

# Standard Operating Procedures

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|----------------|-------------------------------------------------|
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# 1 Scope

This document carries the standard operating procedures of Fleet and Operations, GOV-02, for the 737-700 and the 737-800. It applies to every flight the Airline operates on either variant.

The manufacturer's normal procedures for the 737-700 and the 737-800, as published in the Flight Crew Operations Manual and the Flight Crew Training Manual, are the Airline's normal procedures, except where this document varies or adds to them. Where this document is silent, the manufacturer's procedure applies.

## 2 Definitions

In this document:

- **Pilot in command** means the pilot designated by the Airline as pilot in command of a flight, who holds final authority over the aircraft under Human Resources and Organization, GOV-08.
- **Pilot flying** means the pilot at the controls for a phase of flight, and **pilot monitoring** means the other pilot.
- **Height above aerodrome** means height above the elevation of the aerodrome of intended landing.
- **Landing threshold** means the beginning of the part of the runway usable for landing, which is the displaced threshold where one is published.
- **Touchdown zone** means the first 3,000 feet of the runway beyond the landing threshold, or the first third of the landing distance available where that is shorter.
- **Stabilised** means meeting every criterion set out under Stabilised Approach.

## 3 Precedence

Aerodrome Operations, GOV-02A, prevails over this document at every aerodrome it covers.

An instruction from air traffic control prevails over a speed or altitude limit in this document where compliance with it is consistent with the safety of the flight. The pilot in command records every such departure in the flight report.

Nothing in this document displaces the authority of the pilot in command.

## 4 Doors

Every door is closed before the aircraft moves, under its own power or under tow, and remains closed until the aircraft is parked on stand with the parking brake set.

## 5 Exterior Lighting

### 5.1 Beacon

The anti-collision beacon is switched on before pushback or engine start, whichever is first, and remains on until every engine is shut down.

## 5.2 Strobe Lights

The strobe lights are switched on when entering the runway for take-off and remain on throughout flight until the runway is vacated after landing.

## 5.3 Landing Lights

The landing lights are on from entering the runway for take-off until passing 10,000 feet above mean sea level in the climb, and from passing 10,000 feet above mean sea level in the descent until the runway is vacated after landing. They are off in flight above 10,000 feet above mean sea level.

# 6 Speed and Attitude

## 6.1 Speed Below 10,000 Feet

Below 10,000 feet above mean sea level, indicated airspeed does not exceed 250 knots, unless air traffic control authorises a higher speed, or the minimum clean manoeuvring speed is higher, in which case the minimum clean manoeuvring speed applies.

## 6.2 Flap Limit Speeds

The flap placard speeds published by the manufacturer for each variant are limits and are never exceeded.

## 6.3 Bank Angle

Bank angle in normal operation does not exceed 30 degrees. A greater bank is used only in an abnormal or emergency situation, or where a published procedure requires it.

# 7 Altimeter Setting

The standard setting of 1013.25 hectopascals is set passing the transition altitude in the climb. The aerodrome QNH is set passing the transition level in the descent, or on clearance to an altitude, whichever is first.

The transition altitude and transition level are those published for the aerodrome. At an aerodrome with none published, they are those set in Aerodrome Operations, GOV-02A, under Altimetry.

# 8 Stabilised Approach

Every approach is stabilised at 1,000 feet above aerodrome, in all meteorological conditions. At that height and below it, the aircraft is:

- on the correct lateral and vertical flight path;
- in the landing configuration, with the landing gear down and the landing flap set;

- at an indicated airspeed not less than the reference landing speed and not more than the reference landing speed plus 20 knots, varying by no more than 10 knots;
- at a rate of descent not greater than 1,000 feet per minute;
- with thrust stabilised above idle; and
- with the approach briefing and the landing checklist complete.

## 9 Go-Around

An approach that is not stabilised at 1,000 feet above aerodrome, or that ceases to be stabilised below that height, is discontinued and a go-around is flown. A go-around is also flown whenever a touchdown within the touchdown zone is not assured.

A go-around is a normal manoeuvre. No pilot is subject to any adverse consequence for flying one, and a go-around flown under this section is recorded as correct conduct.

## 10 Landing

### 10.1 Touchdown

The aircraft touches down within the touchdown zone, on the runway centreline.

### 10.2 Hard Landing

A landing with a rate of descent at touchdown greater than 600 feet per minute, or a vertical acceleration at touchdown greater than 1.7 g, is a hard landing. The pilot in command records it, and the aircraft is not dispatched again until it has been inspected and released under the maintenance programme.

## 11 Arrival

The parking brake is set before the engines are shut down. The flight ends on blocks, with the parking brake set and every engine shut down.