Jenkins Reids "The Seven Husbands of Evelyn Hugo" This intriguing historical fiction novel unravels the life of Evelyn Hugo, a Hollywood icon who defies expectations and societal norms to pursue her dreams. Reids absorbing storytelling and compelling characters transport readers to a bygone era, immersing them in a world of glamour, ambition, and self-discovery. Discover the Magic : Delia Owens "Where the Crawdads Sing" This mesmerizing coming-of-age story follows Kya Clark, a young woman who grows up alone in the marshes of North Carolina. Owens crafts a tale of resilience, survival, and the transformative power of nature, captivating readers with its evocative prose and mesmerizing setting. These popular novels represent just a fraction of the literary treasures that have emerged in 2023. Whether you seek tales of romance, adventure, or personal growth, the world of literature offers an abundance of captivating stories waiting to be discovered. The novel begins with Richard Pape, a bright but troubled young man, arriving at Hampden College. Richard is immediately drawn to the group of students who call themselves the Classics Club. The club is led by Henry Winter, a brilliant and charismatic young man. Henry is obsessed with Greek mythology and philosophy, and he quickly draws Richard into his world. The other members of the Classics Club are equally as fascinating. Bunny Corcoran is a wealthy and spoiled young man who is always looking for a good time. Charles Tavis is a quiet and reserved young man who is deeply in love with Henry. Camilla Macaulay is a beautiful and intelligent young woman who is drawn to the power and danger of the Classics Club. The students are all deeply in love with Morrow, and they are willing to do anything to please him. Morrow is a complex and mysterious figure, and he seems to be manipulating the students for his own purposes. As the students become more involved with Morrow, they begin to commit increasingly dangerous acts. The Secret History is a masterful and thrilling novel that will keep you speculating until the very end. The novel is a cautionary tale about the dangers of obsession and the power of evil.

<https://kmsbrunchlive.gobrunch.com/results/virtual-library/index.jsp/a%20narrative%20of%20the%20captivity%20of%20mrs%20johnson%20a%20heritage%20classic.pdf>

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