

ONE ENGINE INOPERATIVE LANDING (1/3)

Condition: Landing must be accomplished with one engine inoperative.

- **Plan a Flaps 15 landing.**
- **Set V_{ref} 15.**
- **If any of the following conditions apply, set**

$$V_{ref} ICE = V_{ref} 15 + 10 \text{ kts}$$
 - *Engine anti-ice will be used during landing,*
 - *wing anti-ice has been used any time during the flight,*
 - *icing conditions were encountered during the flight and the landing temperature is below +10°C.*

Note: When $V_{ref} ICE$ is needed, max. wind additive is 10 kts.

- **Maintain $V_{ref} 15 + 5$ kts or $V_{ref} ICE + 5$ kts minimum on final approach to assure adequate maneuver margin and speed for go-around.**

ONE ENGINE INOPERATIVE LANDING - DESCENT
(Starting Descent / Descision making completed)

PressurizationLAND ALT SET
Recall Checked
Anti-ice.....as required

Note: Use engine anti-ice on the operative engine only.

If additional go-around thrust is desired, below 10.000 ft configure the pressurization system for a no engine bleed landing:
 (next page)

ONE ENGINE INOPERATIVE LANDING (2/3)

(No engine bleeds landing continued)

WING ANTI-ICEOFF

ISOLATION valve switch CLOSE

Engine #1 BLEED air switchOFF

APU BLEED air switch.....ON

(Do not open APU bleed valve, if the engine fire warning switch is still illuminated.)

Left PACK switch AUTO

Engine #2 BLEED air switchOFF

AUTO BRAKEas required

GPWS FLAP INHIBIT switch FLAP INHIBIT

Landing dataVref 15 or Vref ICE, Minimum ___ft

Approach briefing completed

Go-around procedureReview

Accomplish normal go-around procedure except:

- Use Flaps 1.
- Maintain $V_{ref} 15 + 5 \text{ kts}$ or $V_{ref} ICE + 5 \text{ kts}$ to flap retraction altitude.
- Limit bank angle to 15° when airspeed is less than $V_{ref} 15 + 5 \text{ kts}$ or $V_{ref} ICE + 5 \text{ kts}$ or the minimum maneuver speed, whichever is lower.
- Accelerate to Flaps 1 maneuvering speed prior to flap retraction.

ONE ENGINE INOPERATIVE LANDING - APPROACH
(Cleared to an altitude / QNH obtained)

AltimetersQNH _____, _____ ft

ONE ENGINE INOPERATIVE LANDING (3/3)

ONE ENGINE INOPERATIVE LANDING - LANDING
(established / configured - latest 1000 ft GND)

Cabin Report.....Received
ENGINE START switch (operating engine) CONT
Speed brake.....ARMED, green light
Landing gearDOWN, three green
Flaps..... 15, green light

