

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.

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"