



HYD G + B SYS LO PR Summary

C R U I S E	SPD BRK ..... DO NOT USE	
	MAX SPD ..... 320/.77	
	MANEUVER WITH CARE	
ALTN LAW : PROT LOST		
<b>LANDING CONF</b>	<b>APPROACH SPEED</b>	<b>LANDING DIST</b>
Use FLAP 3	VAPP = VREF + 25 KT	multiply by 1.6

A P P R	SLATS JAMMED / FLAPS SLOW	CAT 1 ONLY
	ATHR .....	OFF
	GPWS LDG FLAP 3 .....	ON
	For Flaps extension : SPD SEL ..... VFE NEXT - 5KT	
When in landing CONF : DECELERATE TO CALCULATED VAPP		
L/G GRAVITY EXTENSION		
• WHEN L/G down : USE MAN PITCH TRIM		

L A N D I N G	<b>FLARE</b> : Only one ELEV and two spoilers per wing. No ailerons. A/C slightly sluggish - Direct law	
	<b>SPOILERS</b> : Only 2 per wing	<b>REVERSER</b> : Only N°2
	<b>BRAKING</b> : ALTERNATE	
	<b>NO NOSEWHEEL STEERING</b>	

G O A R O U N D	NO GEAR RETRACTION. Increased fuel consumption	
	• For circuit : MAINTAIN SLATS/FLAPS CONFIGURATION Recommended speed : MAX SPD - 10 KT	
	• For diversion : SELECT CLEAN CONFIGURATION	
	If Slats at zero : Normal operating speeds If Slats not at zero : Recommended speed MAX SPD - 10 KT	

ACTUAL LANDING DISTANCES (m) (for contaminated runways, refer to 4.03)									
WEIGHT (1000 KG)	46	50	54	58	62	66	70	74	78
DRY runway	655	690	740	795	855	925	1000	1085	1170
WET runway	940	1000	1060	1120	1180	1245	1315	1385	1460

CORRECTIONS	+ 1000 ft above SL	+ 10 kt tailwind
DRY runway	+ 4 %	+ 14 %
WET runway	+ 4 %	+ 20 %

The method for approach speed computation is given in the QRH 2.31.

ABN PROC

NORM PROC

OPER DATA

OPER DATA

1.11