

LANDING

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MINIMUM MANEUVERING AND LANDING REFERENCE SPEEDS

Landing Weight		Flaps	Flaps	Flaps	Flaps	Flaps	Flaps	Flaps
Lbs.	Kgs.	0	1	5	10	20	25	30
730	330	246	226	206	186	177	173	165
720	325	246	226	206	186	176	172	165
710	320	245	225	205	185	175	171	164
700	315	243	223	202	183	173	169	162
690	313	242	222	202	182	172	168	161
680	310	240	220	200	180	170	166	159
670	305	239	219	199	179	169	165	158
660	300	238	218	198	178	168	164	157
650	295	237	217	197	177	167	162	156
640	290	236	216	196	176	166	161	155
630	285	234	213	194	174	164	160	153
620	280	233	213	193	173	163	158	152
610	275	232	212	192	172	162	157	151
600	270	230	211	190	171	161	156	150
590	268	229	210	189	170	159	154	148
580	265	228	209	188	168	158	153	147
570	260	227	207	186	167	157	152	146
560	255	225	205	185	165	155	150	144
550	250	223	204	183	164	154	149	143
540	245	222	202	182	162	152	147	141
530	240	221	201	181	161	151	146	140
520	235	220	200	179	160	150	145	139
510	230	218	198	178	158	148	143	137
500	227	215	196	176	156	146	141	135
490	225	215	195	175	155	146	140	134
480	220	213	193	173	153	143	138	132
470	215	212	192	172	152	142	137	131
460	210	211	190	170	152	142	135	130
450	205	209	189	169	149	139	133	128
440	200	208	188	168	148	138	132	127
430	195	206	186	166	146	136	130	125
420	190	205	185	165	145	135	129	124
410	185	204	184	164	144	133	127	123
400	180	202	182	162	142	132	125	121

Bolded speeds within the shaded areas are above the maximum structural landing weight.

All speeds are for International Standard Atmospheric conditions and may vary slightly according to local temperature, humidity and altimeter setting.

GO-AROUND THRUST SETTINGS - N1

N1 Go-Around thrust settings are provided for crew use in the event that the automated FMC based TO/GA system is unavailable/inoperative.

When hand flying an approach, crews are encouraged to use maximum available thrust to initiate the Go-Around procedure. Lower thrust settings may compromise the safety of the aircraft during the critical transition from approach to go-around.

Use of the TO/GA switch, when possible, is the best method of thrust management in the event of a Go-Around.

Temp F/C	Sea Level	2000 ft 600 M	4000 ft 1200M	6000 ft 1800M	8000 ft 2400M	10000ft 3000M	12000ft 3600M	13000+ 4000 M+
120 / 49	101.8	104.2	106.4	108.6	110.8	111.6	111.6	111.6
110 / 43	101.6	104.5	106.9	109.4	111.2	111.3	111.3	111.3
100 / 38	102.5	104.5	106.6	109.3	110.6	110.6	110.6	110.6
90 / 32	103.6	105.1	107.2	109.7	110.4	110.4	110.4	110.4
80 / 27	105.9	106.6	108.9	109.4	110.4	110.4	110.4	110.4
70 / 21	104.6	105.6	106.7	108.0	110.0	110.1	110.1	110.1
60 / 16	103.7	104.9	106.1	107.0	108.6	109.3	109.6	109.6
50 / 10	102.5	103.7	104.7	105.8	107.7	108.2	109.1	109.2
40 / 04	101.5	104.2	104.2	105.2	106.7	107.2	108.1	109.3
30 / -01	100.4	102.4	103.5	104.2	105.8	106.3	107.2	108.6
20 / -07	99.5	101.0	102.2	103.2	104.6	105.1	106.2	107.4
10 / -12	99.0	100.2	101.4	102.6	104.0	104.5	105.2	106.8
0 / -18	97.7	98.8	100.2	102.6	102.7	103.2	104.0	105.5
-20 / -29	95.1	96.3	98.0	98.6	100.1	100.4	102.5	103.0

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