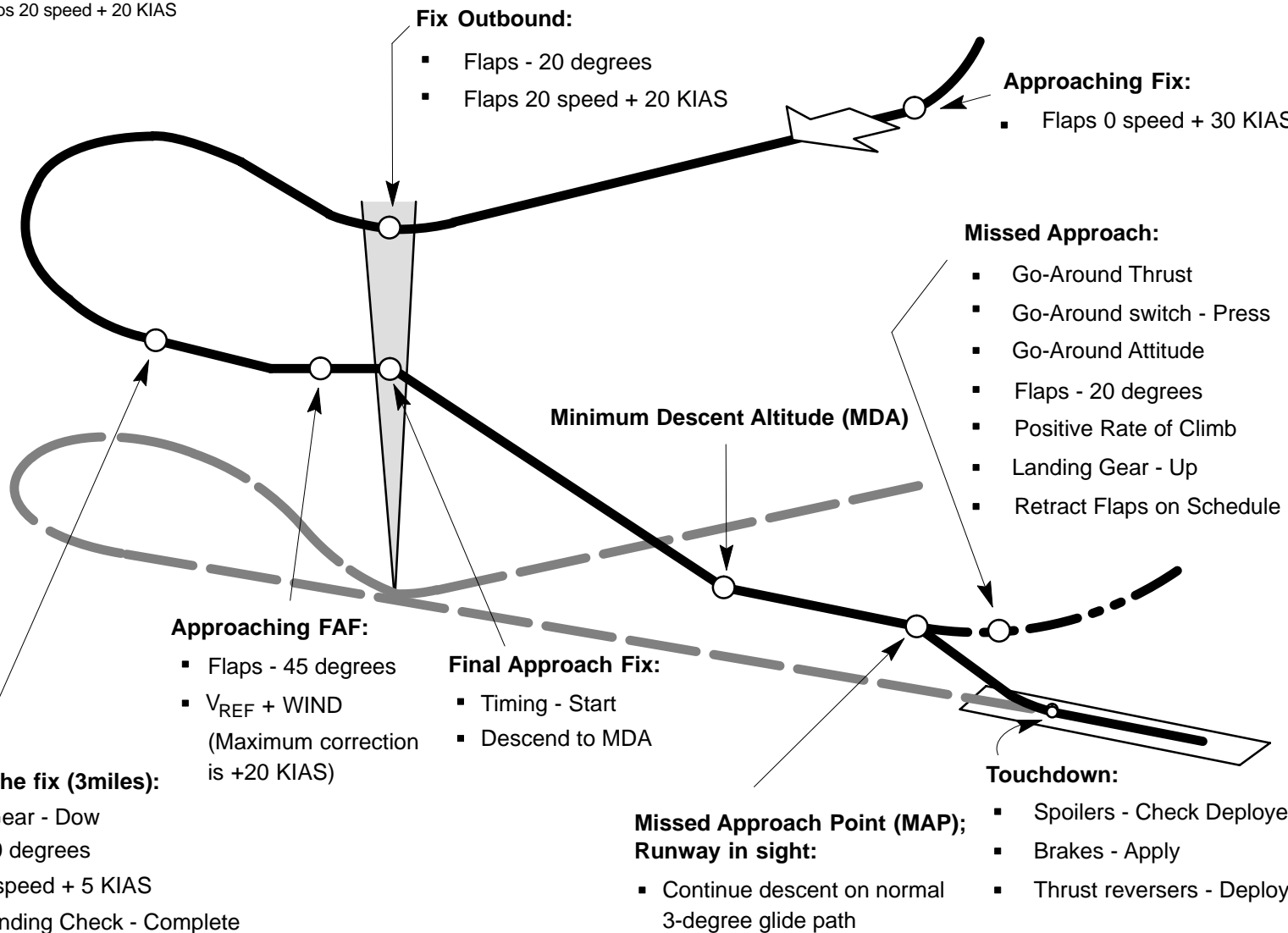


NON - PRECISION APPROACH

NOTE: For a straight - in approach (when abeam the fix):

- Flaps - 20 degrees
- Flaps 20 speed + 20 KIAS



Fix Outbound:

- Flaps - 20 degrees
- Flaps 20 speed + 20 KIAS

Approaching Fix:

- Flaps 0 speed + 30 KIAS

Missed Approach:

- Go-Around Thrust
- Go-Around switch - Press
- Go-Around Attitude
- Flaps - 20 degrees
- Positive Rate of Climb
- Landing Gear - Up
- Retract Flaps on Schedule

Minimum Descent Altitude (MDA)

Approaching FAF:

- Flaps - 45 degrees
- $V_{REF} + WIND$
(Maximum correction is +20 KIAS)

Final Approach Fix:

- Timing - Start
- Descend to MDA

Inbound to the fix (3miles):

- Landing Gear - Dow
- Flaps - 30 degrees
- Flaps 30 speed + 5 KIAS
- Before Landing Check - Complete

**Missed Approach Point (MAP);
Runway in sight:**

- Continue descent on normal 3-degree glide path

Touchdown:

- Spoilers - Check Deployed
- Brakes - Apply
- Thrust reversers - Deploy