<table>
<thead>
<tr>
<th>Single engine ILS</th>
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<tbody>
<tr>
<td><strong>QRH engine inoperative landing checklist completed to deferred items landing checklist</strong></td>
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</table>
| **PF:** Extend flaps 1 & 5 in before the 10 nm ring  
Thrust approx 70% , Arm LOC when cleared  |
| **LOC Alive** |
| **PF:** Start a shallow turn approx 10°  
Use the ND trend vector to intercept the LOC  |
| **PM:** "LOC alive" |
| **LOC Capture** |
| **PF:** Set runway heading  
Arm APP when cleared  |
| **PM:** "LOC Capture"  
PF: "Runway heading xxx set"  
"APP armed" |
| **One dot below G/S** |
| **PF:** Configure just before glideslope capture so that you do not need large thrust adjustment  |
| **PF:** "Gear Down, Flaps 15, One engine inoperative landing checklist"  
**NNC Landing checklist note:**  
PM read challenge and response  
PF repeat response |
| **Glideslope capture** |
| **PF:** Reduce thrust to avoid overshooting the glideslope, retrim the aircraft as required.  
Set MAA  |
| **PF:** "Missed approach altitude xxx ft set" |
| **Final approach and landing** |
| **PM:** Call out any deviations  
PF: If approach is flown manually, be very proactive on the scan:  
- Follow flight directors  
- Scan primarily: N1 - Attitude - Speed  
- Scan ND trend vector to track centerline  
- Scan VSI, aim for target Rate of descent, correct glideslope with target rate ± 100ft/mn to avoid overcorrections  
Highest risk of deviation occurs when transitioning from instrument to visual.  
De crabbing will push you towards the operative engine side. Use opposite ailerons during decrab.  
Before decrabbing fly a little to towards the inop side to compensate the deviation.  
Very little flare is required with one engine inop landing. |
| **Missed approach** |
| **PF:** Push TO/GA  |
| **PF:** "Go Around, Flaps 1, Set Go Around Thrust"  
**PM:** "Go Around Thrust Set"  
Positive rate:  
PF: "Gear Up"  
PM: "Positive Rate"  
400ft AAL  
PF: "LNAV, Tune radios for Missed approach"  
**MFRA** |
| **At MFRA** |
| **PF:** Bug Up and retract flaps on schedule  
Fly the up speed, avoid bank more 15°  |
| **PF:** "Bug Up" ... "Flaps up"  
PM: "Up no lights"  
PF: "LVL CHG, MCT" ... "CMD B"  
"After takeoff checklist" |