<<飞行技术专业系列教材>>

图书基本信息

书名：<<飞行技术专业系列教材>>

13位ISBN编号：9787564321154

10位ISBN编号：7564321156

出版时间：2013-1

出版时间：何晓薇、 向淑兰 西南交通大学出版社 (2013-01出版)

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内容概要

《飞行技术专业系列教材:航空电子设备(英文版)》是根据中国民般飞行学院1995年制定的“ 航空电子设备教学大纲 ”编写而成的。
《飞行技术专业系列教材:航空电子设备(英文版)》较为系统地阐述了现代民般运输机电了设备的基本理论和知识，主要作为飞行技术专业学业习“ 航空电子设备 ”课程的教材；同时，也可供其他相关人员学习、参考。

书籍目录

章节摘录

版权页： 插图： The routine "On runway" message advisory is appended by runway length remaining in either feet or metres, e.g., "On runway three-four-left, two-thousand remaining". The "remaining" element of the message refers to the runway distance remaining in the EGPWS database to the nearest 100 ft (or 100 metres for a metric option). Note that the unit (feet or metres) is not annunciated. Extended Holding on Runway Advisery The purpose of the Extended Holding On Runway Advisory is to provide crew awareness of an extended holding period on the runway. The aural advisory is given if the following criteria are met: aircraft enters a runway; and aircraft remains in position for a time period considered to be an extended holding period. Your company will select the extended holding period and it cannot be changed by the flight crew. The time period can be configured for 60, 90, 120, 180, 240, or 300 seconds. The aircraft heading must be within 20 degrees of runway heading and the aircraft must not move more than 100 ft along the runway for this advisory to be activated. The Extended Holding On Runway Advisory is suppressed after Rejected Take-Off (RTO). The advisory is reset and available again once the aircraft exits on the current runway. After the specified extended holding period has elapsed, RAAS provides an aural message that is a double repetition of the On Runway Advisory. For example, if an aircraft has been holding-in-position on runway 34 left for an extended period (e.g., 90 seconds), the system will annunciate "On runway three-four left, on runway three-four left." Distance Remaining-Rejected Take-Off Advisory The purpose of the Rejected Take-Off Distance Remaining Advisory is to provide the flight crew with position awareness information during RTO. The advisory is generated if the following conditions are satisfied: aircraft is on the last half of the runway; groundspeed is greater than 40 knots; and a RTO is initiated (RTO status is assumed if groundspeed during the take-off roll decreases by 7 knots from the maximum value achieved).

编辑推荐

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