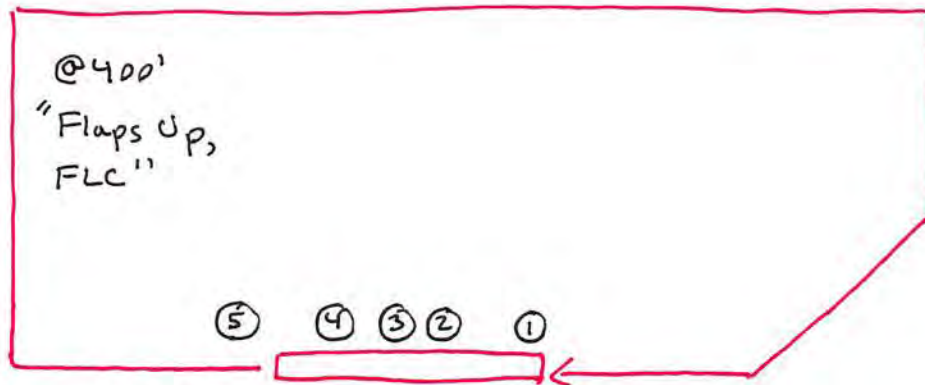
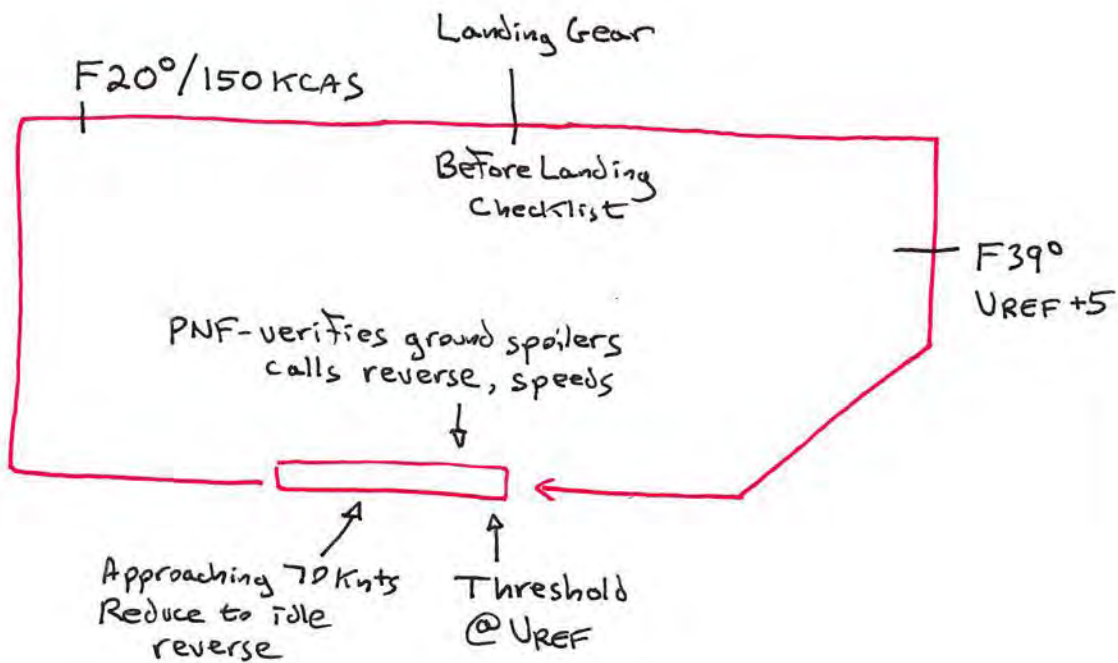


Normal Takeoff

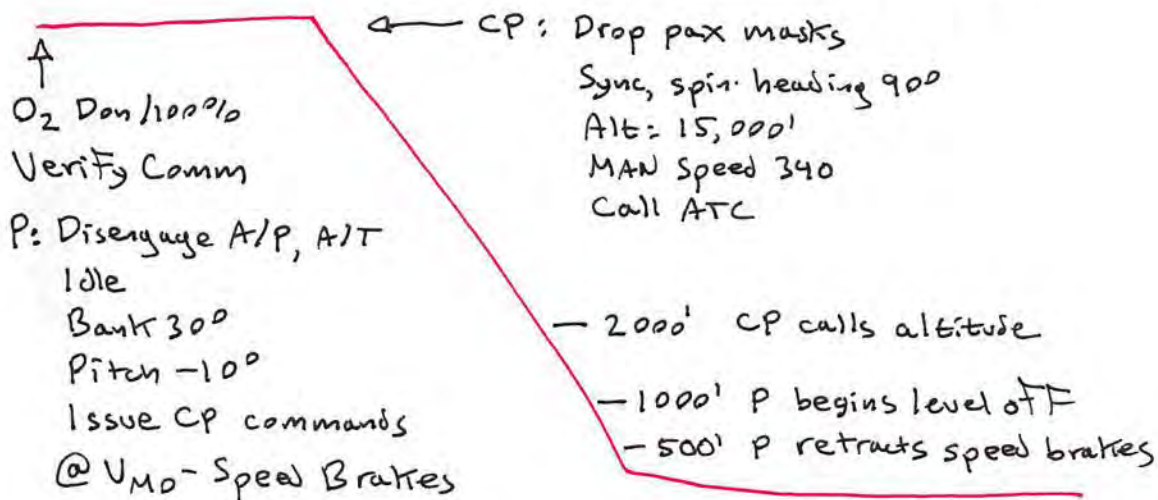


- ⑤ P "Positive Rate, Gear Up"
- ④ @ V_R "Rotate"
- ③ @ 80 "80 knots" @ V_1 "V-1"
- ② @ 60 KCAS PNF "Power Set" PF - left hand to yoke
- ① TO/GA EPR > 1.05, A/T Release Brakes

Normal Landing



Manual Emergency Descent



Precision Approach

Entry: 200 KCAS Outbound: 180 KCAS F10° Inbound: 150 KCAS F20°
"APPR" Mode

- 1) FMS: Arrival, Landing, Sequence, Tune
- 2) DC: Preview course, MPA
- 3) RFMU: Tune, Hold DME, ADIF

GS + 1 dot:
Gear Down

Call 1,000',
DA + 500, +100, DA

- call LOC, GS
- ensure Green Needles

A/P OFF NLT 50'

technique: if s-engine,
a/p OFF @ 300' to
prevent a/p g/a

↑ At GS: F390
V_{REF} + 5

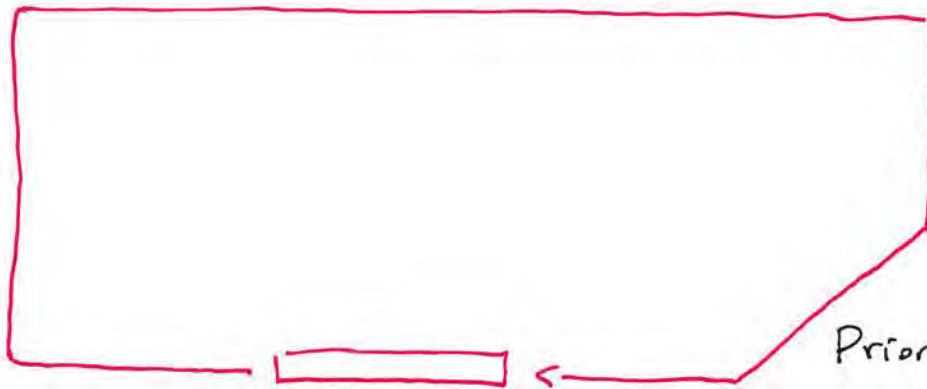
Hdg to Course
Set M.A. altitude
Ensure target speed correct
V_{REF} + $\frac{1}{2}$ steady + gust (up to 20)

Non-Precision Approach

Entry:
200 KCAS

Outbound
180 KCAS F10°

Inbound
150 KCAS F20°

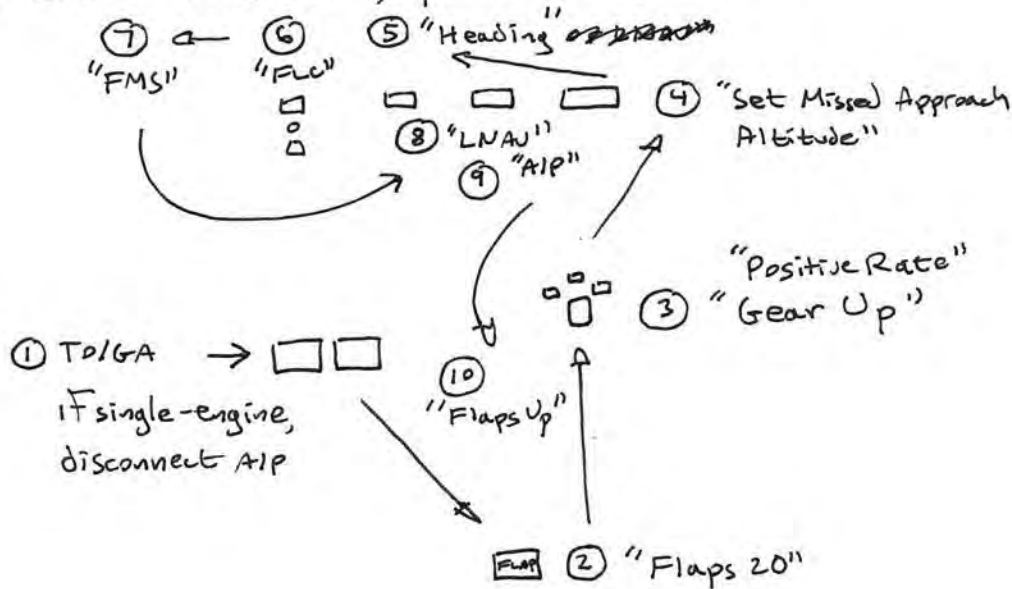


Prior to Fix:
Gear Down
F39°
VREF+5

Go-Around Procedure

PF → call for these in this order

PM → ensure this order, prompt PF if needed



Engine Fail After V_1

@1,500'

Accelerate
MAN SPEED VSE

Flaps Up

Checklists (ENG FIRE/ENGINE FAIL/ENGINE FAILURE ABOVE V_1)

ENGINE SHUTDOWN IN FLIGHT)
then... Traffic Pattern

@400'

Tell ATC
intentions
and "we'll
get back
to go"

Discuss
situation
w/ PNF

"FLC, HDG"

(V_2+10) ③

② V_R

① Maintain centerline w/ rudder
Expect pitch up so hold
Forward pressure

"Positive Rate,
Gear up"

Rotate into command bars
Keep trapezoid centered w/ rudder

Go-Around

* IF single engine, must
disengage A/P, A/T

200KIAS

"Positive Rate,
Gear up"

$V_{REF}+20$
"Flaps
Up"

Engage
A/P
A/T

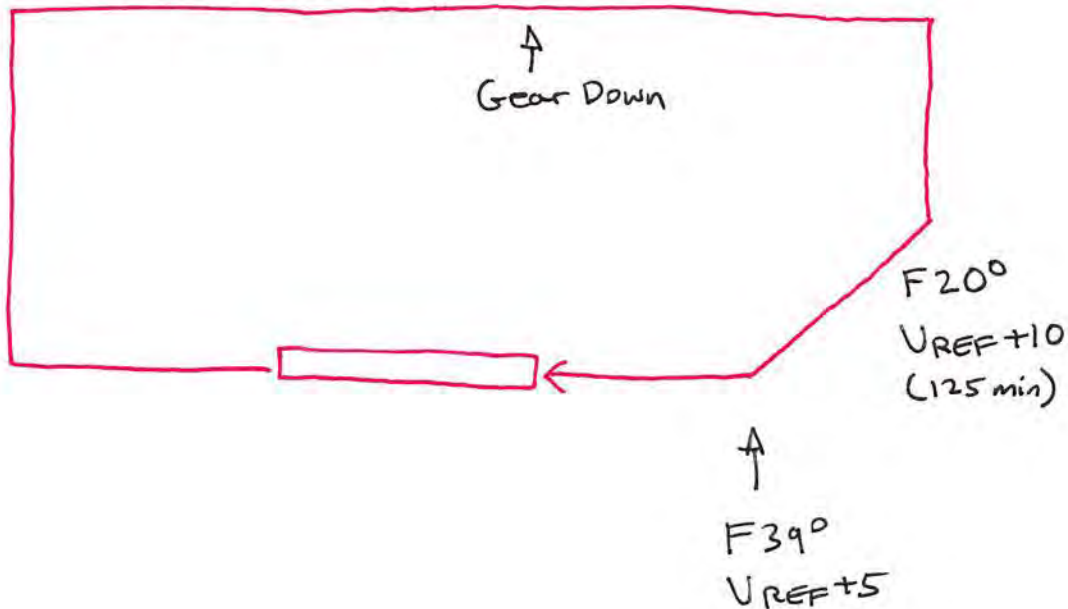
"Missed App
Altitude,
FLC,
FMS Mode"
"LNAV" or "HDG"

* TO/GA, 15° pitch - 17° pitch
Power
"Flaps 20"
Climb @ $V_{REF}+5$

Single Engine Landing

- One Engine Inoperative Landing Checklist (EB-18)

F20°/150 KCAS



No-Flap Approach

- 1) Get approach with vertical guidance OR HUD, set TZE, FPA (-3.0)

Book recommends at least 7,000 rwy

