

CUSTOMER SERVICES

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Предупреждение и выход из “козления” при посадке

Тезисы видео презентации

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Предупреждение и выход из “козления” при посадке

- Базовый обзор систем самолета CRJ, которые разработаны в частности для предотвращения козления на посадке
- Риск связанный с “козлением”
- Обязательные действия пилотов, которые должны быть предприняты в случае допущения “козла”

Базовый обзор GLD CRJ 200

Система GLD очень эффективна в предотвращении “козления” при посадке. Её автоматическая активация требует, чтобы РУД находились в положении IDLE перед приземлением, как и должно быть для любой посадки на самолетах CRJ.

	SUPPLEMENTARY PROCEDURES Bounced Landing Procedure	Vol. 2	07-27-1
		REV 58, Oct 31/03	

1. BOUNCED LANDING PROCEDURE

A. General

The GLD system is very effective in preventing bounced landings on the CRJ Series aircraft. Its automatic deployment requires that the thrust levers be at IDLE prior to touchdown, as they should be for all landings on the CRJ.

If the pilot believes that thrust must be added and maintained until touchdown to salvage a landing, then a balked/rejected landing should be executed.

Should the aircraft bounce on landing, a balked/rejected landing should be executed. Go-around thrust should be set and the normal landing attitude or slightly higher should be maintained. Aircraft configuration should not be changed at this time. Once the aircraft is accelerating above V_{RFF} and climbing through a safe height the go-around maneuver should be continued.

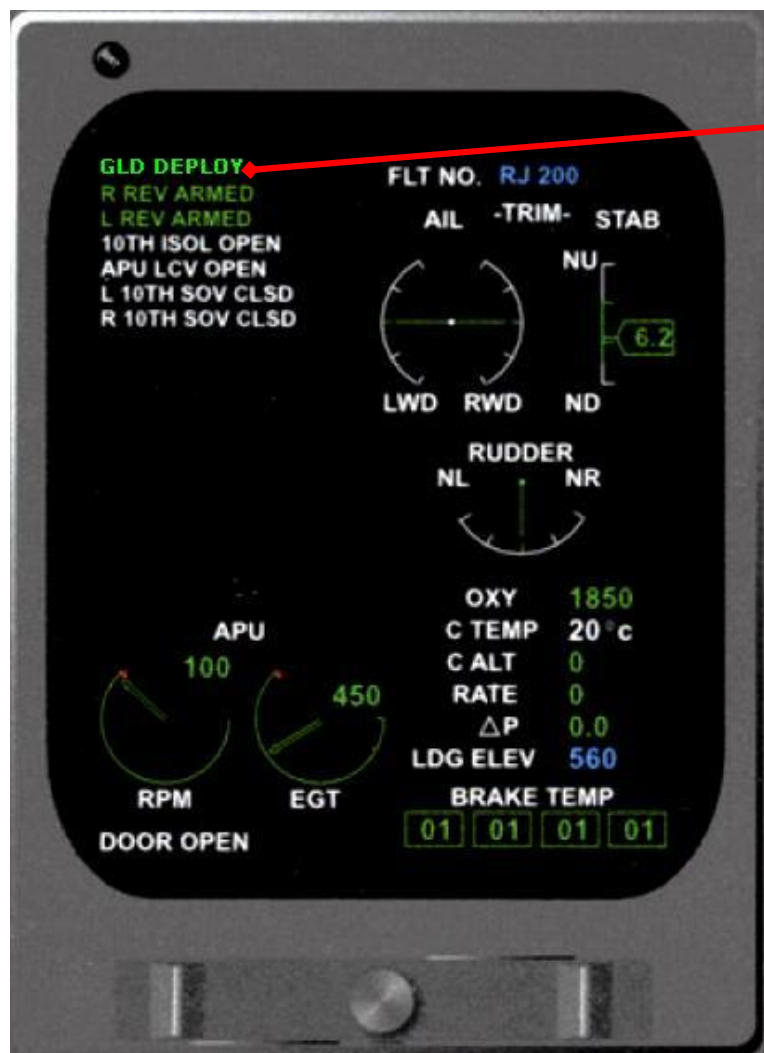
Improper landing technique (thrust levers not at IDLE) may result in a shallow bounce. Should the pilot decide not to execute a balked/rejected landing, then the normal landing attitude should be maintained and the thrust levers reduced to IDLE. Be aware that following the bounce, the GLD may deploy as soon as the thrust levers are set to IDLE, even if the aircraft is still in the air.

A poorly executed approach and touchdown with a high rate of descent can generate a high, hard bounce that can quickly develop into a hard landing accident. A balked/rejected landing should always be executed following such a bounce.

	Flight Crew Operating Manual CSP A-013	MASTER
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Базовый обзор GLD CRJ 200

CRJ 200 выпуск GROUND и FLIGHT SPOILERS:



1. Оба РУД IDLE

ИЛИ

1. Оба N1 < 40%

2. Два из трёх параметров:

i) Одна из основных стоек обжата

ii) Скорость вращения колеса > 16 kts

iii) Высота по РВ < 5 ft

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Базовый обзор GLD CRJ 200

1. Оба РУД IDLE

ИЛИ

1. Оба N1 < 40%

2. Обе стойки обжаты

3. Один из двух параметров:

i) Скорость вращения колеса > 16 kts

ii) Высота по РВ < 5 ft

CRJ 200 выпуск SPOILERONS:



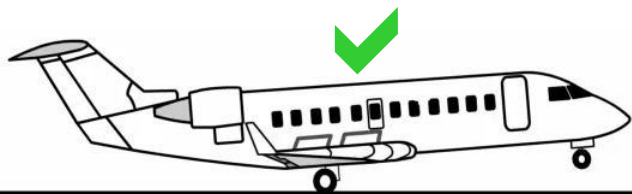
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Риск связанный с “козлением” CRJ 200

ПРИЗЕМЛЕНИЕ

РУД в положении IDLE:

- ✓ Все условия активации GLD выполнены
- ✓ Все панели выпущены после касания
- ✓ “Козел” предотвращен



РУД не в положении IDLE:

- ✗ Не все условия активации GLD выполнены
- ✗ После касания панели не выпускаются
- ✗ Отскок самолета от ВПП
- ✗ Если РУД установлены в IDLE, панели выпускаются в воздухе
- ✗ Кинетическая энергия самолета мала
- ✗ Приземление с V_в превышающей прочностные характеристики конструкции



Обязательные действия экипажа

1. Всегда приземляться с РУД в положении IDLE
2. В случае если “козел” все же произошел выполнить процедуру “прерванной посадки” (BALKED LANDING) и уйти на второй круг
3. Не пытаться установить РУД в положении IDLE после отскока – система GLD сработает даже если самолет находится в воздухе

 CRJ Regional Jet	SUPPLEMENTARY PROCEDURES Bounced Landing Procedure	Vol. 2	07-27-1
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Should the aircraft bounce on landing, a balked/rejected landing should be executed. Go-around thrust should be set and the normal landing attitude or slightly higher should be maintained. Aircraft configuration should not be changed at this time. Once the aircraft is accelerating above V_{REF} and climbing through a safe height the go-around maneuver should be continued.

Improper landing technique (thrust levers not at IDLE) may result in a shallow bounce. Should the pilot decide not to execute a balked/rejected landing, then the normal landing attitude should be maintained and the thrust levers reduced to IDLE. Be aware that following the bounce, the GLD may deploy as soon as the thrust levers are set to IDLE, even if the aircraft is still in the air.

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Комментарии?
Вопросы?
Пишите:

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