

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 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 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

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) ON/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

Lingjun Ying



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

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Table of Contents Boeing 777 Non Normal Procedures

1. Understanding the eBook Boeing 777 Non Normal Procedures
 - The Rise of Digital Reading Boeing 777 Non Normal Procedures
 - Advantages of eBooks Over Traditional Books
2. Identifying Boeing 777 Non Normal Procedures
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Boeing 777 Non Normal Procedures
 - User-Friendly Interface
4. Exploring eBook Recommendations from Boeing 777 Non Normal Procedures
 - Personalized Recommendations
 - Boeing 777 Non Normal Procedures User Reviews and Ratings
 - Boeing 777 Non Normal Procedures and Bestseller Lists
5. Accessing Boeing 777 Non Normal Procedures Free and Paid eBooks
 - Boeing 777 Non Normal Procedures Public Domain eBooks
 - Boeing 777 Non Normal Procedures eBook Subscription Services
 - Boeing 777 Non Normal Procedures Budget-Friendly Options
6. Navigating Boeing 777 Non Normal Procedures eBook Formats

- ePub, PDF, MOBI, and More
 - Boeing 777 Non Normal Procedures Compatibility with Devices
 - Boeing 777 Non Normal Procedures Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Boeing 777 Non Normal Procedures
 - Highlighting and Note-Taking Boeing 777 Non Normal Procedures
 - Interactive Elements Boeing 777 Non Normal Procedures
 8. Staying Engaged with Boeing 777 Non Normal Procedures
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Boeing 777 Non Normal Procedures
 9. Balancing eBooks and Physical Books Boeing 777 Non Normal Procedures
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Boeing 777 Non Normal Procedures
 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
 11. Cultivating a Reading Routine Boeing 777 Non Normal Procedures
 - Setting Reading Goals Boeing 777 Non Normal Procedures
 - Carving Out Dedicated Reading Time
 12. Sourcing Reliable Information of Boeing 777 Non Normal Procedures
 - Fact-Checking eBook Content of Boeing 777 Non Normal Procedures
 - Distinguishing Credible Sources
 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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