

Gulfstream IV

OPERATING MANUAL

APPROACH AND LANDING CHARACTERISTICS AND PROCEDURES

06-05-10: Landing

1. Normal Landing:

(See Figure 1.)

Cross runway threshold at V_{REF} . Retard power levers as necessary for airspeed control, leaving power levers at idle after touchdown. Glide path should allow for a smooth flare into the touchdown zone. At touchdown, the PF will gently lower the nosewheels to the runway and, as necessary, deploy the thrust reversers and apply brakes to slow the aircraft. The PNF will confirm ground spoiler deployment. If the ground spoilers are not deployed, the PNF will state "No Ground Spoilers" and confirm the PF extends the speed brakes. As the aircraft approaches 70 KCAS, the PF will begin to reduce reverse thrust to idle reverse by 60 KCAS. Rudder and rudder pedal steering are the primary means for steering during rollout. As speed decreases, the PF should transition to nosewheel steering and the PNF should maintain wings level with the control yoke. Ensure the aircraft has slowed to a safe taxi speed before turning off the runway.

NOTE:

When landing with the autothrottle engaged, the autothrottle maintains airspeed during the approach. The autothrottle should be disengaged and speed control adjusted so as to arrive 50 feet over the threshold at V_{REF} .

2. Crosswind Landing:

(See Figure 2.)

Fly the airplane down final approach with runway centerline alignment maintained with normal drift correction. Approaching the threshold, lower the upwind wing to maintain no drift, and apply opposite rudder to maintain alignment with runway centerline.

Or:

The "crab" (wings-level) method may be continued until just before touchdown. Then, with wings level, apply rudder to align the airplane with the runway centerline at the moment of touchdown.

With either technique, fly the airplane onto the runway; do not allow drift to develop. Use rudder and pedal steering to maintain directional control. As ground speed decreases, guard nosewheel steering and use if necessary. The PNF should control ailerons at PF command and maintain control inputs to maintain wings level throughout the rollout.

3. Single-Engine Landing:

Single engine landings do not deviate from normal procedures except airspeed and that use of a single thrust reverser is permitted. If directional control becomes difficult, cancel reverse thrust.

A. Procedure:

(See Figure 3.)

- (1) Complete the Before Landing checklist.

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- (2) Leave flaps at 20° until landing is assured.
- (3) Maintain an approach speed of V_{REF} for 20° Flaps +10 knots.
- (4) When landing is assured, select flaps to 39° (DOWN).

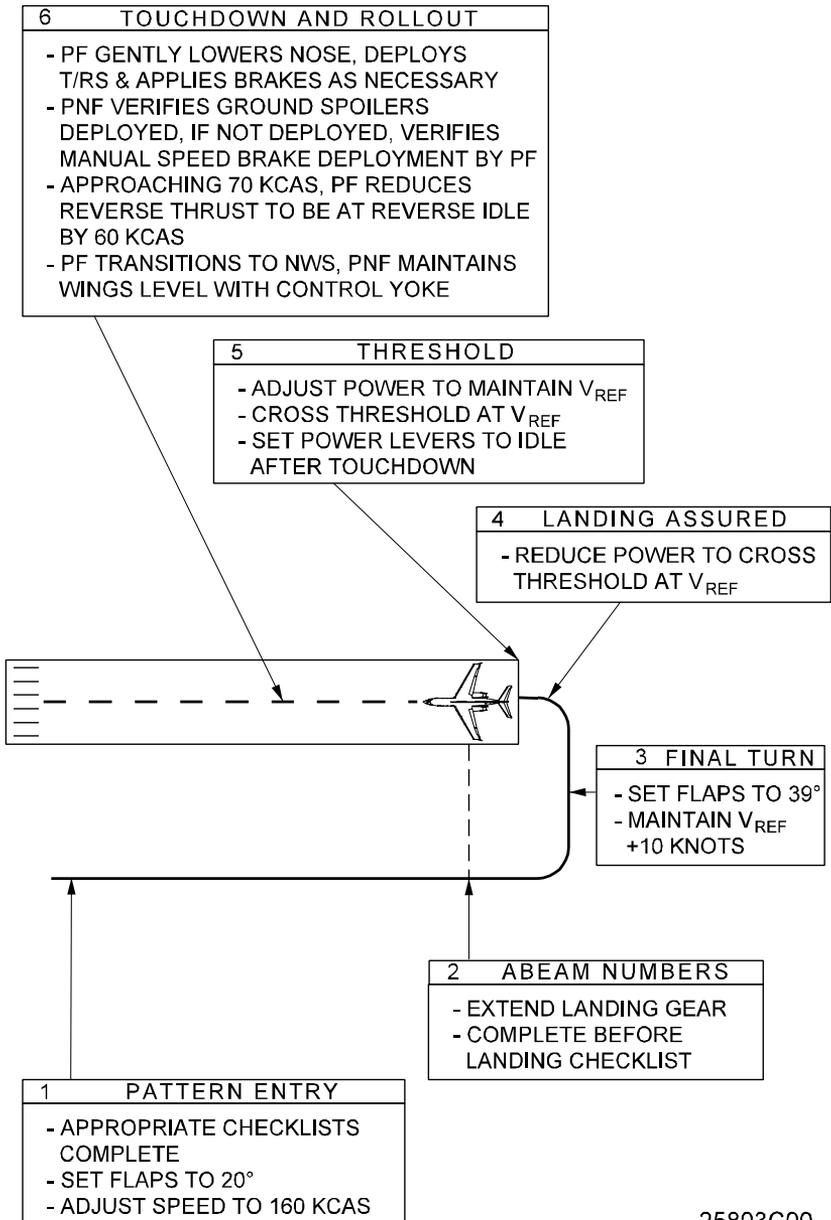
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**GROUND / FLIGHT CHARACTERISTICS AND
PROCEDURES**

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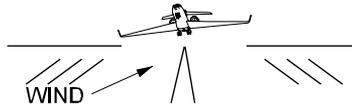
Normal Landing
Figure 1

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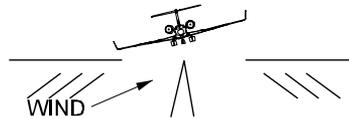
1 CROSSWIND APPROACH

FLY THE AIRCRAFT DOWN AN EXTENSION OF RUNWAY CENTERLINE, WITH DRIFT CORRECTION ESTABLISHED SUFFICIENTLY IN ADVANCE, TO PERMIT CENTERLINE TO BE FLOWN WITH ONLY MINOR COORDINATED CORRECTION.



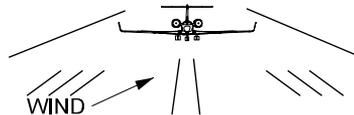
2 APPROACHING TOUCHDOWN

- SMOOTHLY APPLY RUDDER TO ALIGN AIRCRAFT FUSELAGE WITH RUNWAY AND SIMULTANEOUS OPPOSITE AILERON TO ACHIEVE ZERO DRIFT.
- COORDINATE WING DOWN / OPPOSITE RUDDER UNTIL TOUCHDOWN.



3 AFTER TOUCHDOWN

- TOUCH DOWN WITH UPWIND MAIN GEAR FIRST, THEN SET DOWN OTHER MAIN GEAR WITHOUT DELAY.
- LOWER NOSE WHEEL ONTO RUNWAY IMMEDIATELY ON TOUCHDOWN AND USE FORWARD YOKE TO KEEP IT ON RUNWAY.
- USE RUDDER TO KEEP AIRPLANE ON CENTERLINE; AILERON TO KEEP UPWIND GEAR ON RUNWAY.



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Crosswind Landing
Figure 2

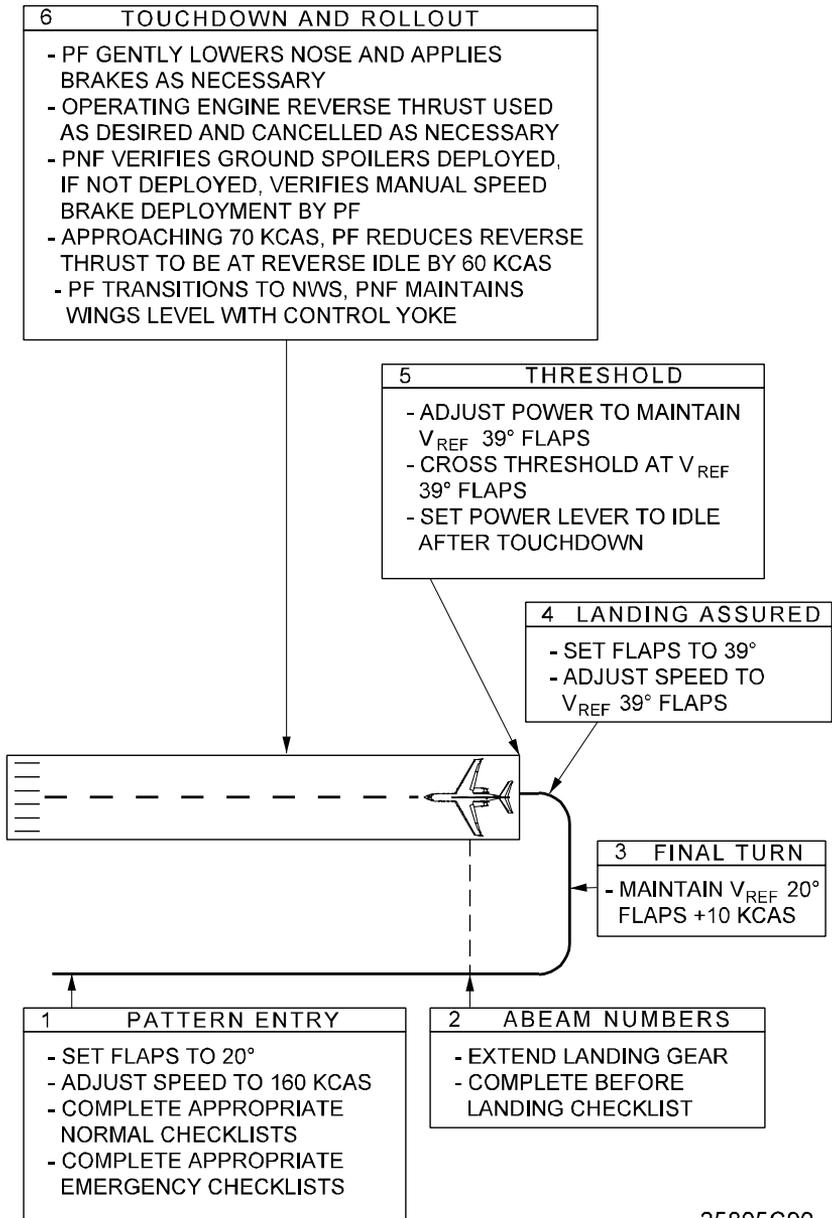
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Single Engine Landing
Figure 3