

Single engine ILS

QRH engine inoperative landing checklist completed to deferred items landing checklist

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 $\pm 100\text{ft/mn}$ to avoid overcorrections

Highest risk of deviation occurs when transitioning from instrument to visual.

Decrabbing 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"