

PART 7 APPROACH AND LANDING

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1. The charts give the landing ground roll, with or without brake parachute, on dry tarmac and wet concrete; these extreme runway surface conditions are assumed to give the most favourable and the most adverse cases.

Distances can be determined for a range of aircraft weights, airfield heights, air temperatures and wind conditions. Airbrakes are assumed to be out. The landing data applies to the precautionary landing technique in which time delays in applying the brakes and in streaming the brake parachute are minimized.

2. Airborne distance from 50 ft

An estimate of the (*still air*) airborne distance from 50 ft to touch-down can be made by assuming a constant 2° flight path, this assumes a 3° glide path with an allowance for flare. This gives an airborne distance of 1,433 ft, however with the flatter approaches recommended at weights above 34,500 lb, this can increase to about 2,250 ft.

Example

Conditions:-

Aircraft weight 40,000 lb; airfield height 6,000 ft:
temperature ICAO + 27°C: 10 kt tailwind: parachute
streamed: dry tarmac:

From Fig.7.1.1

Ground roll	7,080 ft
Add:- airborne distance from 50 ft	2,250 ft
Therefore:- distance from 50 ft	9,330 ft

Example

Conditions:-

Aircraft weight 33,000 lb: airfield height 2,000 ft:
temperature ICAO -6°C, 20 kt crosswind: no parachute:
dry tarmac.

From Fig.7.1.2

Ground roll	6,440 ft
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Example

Conditions:-

Aircraft weight 40,000 lb: airfield height S.L.:

RESTRICTED

temperature ICAO +35°C: 10 kt crosswind: parachute
streamed; wet concrete.

From Fig.7.2.1

Ground roll 6,900 ft

Example

Conditions:-

Aircraft weight 35,000 lb: airfield height S.L.:

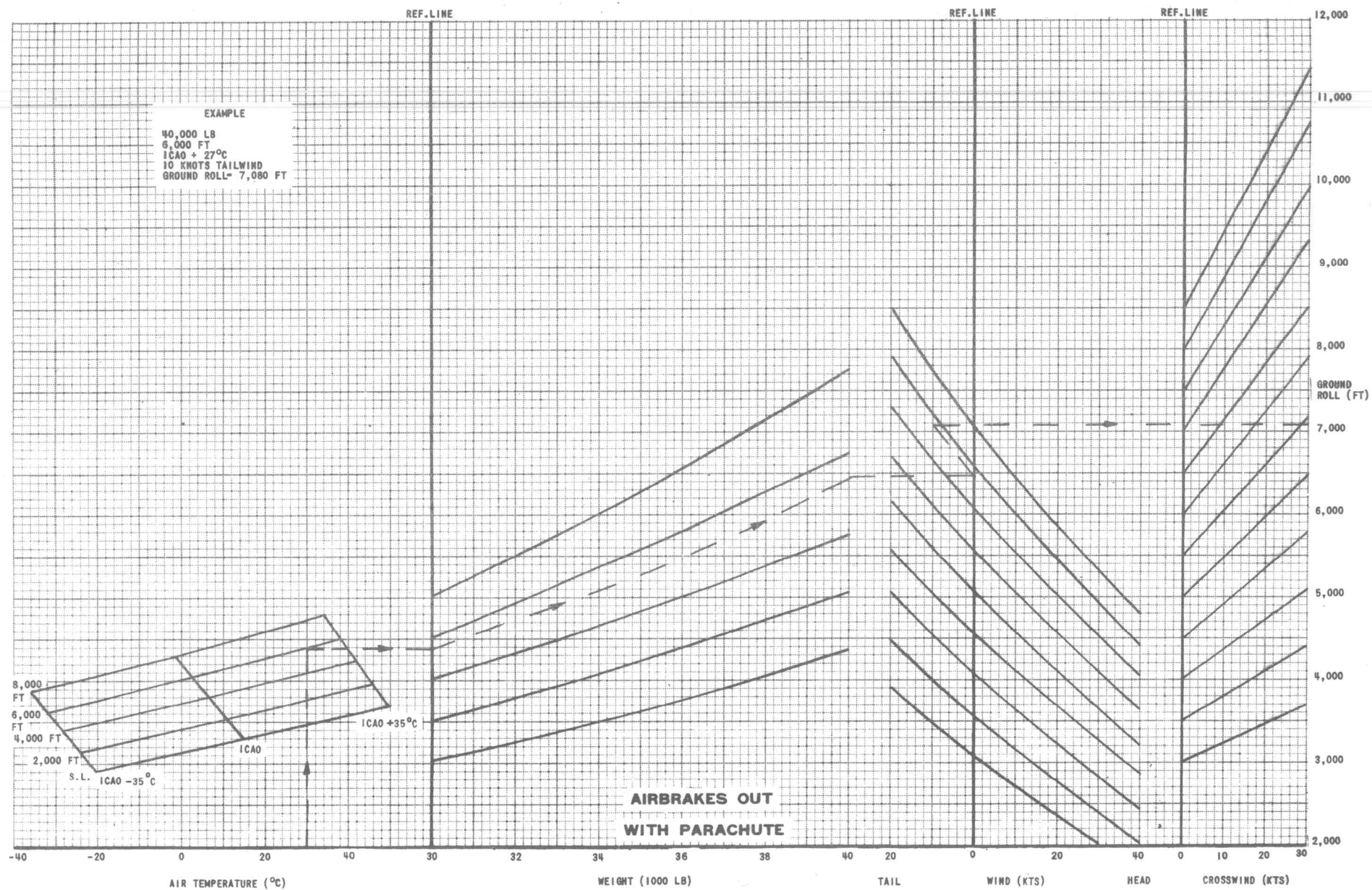
temperature ICAO -15°C, 20 kt headwind: no para-
chute, wet concrete.

From Fig.7.2.2

Ground roll 5,982 ft

Note...

*Conditions quoted in examples are for illustration
only and are not necessarily representative.*



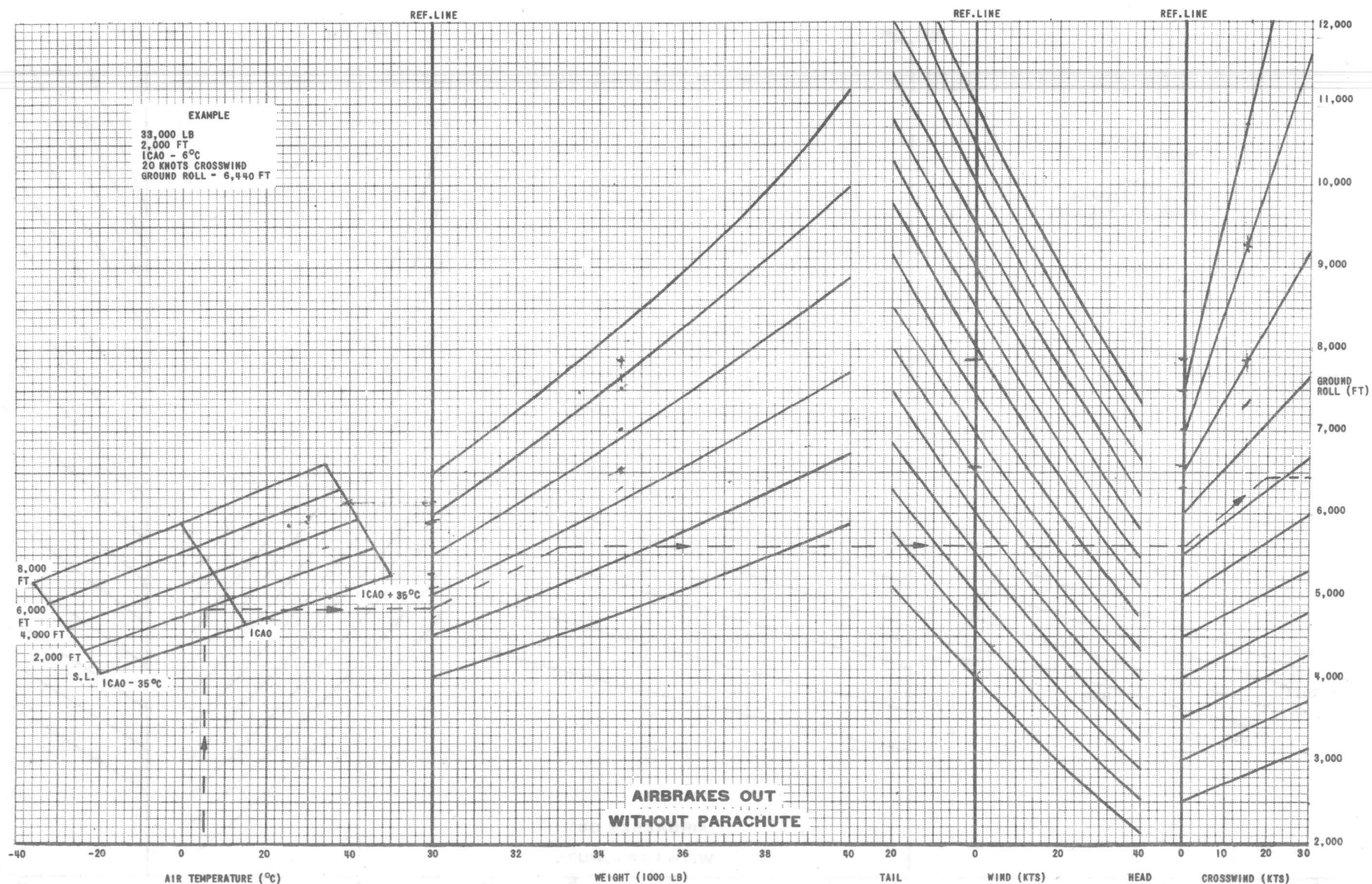


FIG. 7-1-2 LANDING GROUND ROLL - DRY TARMAC

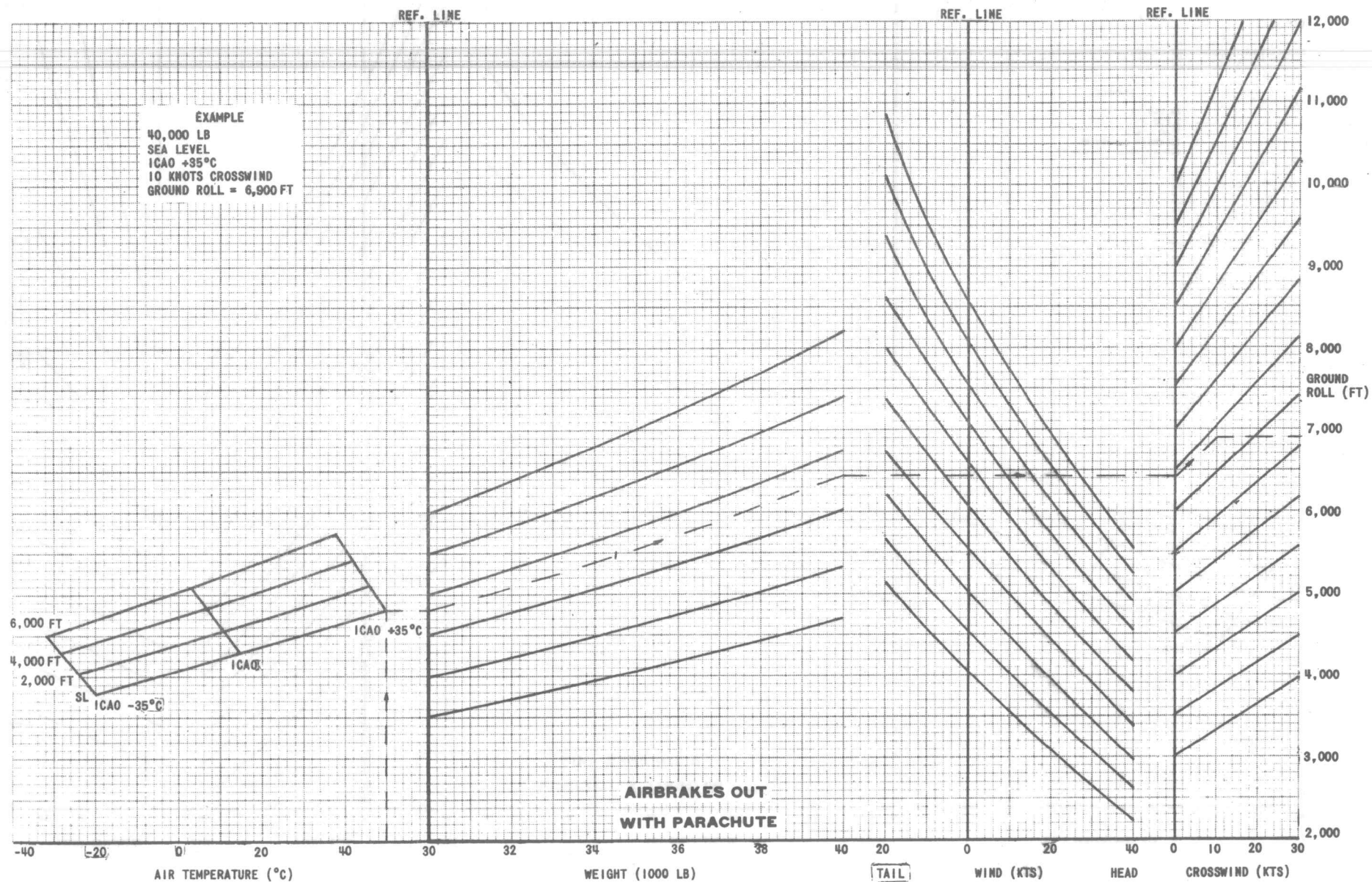


FIG. 7-2-1

LANDING GROUND ROLL - WET CONCRETE

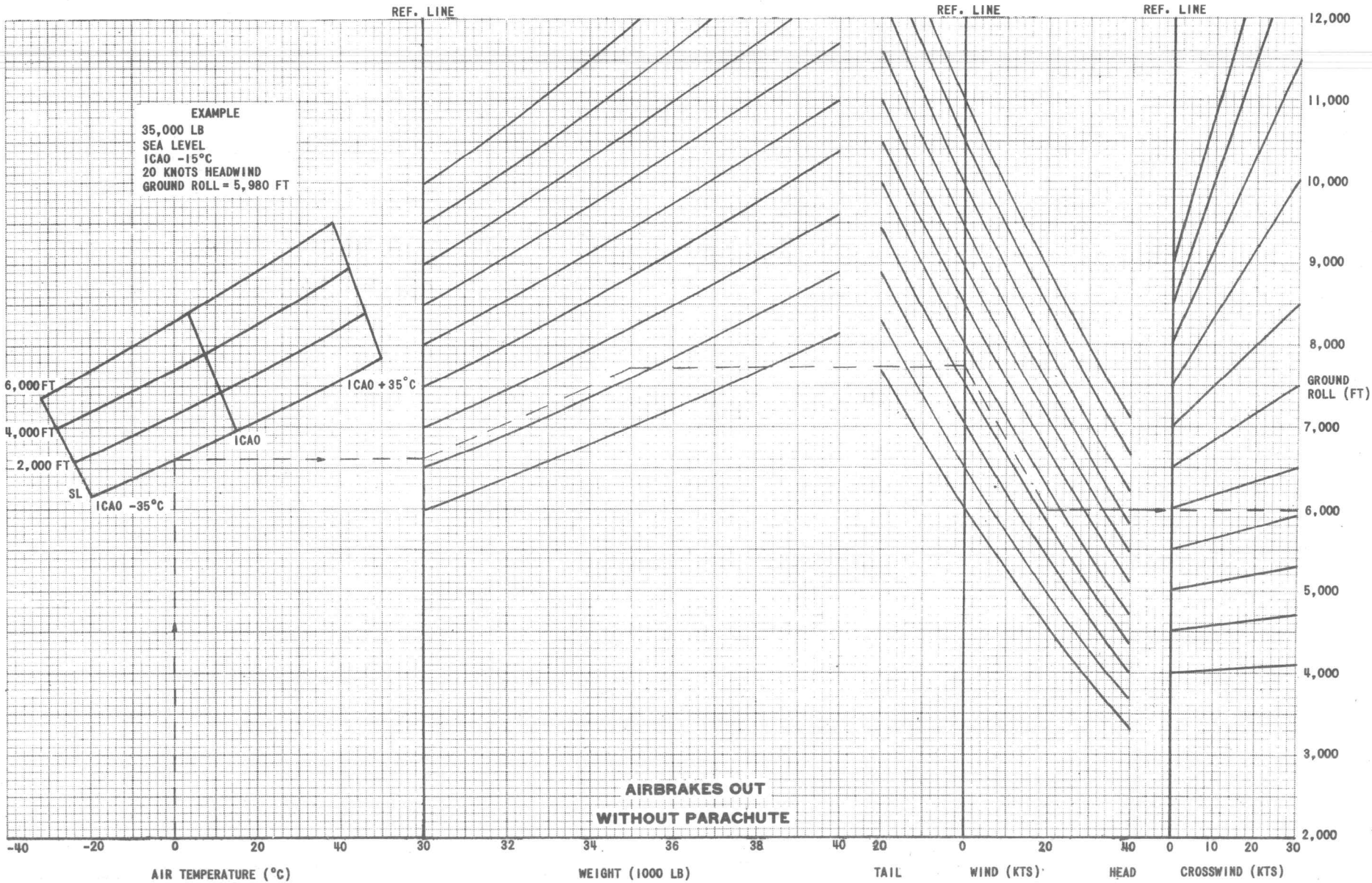


FIG.7-2-2 LANDING GROUND ROLL - WET CONCRETE

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