

# 1994: B747-400 Papeete

- Operational context
  - Night arrival at Papeete after a 7 hours flight
  - APP VOR-DME 22
  - Good weather for landing
  - AP is OFF, but auto-throttles are ON
  - FO FP

# 1994: B747-400 Papeete (con'd)

- Final approach context
  - Final 22, Vref+5
  - 500 feet, the 4 engines thrust increase
  - Aircraft slightly above flight path
  - 150 feet, 180 kt
  - 2 seconds before touch down,
    - N1 #1 engine increase and stabilize at 107%
    - Because of this spoilers did not deploy
    - Autobrakes disarmed
  - Touch down at 168 kt

# 1994: B747-400 Papeete (con'd)

## ■ Rolling context

- On the runway, during the rolling, engines thrust on #2-3-4 is reversed
- Dissymmetry caused by #1 engine lead flying pilot to cancel the thrust reverser
- Thrust on #2-3 engines is again reversed
- Aircraft clear the runway towards the right and stop the nose inside the lagoon.

1994: B747-400 Papeete (con'd)



# 1993: B747-400 Papeete (con'd)



# 1994: B747-400 Papeete (end)

- Analysis (BEA conclusions)
  - At MDH, automatic flight system switch to Go around setting to climb to the altitude entered on the MCP
  - A/T must be OFF at the MDH
  - PM did not state modes changes on the FMA.

