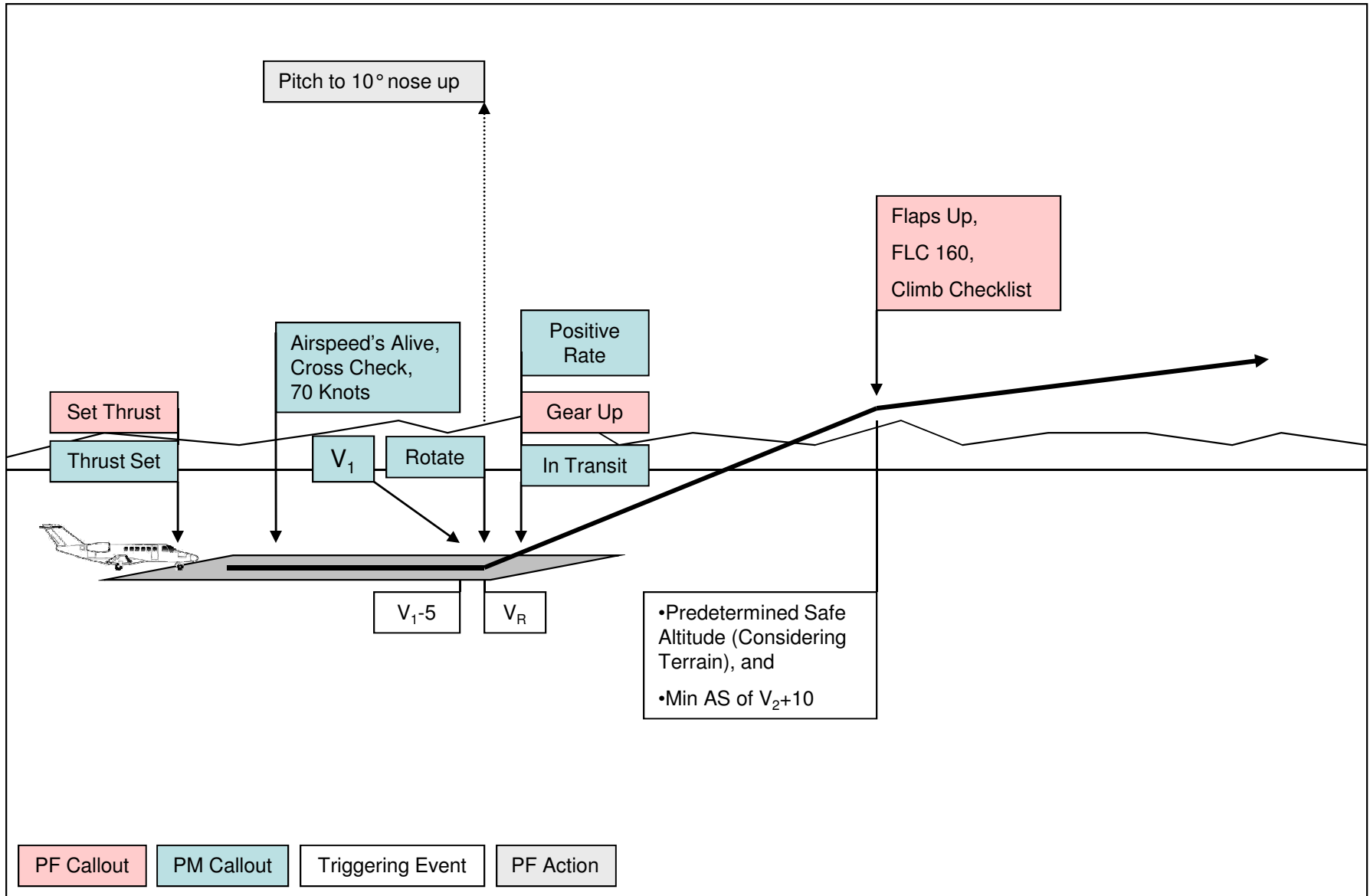
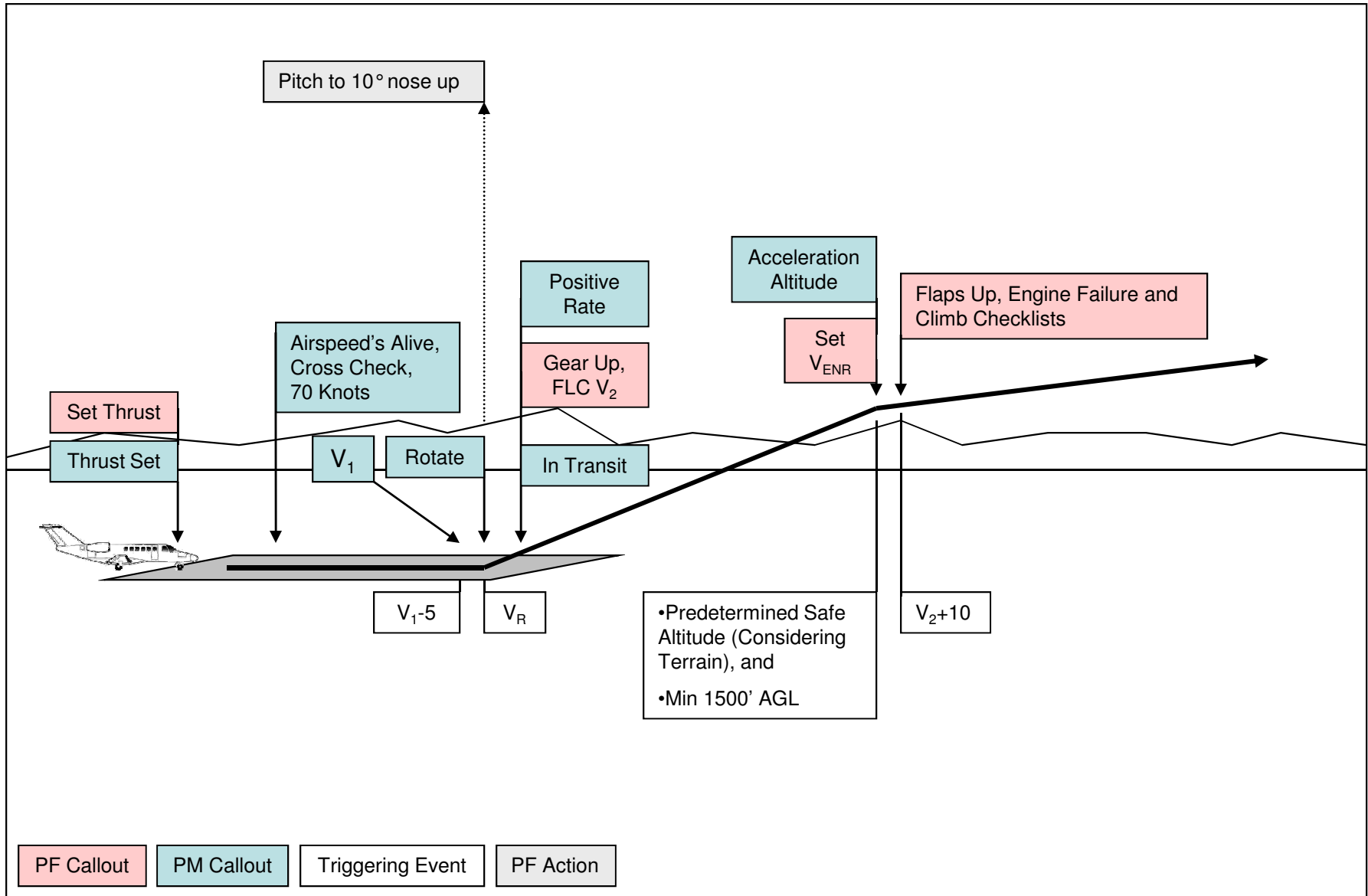


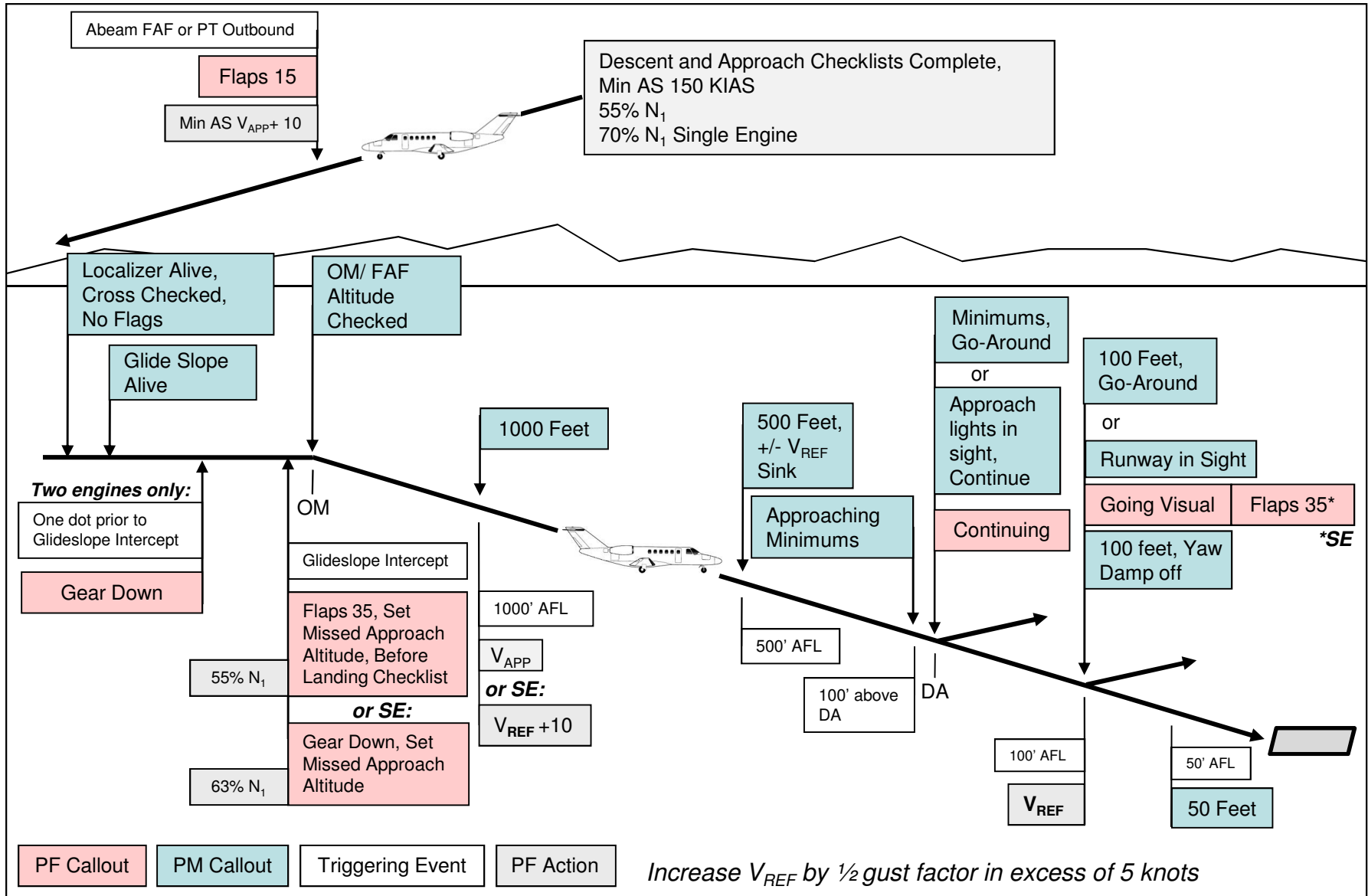
# Normal Takeoff and Climb



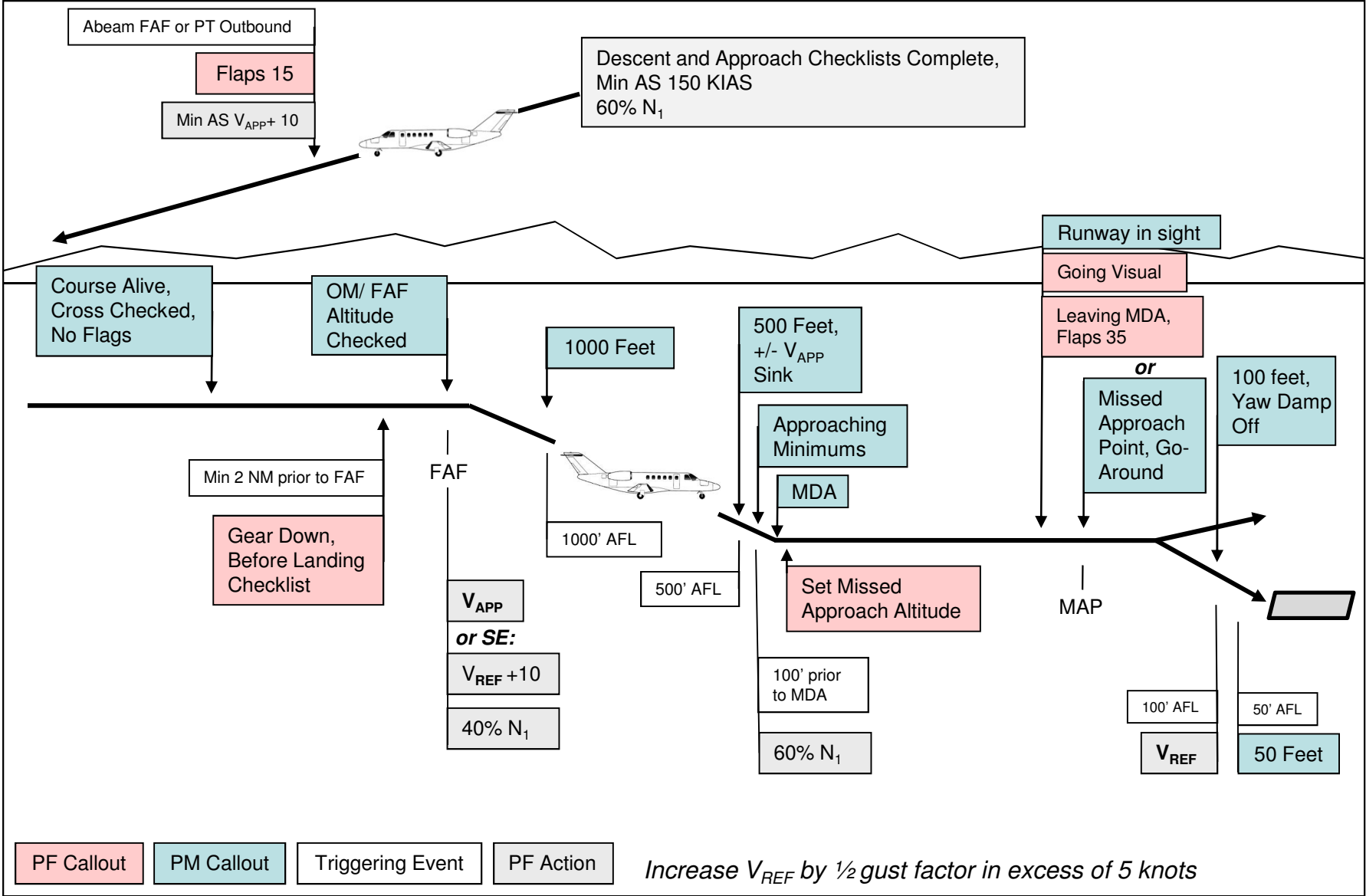
# Engine Failure after $V_1$



# Precision Approach



# Non-Precision Approach



Abeam FAF or PT Outbound

Flaps 15

Min AS  $V_{APP} + 10$

Descent and Approach Checklists Complete,  
Min AS 150 KIAS  
60%  $N_1$

Course Alive,  
Cross Checked,  
No Flags

OM/ FAF  
Altitude  
Checked

1000 Feet

500 Feet,  
 $\pm V_{APP}$   
Sink

Approaching  
Minimums

MDA

Runway in sight

Going Visual

Leaving MDA,  
Flaps 35

or

Missed  
Approach  
Point, Go-  
Around

100 feet,  
Yaw Damp  
Off

Min 2 NM prior to FAF

Gear Down,  
Before Landing  
Checklist

FAF

1000' AFL

500' AFL

$V_{APP}$

or SE:

$V_{REF} + 10$

40%  $N_1$

Set Missed  
Approach Altitude

MAP

100' prior  
to MDA

60%  $N_1$

100' AFL

$V_{REF}$

50' AFL

50 Feet

PF Callout

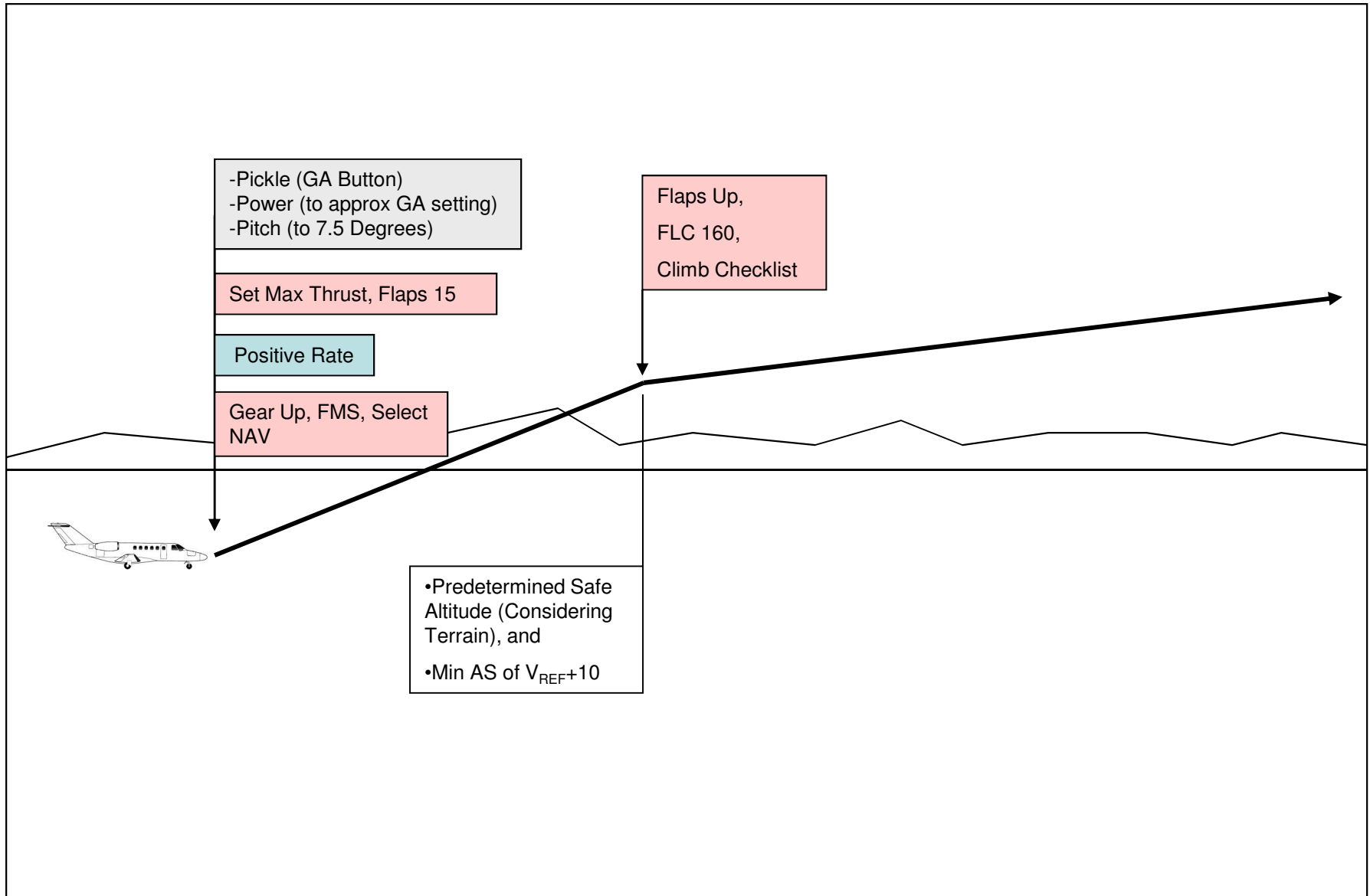
PM Callout

Triggering Event

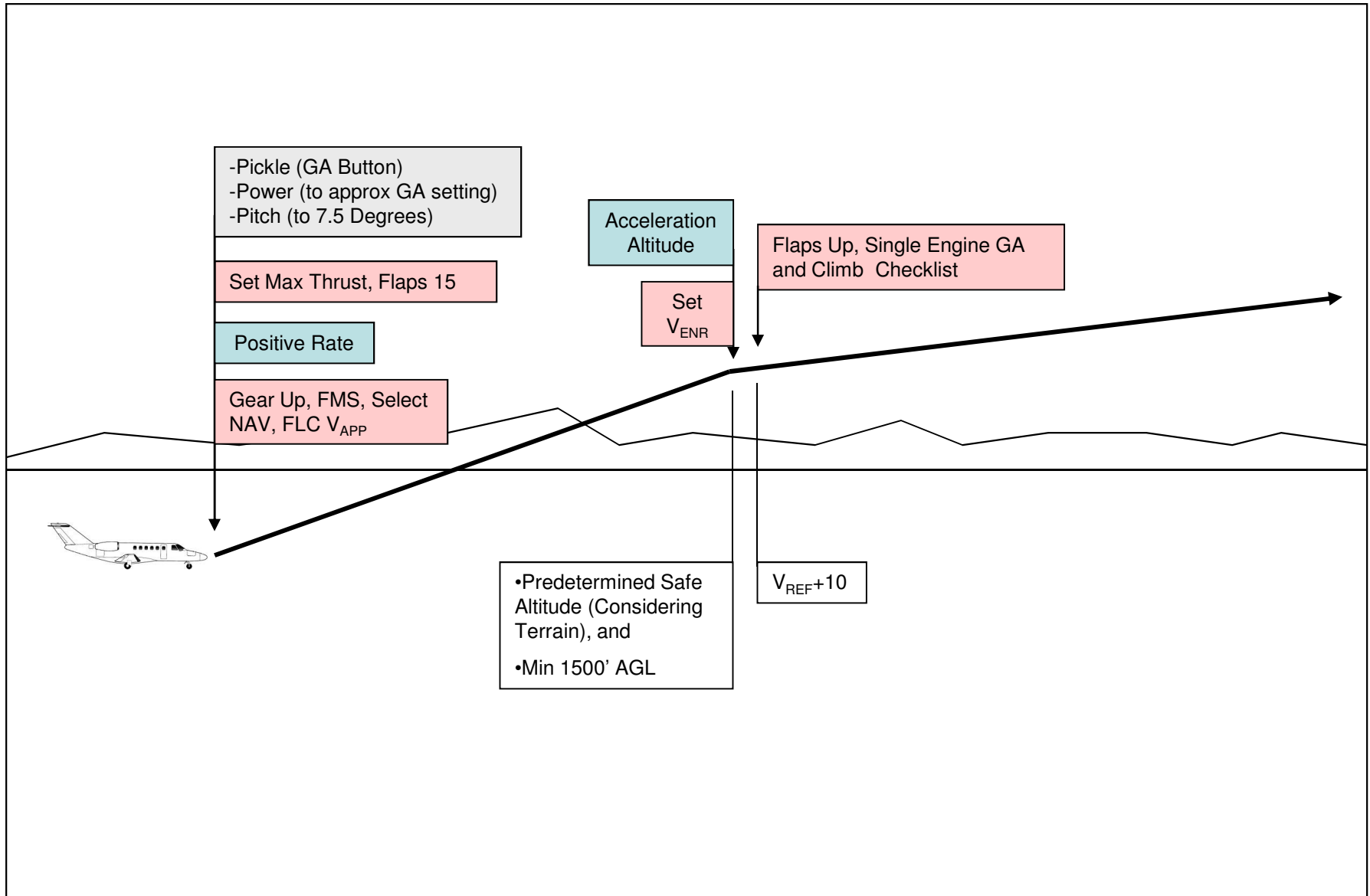
PF Action

*Increase  $V_{REF}$  by  $\frac{1}{2}$  gust factor in excess of 5 knots*

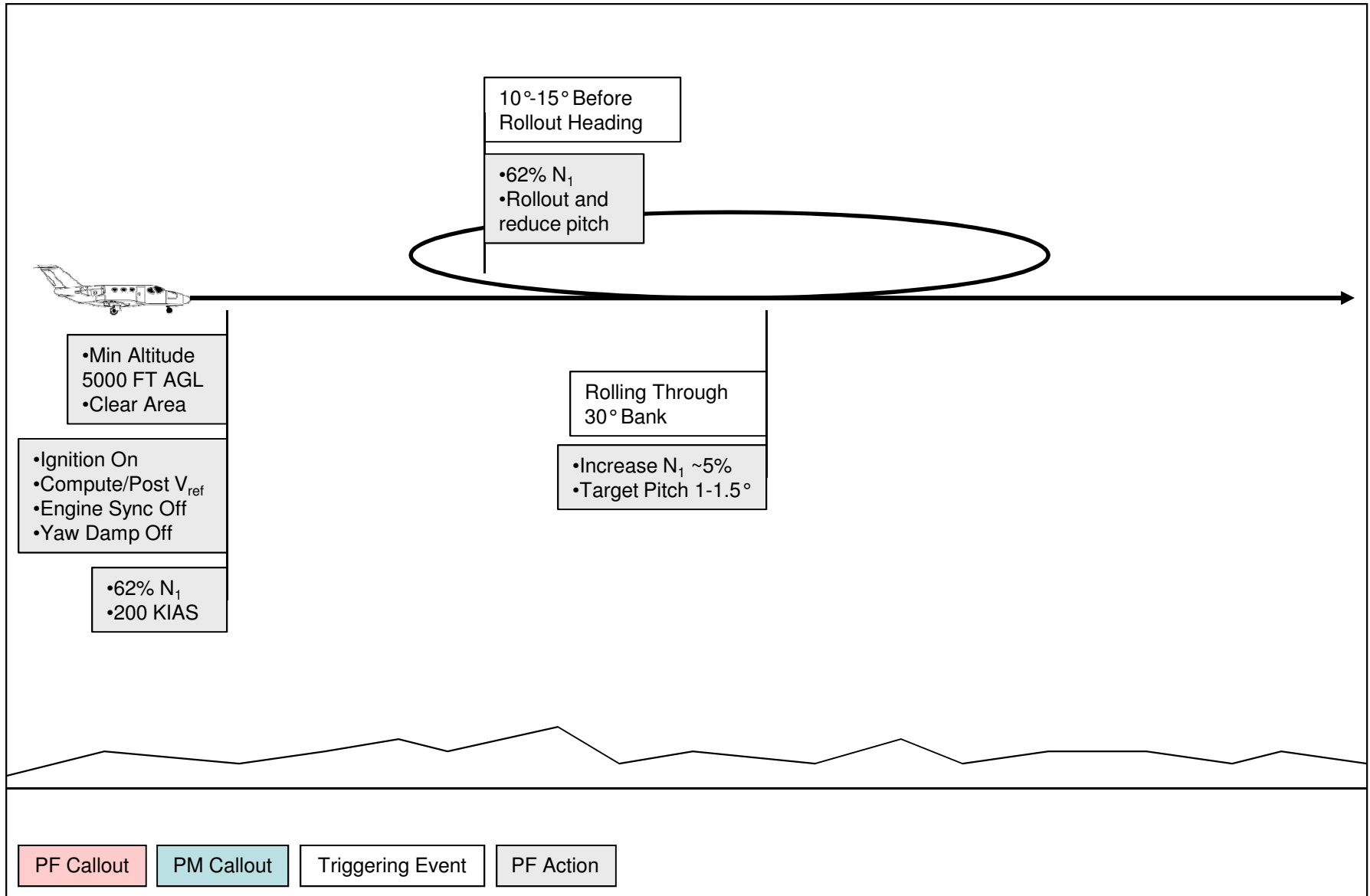
# Go-Around, Two Engines



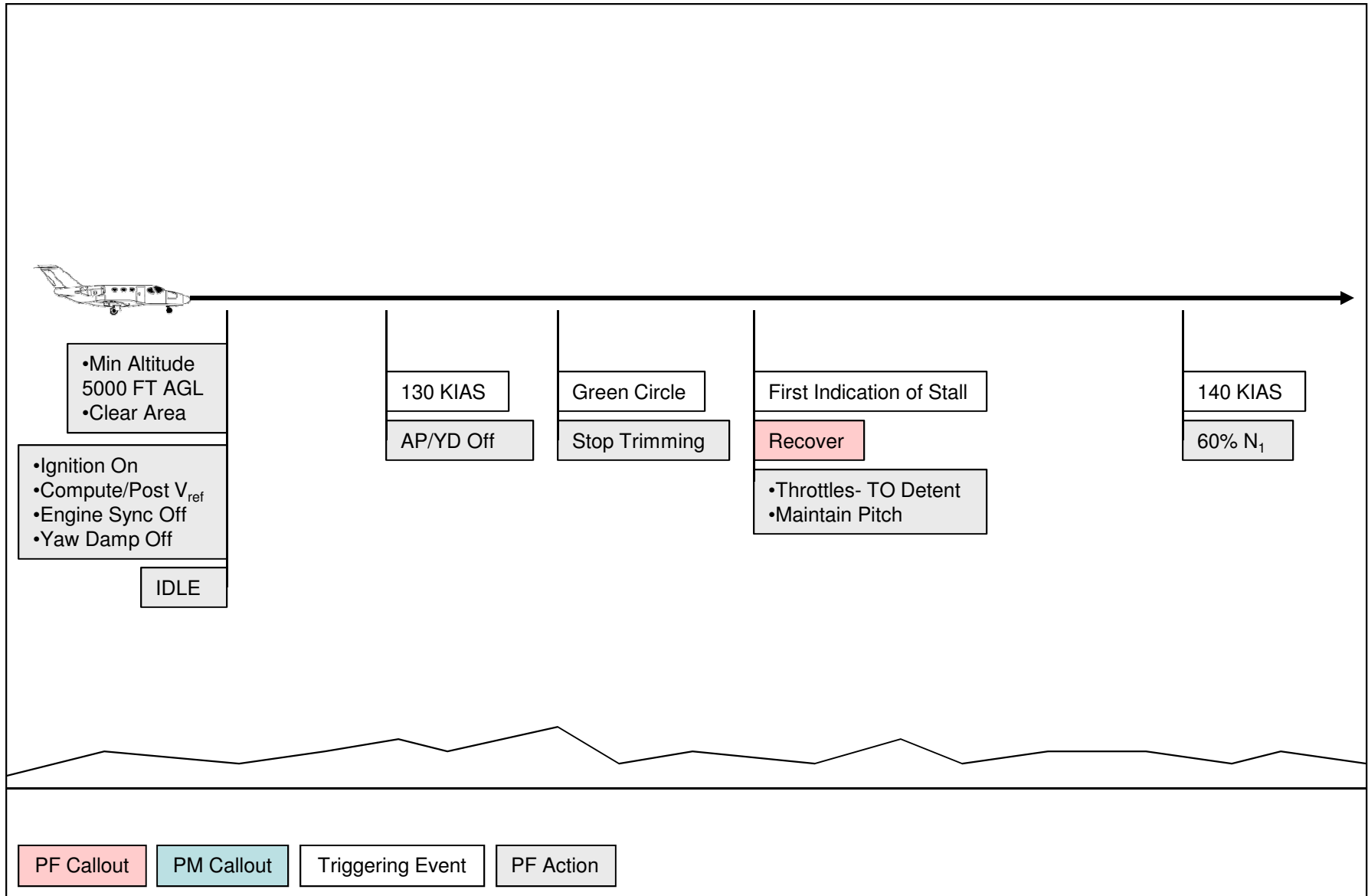
# Go-Around, One Engine



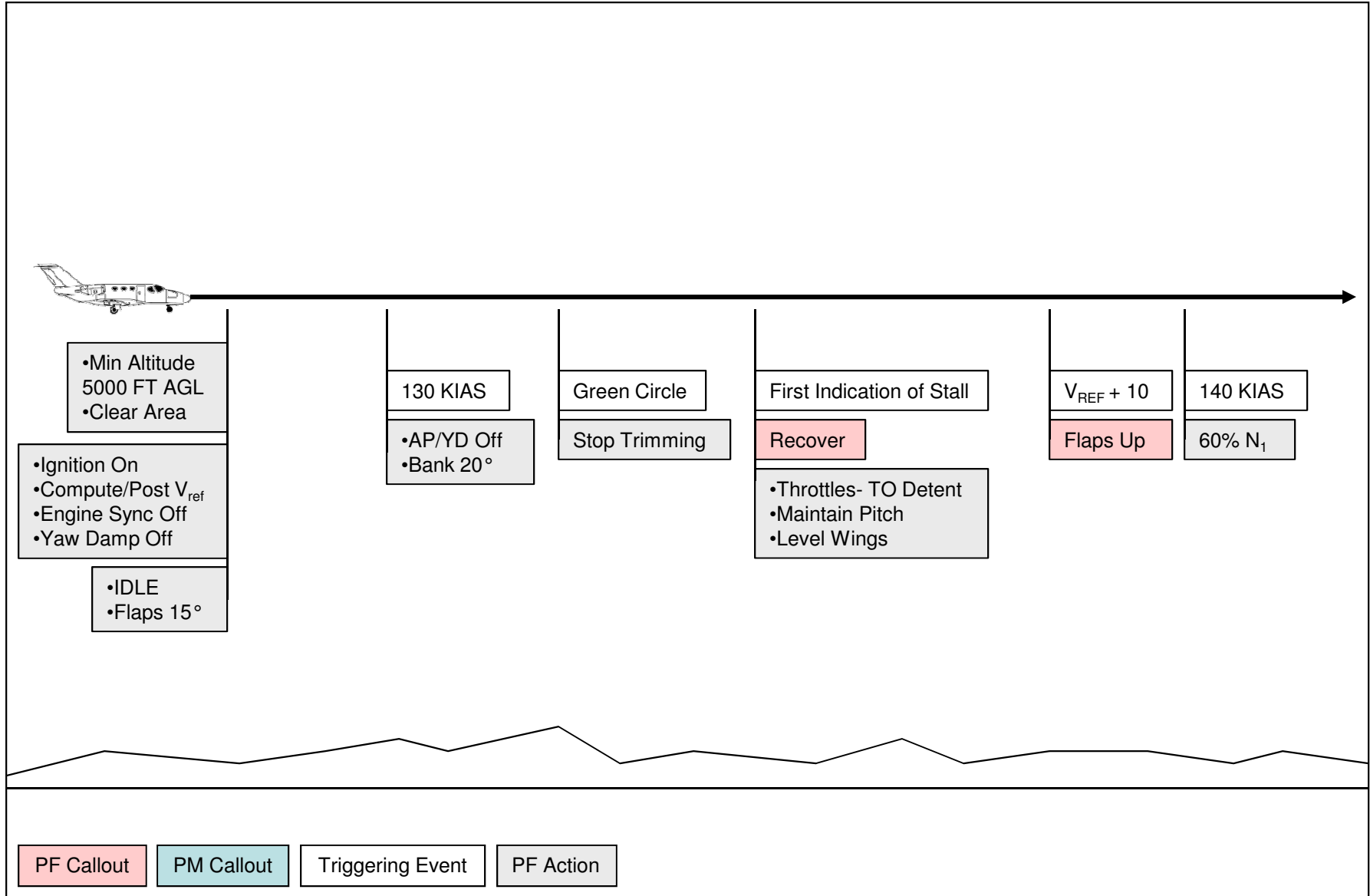
# Steep Turn



# Clean Stall



# Takeoff Configuration Stall



# Landing Configuration Stall

