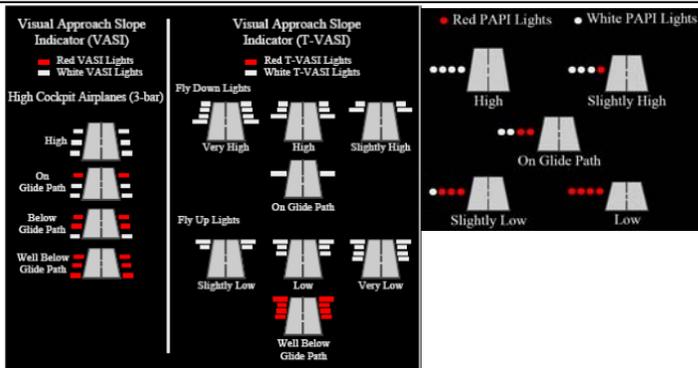


Item	Limit / Policy	Reference
<p>VASI, T-VASI, and PAPI FCTM 6.3 FCTM 6.6 OMA 8.3.0.11.5</p>	<p>On runways equipped with PAPI or VASIS, the visual glideslope indications should be adhered to as closely as possible for both day and night operations, in combination with electronic glideslope information if available. On approaches where the electronic glideslope (ie ILS) and visual glidepath are not coincident, during the visual portion of the approach, crews shall maintain a visual aim point consistent with the electronic glideslope in order to prevent destabilisation of the approach and to avoid potential GPWS activation</p> <p>During VNAV / Managed approaches, once suitable visual reference is established, crews shall not descend below the visual glidepath. While VNAV / Managed guidance may still be used for reference once the aircraft is below DA / MDA, the primary means of approach guidance is visual.</p>	

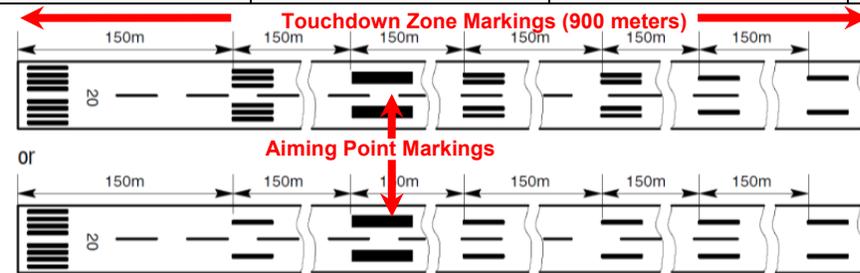
Effects Of Visual Illusions On Landings

Boeing ART 2011

	Condition	Perception	Unintended Action	Result
Factors in Hard Landings	Narrow / long runway	Being too high	Push	Land short / Land hard
	Runway or Approach terrain uphill slope	Being too high	Push	Land short / Land hard
	Heavy rain	Being farther away	Late Flare	Land short / Land hard
	Wet Runway	Being farther away	Late flare	Hard landing
Factors in Long Landings	Wide or short runway	Being too low	Pull	Land long / overrun
	Runway or Approach terrain downhill slope	Being too low	Pull	Land long / overrun
	Low intensity lighting	Being farther away	Pull	Land long / Overrun
	Flying in haze	Being farther away	Pull	Land long / Overrun
	Rising Terrain Beyond	Being Steep	Pull	Land long / Overrun

Factors in Misalignment of Runway	Condition	Perception	Unintended Action	Result
	Drifting rain, snow or sand	Aircraft drifting sideways	Undue drift correction	Off-runway landing

LANDING

<p>Long/Deep Landings</p>	 <p>- The aircraft shall be flown so as to land on the Touchdown Zone markings (TDZ). - Touchdown should be at 1000ft or 300 meters from the threshold if TDZ markings are not available. - If touchdown cannot be accomplished within the desired touchdown zone, a go-around should be considered.</p>	<p>FCN 2010-047 OMA 8.3.0.11.7 LIDO Text LAT820</p>
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<p>Hard Landings</p>	<p>- Normal sink rates during touchdown are between 120 to 180 feet per minute. Touchdowns with sink rates of 360 to 420 feet per minute, while less comfortable are often mistakenly called "Hard landings". - A "Hard Landing" is defined as a landing with a sink rate of 600 feet per minute or higher, and must be reported in the aircraft Technical Log as a "Hard Landing". And reported on an ASR in accordance with the procedures detailed in OMA Section 11. - During certification, FAA regulations require the demonstration of landings at maximum certified landing weight. - If flight crews suspect that a hard landing has occurred, ensure that the following are carried out: o raise an ASR o make a Tech Log entry o advise MCC and/or local engineer o ensure timely follow up action is initiated before leaving the aircraft. arnold - On occasion, Engineering may receive an automated downlink from the aircraft after a landing that is indicative of a hard landing. The Commander is the only person who determines if the landing was indeed "Hard" as defined above. The "Hard Landing" entry the tech log will be the instruction for an engineering inspection to be carried out. Terms such as "Firm" or "Bounced" are not acceptable.</p>	<p>OMA 8.3.0.11.8</p>
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	<p>- After an exceedance report on the COM page. Data on the Landing can be collected from the Maintenance Panel: o Select Other Reports o All Reports o Current Flight Leg o Select the required report, DISPLAY, and PRINT if required.</p> <p>Data from this page is for information only. This data is only collected 4 times a second and may not give a full picture of the landing.</p>	<p>Personal Procedure</p>
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PARKING

Item	Limit / Policy	Reference
<p>Single Engine Taxi After Landing</p>	<p>ENGINE OUT TAXI – TWO ENGINE AIRCRAFT Engine out taxi after landing on a 2 engine aircraft is recommended for fuel conservation. Prior to shutting down an engine during after landing consideration should be given to the following:</p> <ul style="list-style-type: none"> - APU operation. - For operational environments such as uphill slope, soft asphalt, high gross weights, congested ramp areas, specific airfield restrictions, and wet/slippery ramps and taxiways, single engine taxi is not recommended. - If possible, make minimum radius turns in a direction that puts the operating engine on the outside of the turn. - Avoid thrust levels in excess of 40% N1. <i>If greater thrust is required and personnel, equipment or structures are close to the aircraft consider restarting the second engine</i> - Be prepared for a slow acceleration. When taxiing on a single engine it may take more than twice as long for the aircraft to accelerate to a comparable taxi speed than when taxiing on two engines. Therefore allow time for airplane response before increasing thrust. - When a thrust level of 40% N1 is clearly insufficient to get the aircraft moving, consider re-starting the second engine. Re-starting an engine will typically take less than 30 seconds and will not count as an engine cycle as long as 40% N1 is not exceeded. - Give due consideration to personnel and equipment near the aircraft that may be affected by the air blast associated with increased thrust levels. - Engine cooldown recommendations: <ul style="list-style-type: none"> [RR Engines] <ul style="list-style-type: none"> • Run the engines for at least 1 minute. • Use a thrust setting no higher than that normally used for all engine taxi operations. [GE Engines] <ul style="list-style-type: none"> • Run the engines for at least 3 minutes. • Use a thrust setting normally used for taxi operations. - Engine out taxi following an overweight landing is not recommended due to higher thrust settings required. However, if the aircraft has landed overweight with one engine inoperative it may be safe to taxi to a suitable parking position, due to consideration of all the factors listed above. <p> ■ INLET DANGER AREA ■ BELOW 68MPH (110 Km/h) AND ABOVE 34MPH (56Km/h) ■ EXHAUST DANGER AREAS ABOVE 68MPH (110KM/H) </p>	<p>GROUND RUN UP - DANGER AREAS</p> <p>FCOM S.P.1.22 OMA 8.3.0.12.1 FCOM NP.21.68 OMA 8.3.0.12.1.3</p>
<p>Visual Docking Guidance Systems Visual Aids Handbook LH TEXT General Part LAT 860</p>	<p>AGNIS</p> <p>PAPA</p> <p>Accurate from Left Seat Only</p> <p>Safegate Safe Dock</p> <p>RLG</p>	
<p>Transit or turn-around stops with a Cabin Crew change</p>	<p>The inbound crew must not leave the aircraft until the new crew has physically arrived and a crew to crew handover has been conducted. Stations that do not allow crew to remain on board for this handover are listed in the OM-C RAIG.</p>	<p>OMA 10.3.7.3</p>
<p>Signatures Required</p>	<p>1. Tech Log 2. Master Flight Plan Signing Procedure... First Name Last Initial / Staff # Eg. Raymond H / 342915</p>	<p>3. Voyage Report 4. Cabin Log</p>
<p>Lost Items</p>	<p>If Passengers leave Items on the aircraft on arrival and they are found by the crew, the crew must stay on the aircraft until the item can be handed over to airport authorities.</p>	<p>Traning College </p>