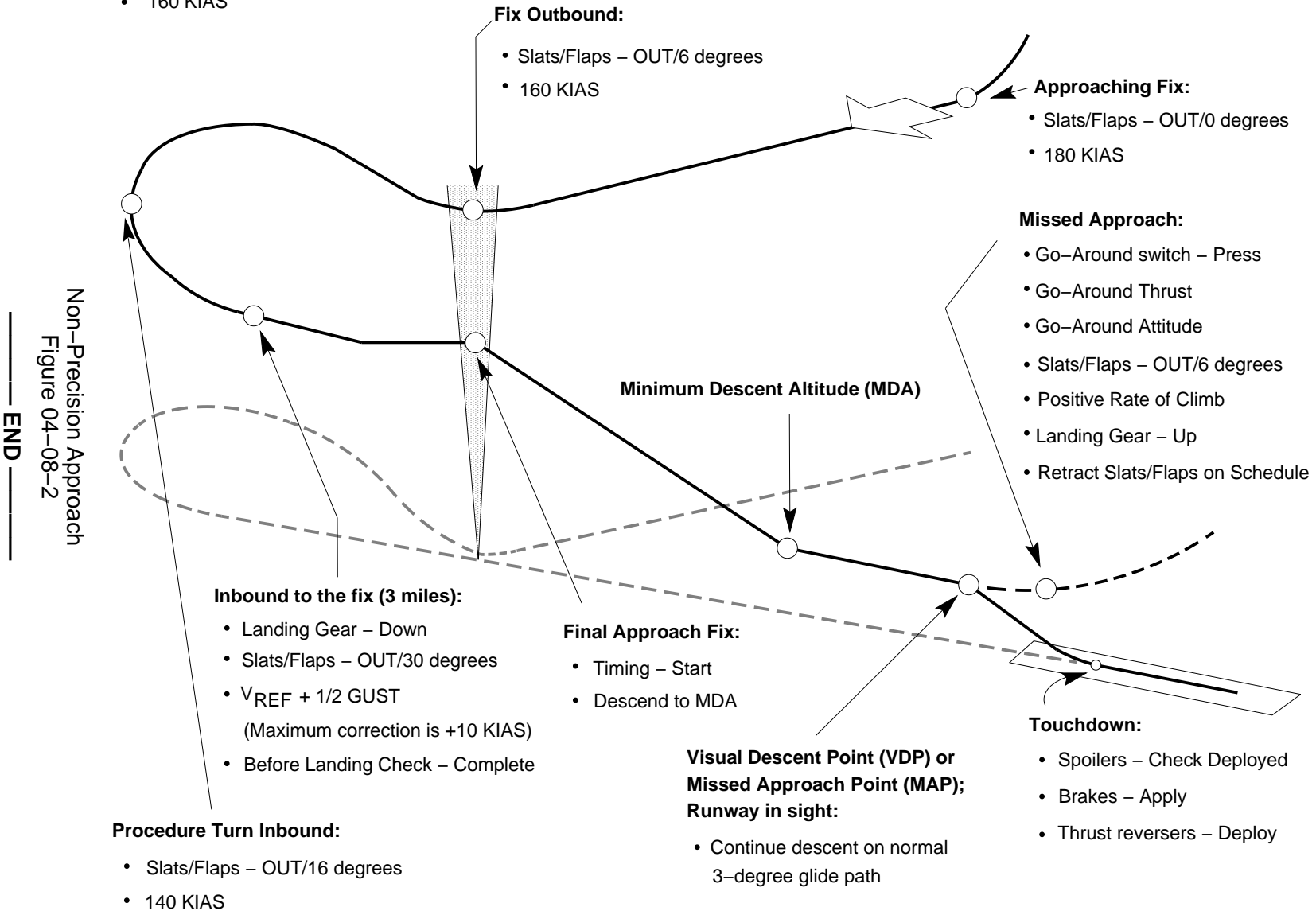


5. NON-PRECISION APPROACH (CONT'D)

NON-PRECISION APPROACH

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

- Slats/Flaps – OUT/6 degrees
- 160 KIAS



**Fix Outbound:**

- Slats/Flaps – OUT/6 degrees
- 160 KIAS

**Approaching Fix:**

- Slats/Flaps – OUT/0 degrees
- 180 KIAS

**Missed Approach:**

- Go-Around switch – Press
- Go-Around Thrust
- Go-Around Attitude
- Slats/Flaps – OUT/6 degrees
- Positive Rate of Climb
- Landing Gear – Up
- Retract Slats/Flaps on Schedule

**Minimum Descent Altitude (MDA)**

**Inbound to the fix (3 miles):**

- Landing Gear – Down
- Slats/Flaps – OUT/30 degrees
- $V_{REF} + 1/2 \text{ GUST}$   
(Maximum correction is +10 KIAS)
- Before Landing Check – Complete

**Final Approach Fix:**

- Timing – Start
- Descend to MDA

**Visual Descent Point (VDP) or Missed Approach Point (MAP); Runway in sight:**

- Continue descent on normal 3-degree glide path

**Touchdown:**

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

**Procedure Turn Inbound:**

- Slats/Flaps – OUT/16 degrees
- 140 KIAS

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END

Non-Precision Approach  
Figure 04-08-2