

Operational Information
180° Turn Procedure

Chapter 01
Section 180

180° Turn Procedure Aide Memoir

RIM and aerodrome chart Check

- Special operating instructions.
- Local procedures including ground markings or other external cues.

If an airfield-specific procedure is not detailed in the RIM or aerodrome chart then use appropriate standard 777-200 or 777-300 procedure below.

WARNING: Do not use surface markings unless the RIM or aerodrome charts specifically detail their use.

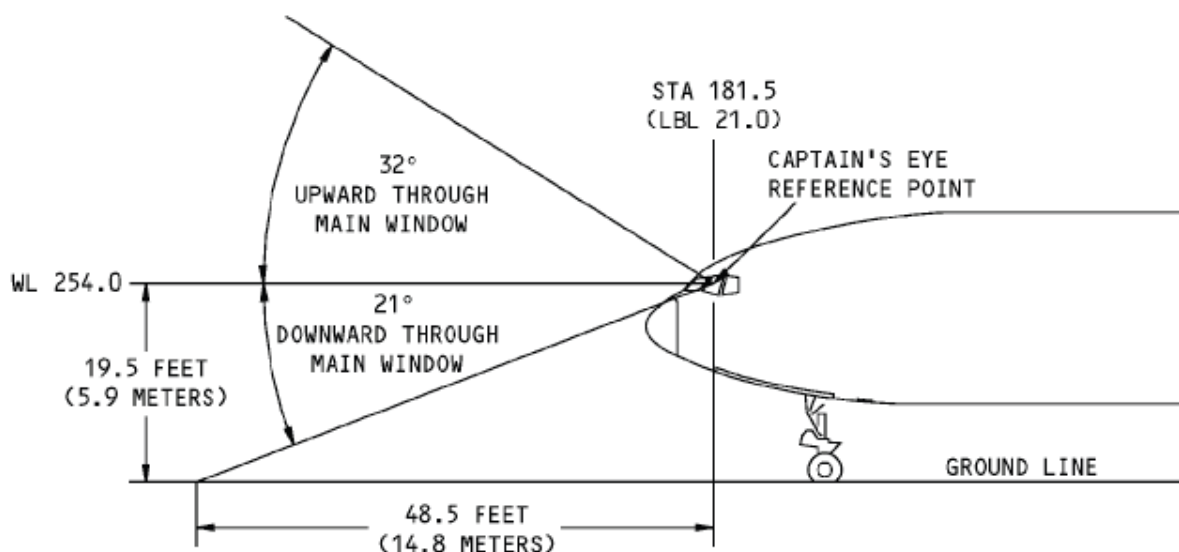
Direction of turn Check

- Consideration should be given as to which pilot is best placed to execute the turn.

WARNING: If the runway end disappears under the nose of the aircraft it may not be possible to guarantee nose wheel clearance during the turn and the nose wheel may depart the paved surface.

CAUTION: If any doubt exists about wheel clearance from runway edge, call for marshalling assistance in order to avoid a runway excursion.

CAUTION: Monitor the nose gear track closely as it will leave the pavement in the turn before the main gear.



777-200

Minimum pavement widthCheck

- Aircraft uses a minimum of 47.5 m to make a 180 degree turn.

WARNING: 180 degree turns must not be attempted on runways less than 55m wide.

Turn pad availableCheck

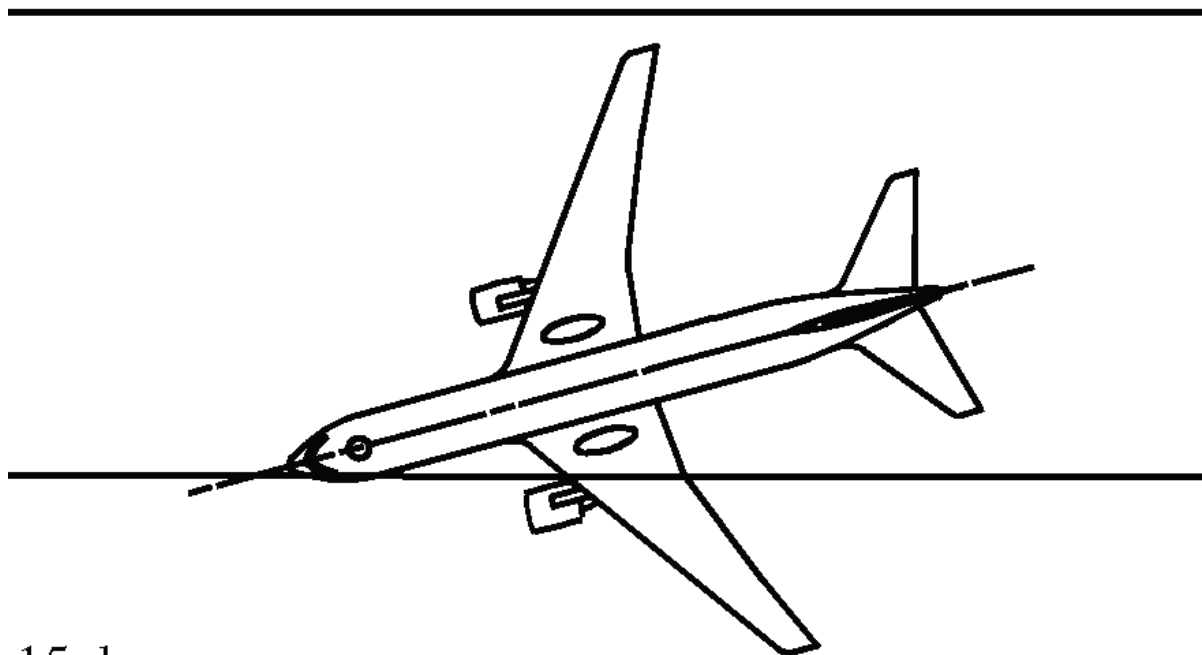
- Turns should be made from straight side of runway into turn pad unless otherwise directed.

Position aircraftPF

- Approach runway edge 15 degrees from centreline QDM. Use HDG bug if necessary.
- Stop aircraft when pilot nearest the edge of the runway is sitting over edge markings.
- Ensure the runway end does not disappear under the nose of the aircraft.

WARNING: Approaching the edge of the runway at 10 degrees or less from the centreline QDM is too shallow and the outer main gear will depart the paved surface.

Note: Nose and main wheels will be approximately 1 m from the edge markings.



15 degrees

Brakes	Apply	PF
Nose wheel tiller	Turn	PF
Apply maximum steering angle in direction of turn and hold.		PF
Monitor tiller angle (use full deflection indicator).		PM
Brakes	Release	PF
Outboard engine thrust	Apply	PF
<ul style="list-style-type: none">• If any doubt arises about the safe positioning of the aircraft: STOP and call for marshalling assistance.• Breakaway thrust may be significantly more than 30% N1 depending on pavement slope and aircraft weight.• Observe a maximum of 10 kts groundspeed during the turn to minimize turn radius.• If groundspeed reduces below approximately 4 kts then breakaway thrust may be required.		

777-300

Minimum pavement width Check

- Aircraft uses a minimum of 56.5 m to make a 180 degree turn.

WARNING: 180 degree turns must not be attempted on runways less than 60m wide.

Turn pad available Check

- Turns should be made from straight side of runway into turn pad unless otherwise directed.
- GCMS should be used to position the main gear close to the runway edge.

Position aircraft PF

- Approach edge of runway and position the aircraft parallel to the edge of the runway.
- Stop aircraft when runway end begins to disappear under the nose of the aircraft.

GCMSMonitor PM

- Main Landing Gear Location Stripes must never be beyond the edge of the runway.

Park brake..... Set PF

Nose wheel tiller Turn PF

Apply maximum steering angle in direction of turn and hold. PF

Monitor tiller angle (use full deflection indicator). PM

Park brake.....Release PF

Outboard engine thrust Apply PF

- If any doubt arises about the safe positioning of the aircraft: **STOP and call for marshalling assistance.**
- Breakaway thrust may be significantly more than 30% N1 depending on pavement slope and aircraft weight.
- Observe a maximum of 10 kts groundspeed during the turn to minimize turn radius.
- If groundspeed reduces below approximately 4 kts then breakaway thrust may be required.