

BAK Assessment Module 11c. PERFORMANCE 3- "P" LANDING CHARTS (WORKING)



Q5.

(3 marks).

Refer Day VFR work booklet landing weight chart fig 6 (or ATC manual page 352).

Given:

Aerodrome elevation 850 ft amsl. QNH 1008 hPa. Temperature +30°C.

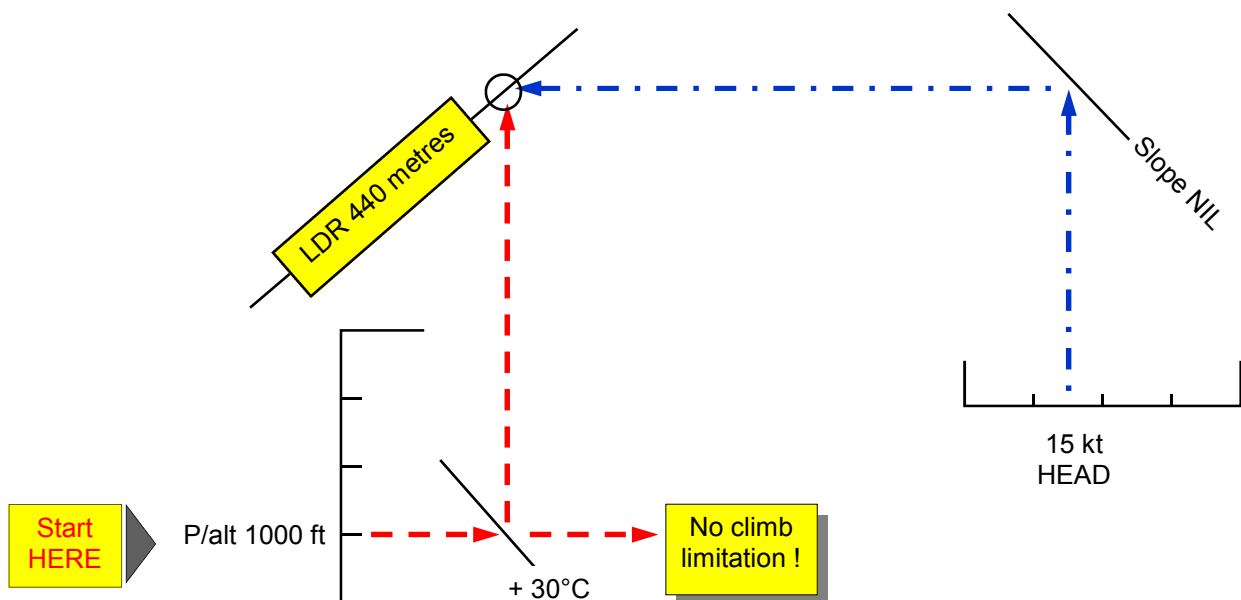
Flap - 30 degrees.

RWY slope Nil.

Ambient wind component 15 kt HEAD.

Takeoff weight 1050 kg.

The minimum landing distance required in these conditions is closest to ?



Q6.

(3 marks).

Refer Day VFR work booklet landing weight chart fig 6 (or ATC manual page 352).

Given:

Aerodrome elevation 2210 ft amsl. QNH 1020 hPa. Temperature +10°C.

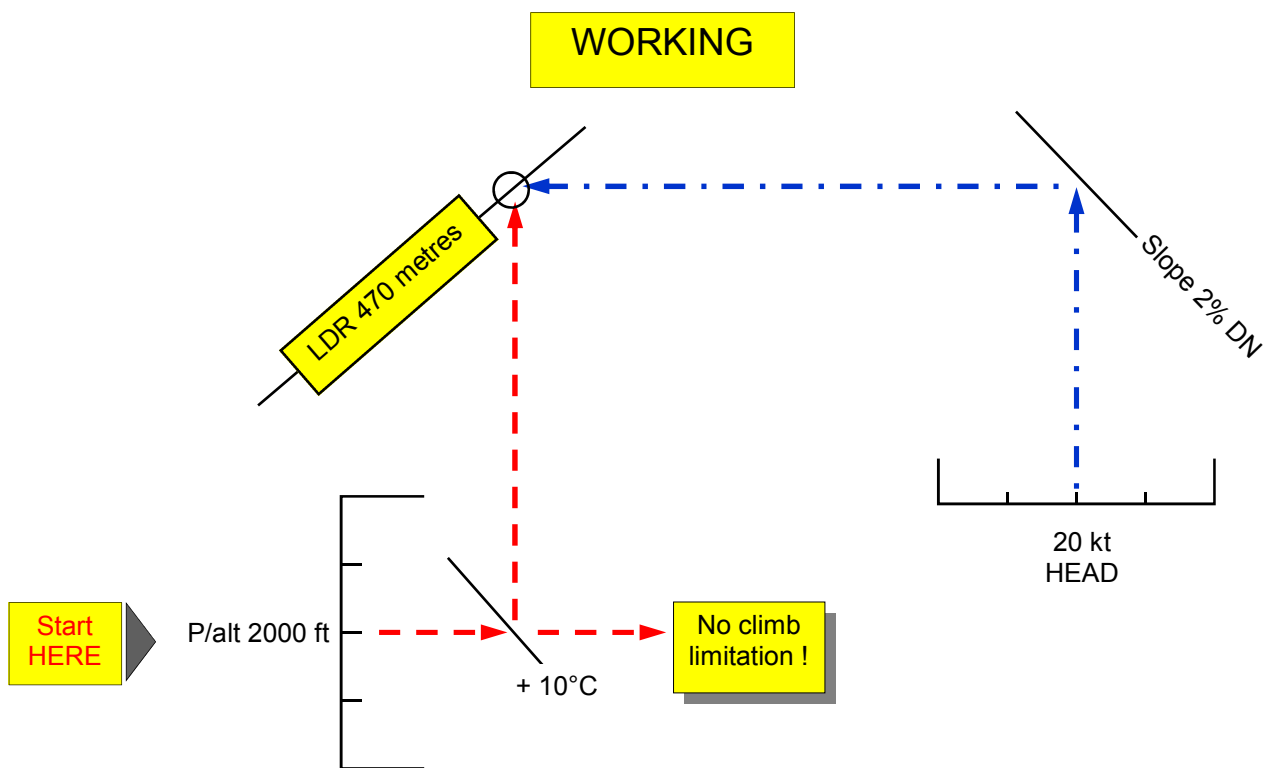
Flap - 30 degrees.

RWY slope 2% DN.

Ambient wind component 20 kt HEAD.

Landing weight 950 kg.

The minimum landing distance required in these conditions is closest to ?



Q7.

(3 marks).

Refer Day VFR work booklet landing weight chart fig 6 (or ATC manual page 352).

Given:

Aerodrome elevation 4230 ft amsl. QNH 1004 hPa. Temperature +20°C.

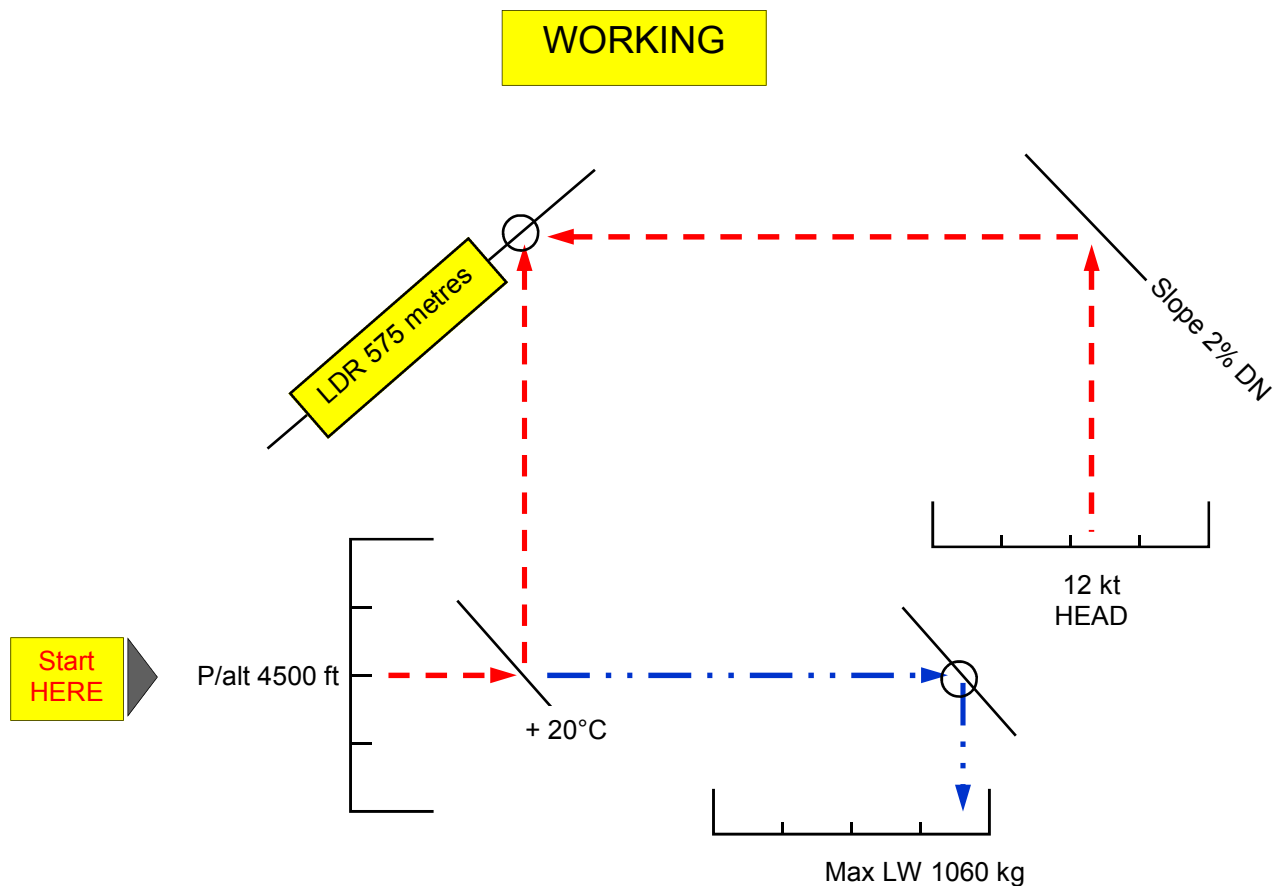
Flap - 30 degrees.

RWY 04 slope 2% DOWN.

Ambient wind 12 kt HEADWIND.

LDA 600 m

The minimum LDR/maximum landing weight permissible in these conditions is closest to ?



Note: The landing weight (LW) is limited in this case by a climb limit weight of 1060 kg, not maximum structural limit takeoff of 1080 kg. Minimum LDR is 575 m.

Q8.

Q18. (3 marks)

Refer Day VFR work booklet landing performance chart fig 4 (or ATC manual page 353).

Given:

Airport Elevation: 3700 ft AMSL.

QNH: 993 hPa.

Runways available are 05/23.

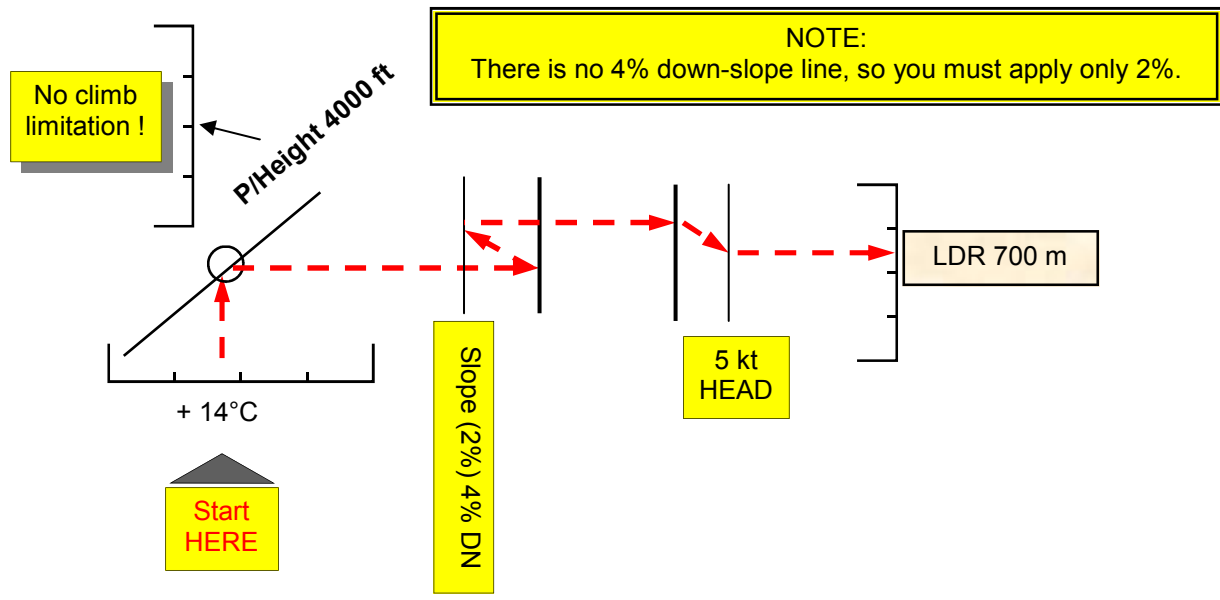
ATIS wind 230°@5 kt.

Ambient temperature: +14°C.

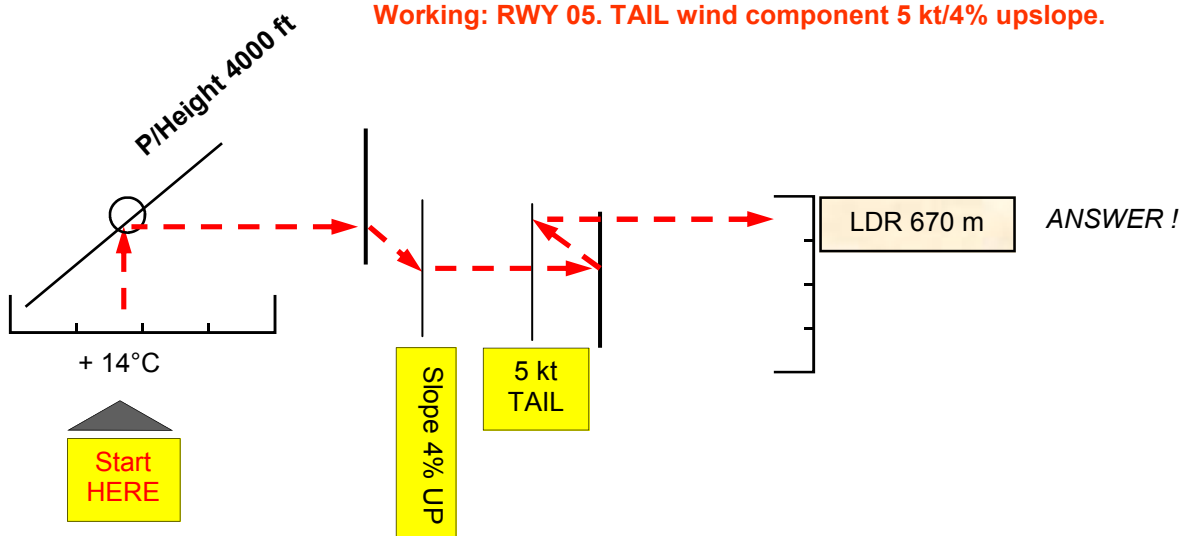
Slope 4% DOWN to SW.

The runway to use to obtain the shortest possible landing distance and the minimum landing distance required (LDR) on that runway, in these conditions is ?

Working: RWY 23. Headwind component 5 kt/2% down-slope.



Working: RWY 05. TAIL wind component 5 kt/4% upslope.



End of BAK Assessment Module 11c.
PERFORMANCE 3- "P" LANDING CHARTS (WORKING)