

One Engine Out CAT I/II Approach

Rules of Thumb	180-190 KIAS Flaps 5 in pattern Manual Throttles Trim 15 climb 10 level 5 descent 2 FAF in know which foot Past FAF-RVR belowmins-continue		Plan A/P use Power settings Pattern - 82% or 1.16 EPR Descent - 68% or 1.09 EPR ER(heavy) 1.12 EPR Don't balloon on configuring Watch @ mins Heads up-pullup	
	PF		PM	
	Do	Say	Do	Say
Set Up	-Cat I -Requires one A/P or F/D -Cat II -Requires one A/P and one F/D on separate FCCs -A/P required until wx allows hand flown Lnd -No Autothrottle -Plan Flaps 20 -Flaps 5 for G/A	<i>Set me up Request St. Out to 3000' missed app U talk PAX, F/A, DAL I'll talk ATC I am A/T Lvl of automatr A/P required RVR<4000 or VIS<3/4 mile Descent ✓ Approach ✓</i>		<i>You are A/T</i>
Cleared App	Select APP			<i>APP Selected</i>
Alt Capture at GSIA	Confirm Missed Approach Alt	<i>Missed Approach Alt set</i>		<i>Missed Approach Alt Set</i>
G/S Alive Or 1 ½ dots	Fly the F/D May require 2 nd down to not balloon Reduce Power Adjust trim	<i>Gear Down, Flaps 20, Update speed, Arm Spd Brk Landing ✓ Trim to 2 Units</i>	Comply	<i>Gear Down, Flaps 20, watch balloon, Landing ✓</i>
G/S Centered	Arrive config'd and on speed. 68%or EPR 1.09 ER(heavy) 1.12			
1000 AGL	✓ Missed Approach Alt.			<i>1000 Cleared to Lnd M/A Set</i>
500' AGL				<i>500</i>
Approaching DA (+80')				<i>Approaching Minimums</i>
At DA	Fly the F/D down to 50'	<i>App Lts in Sight or Rwy in Sight or Missed App</i>		<i>Minimums Repeat PF</i>
by DA - 50'	Disengage AP Fly the F/D	<i>AP Off</i>		
100' above TDZE		<i>Rwy in Sight or Missed App</i>		<i>Repeat</i>
50'	Transition to outside			

- Keep trim appropriate for phase of flight.
- Below 1500' trim will not change control wheel angle with other autopilots on.
- If doing a coupled missed approach, input trim to 10-15 units before 1500' or selecting another roll mode otherwise there will be a big trim change when the other two autopilots click off.
- CAT I decision region G/A criteria (FOM part 2):
 - ½ dot – LOC (normal mode)
 - 1/3 dot – LOC (expanded mode)
 - ½ dot – G/S
- CAT II decision region G/A criteria (FOM part 2):
 - 1/3 dot – LOC
 - ½ dot – G/S
- Use A/P until told not to
- Check a fuel config light, but don't balance it
- If diverting and using VNAV, execute Eng Out prompt
- Get Straight out missed approach – allows simple G/A automation