

ELEC EMER CONFIG SUMMARY
CRUISE

 SPD BRK.....DO NOT USE
 MAX SPD..... 330/.82

ALTN LAW : PROT LOST

Only CAPT PITOT and AOA probes heated.

FUEL: Center tank unusable if less than 15 t.
 Increased fuel consumption.

NAV: ILS1, DME1, VOR1, GPS1 only

COM: HF1, VHF1, ATC1, RMP1 only.

LANDING CONF

Use FLAP 3

APPROACH SPEED

VAPP = VREF +5 + APPR COR

W (1 000 KG)	120	140	160	180	200	220	240
VREF = VLS CONF FULL	118	120	128	136	143	150	157

APPROACH

CAT 2 INOP

LAND RECOVERY..... ON

SLATS FLAPS SLOW

● L/G GRAVITY EXTENSION:

MAX SPD.....200 KT

● When L/G down:

USE MAN PITCH TRIM

LANDING
FLARE: Only 3 spoilers per wing. Direct law.

SPOILERS: Only 3 per wing

NO REVERSER
BRAKING: NORMAL

NO NOSEWHEEL STEERING
GO-AROUND

NO GEAR RETRACTION. Increased fuel consumption

ACTUAL LANDING DISTANCES (m) WITH FAILURE WITHOUT REV

WEIGHT (1000 KG)	130	150	170	190	210	230
DRY runway	1 100	1 180	1 270	1 350	1 450	1 580
WET runway	1 410	1 530	1 710	1 890	2 070	2 240
CONTA runway	Refer to the Landing Distance table without Autobrake (CONF FULL) and apply LDG DIST Factor = 1.30					

CORRECTIONS

+ 1 000 ft above SL

+ 10 kt Tailwind

	+ 1 000 ft above SL	+ 10 kt Tailwind
DRY Runway	+ 3 %	+ 17 %
WET runway	+ 3 %	+ 21 %

The method for approach speed computation is given in the QRH ABN 80 Refer to VAPP Calculation.