

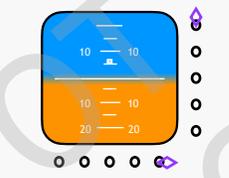
ILS RAW DATA B737NG

FLAPS 30 - 60T V1 - 18/03/2026

PRESETS — PM
 "Callouts" — PF

Terminal area (5000FT)

LW sea level	60T	65T	70T
Flaps 5 Level flight	$\theta = +6^\circ$ N1 = 60% KIAS = 164	$\theta = +6,5^\circ$ N1 = 63% KIAS = 170	$\theta = +6,5^\circ$ N1 = 65% KIAS = 175
GD Flaps 15 Level flight	$\theta = +6^\circ$ N1 = 70% KIAS = 144	$\theta = +6^\circ$ N1 = 72% KIAS = 150	$\theta = +6^\circ$ N1 = 74% KIAS = 155
GD Flaps 30 3° glidepath	$\theta = +1^\circ$ N1 = 57% KIAS = 152	$\theta = +1^\circ$ N1 = 59% KIAS = 158	$\theta = +1^\circ$ N1 = 61% KIAS = 163



Flaps 5
N1 = 60 %
 $\theta = +6^\circ$

On LOC interception course

Speed UP

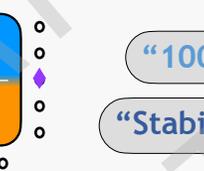
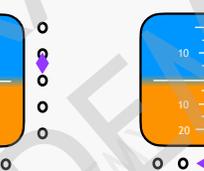
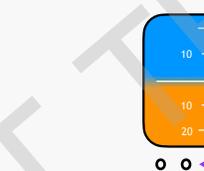
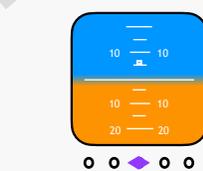
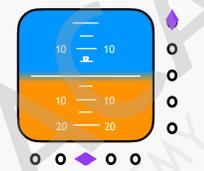
"Set flaps 5, speed 5"

VFE flaps 1° -5° = 250kts

"Speed checked, flaps 5"

(1) PM sets flaps lever to 5 and speed bug to 5, then monitors flaps indications

"Speed 5 set"



"Localizer alive"

"Checked"

"Set HDG to final approach course"

"Set"

"Checked"

"Glide slope alive"

"Checked"

PM selects gear down, then calls:

"Speed checked, flaps 15"

(1)

"Speed 15 set"

PM selects IGN switches CONT

! Beware of the ballooning effect

"Speed checked, flaps 30"

(1)

"Speed VREF+ 5 set"

! Be careful not to select flaps 30 before gear is down and locked

"Speed checked, flaps 30"

(1)

"Speed VREF+ 5 set"

! Be careful not to select flaps 30 before gear is down and locked

"Landing check-list"

PM performs landing check-list in challenge and response

"Landing check-list completed"

"1000"

"Stabilized"

"Minimums"

"Continue"/ "Go-around flaps 15"

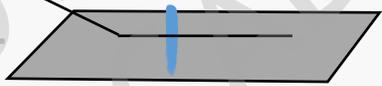
1000ft above RWY

DA(H)

"Speedbrakes up"

"Reversers normal"

"60 knots"



Go-Around N-1 A320

FLAPS FULL - 70T

RAW DATA (no AP/AT/FD) - Acceleration at 1000ft AAL - V1.0 (18/03/2026)

PRESETS — PM

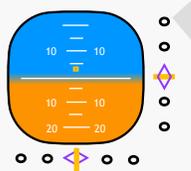
“Callouts” — PF

Basic go-around presets - ISA Conditions, sea level

LW sea level	60T	65T	70T
Go-around thrust N1 = TOGA	$\theta = +10^\circ$ KIAS = 154	$\theta = +9^\circ$ KIAS = 160	$\theta = +8^\circ$ KIAS = 165
ACCELERATION N1 = TOGA	$\theta = +8^\circ$ IAS = to green dot speed	$\theta = +7^\circ$ IAS = to green dot speed	$\theta = +6^\circ$ IAS = to green dot speed

* As airspeed increases, PF must pitch down progressively to aim at $\theta = +5^\circ$ (checking $VS \geq 0$), before pitching back up to missed approach altitude.

“Minimums”



PF sets go-around thrust
PM selects flaps one step above

N1 = TOGA
 $\theta = +8^\circ$

“Positive climb”

PM checks positive VS, confirmed by ALT augmentation

“Gear UP”

PM selects GEAR UP

“1000ft”

“Pull Green dot speed”

After PF call, PM sets green dot speed

“Green dot speed selected”

PF pitches down progressively to
 $\theta = +5^\circ$ *
to aim to green dot speed.

“Flaps one”

To call when speed trend > F speed

“Speed checked, flaps one”

PM sets flaps lever to one and monitors flaps indication

“Flaps zero”

To call when speed trend > S speed

“Speed checked, flaps zero”

“Thrust MCT”

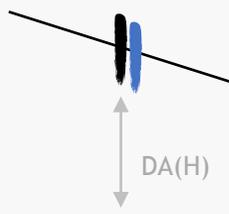
Then PF pitches back up to
 $\theta = +8^\circ$
at green dot speed

N1 = 70%
 $\theta = +5.5^\circ$
KIAS = green dot

While reducing thrust, rudder trim may be used when the flight path is under control.

While approaching missed approach altitude, PF must pitch down progressively to aim at N-1 clean holding presets :

Missed approach altitude



2D N-1 RAW DATA A320

FLAPS FULL - 70T - V1.0 (18/03/2026)

PRESETS — PM
 "Callouts" — PF

CONF	VFE
1	230
1 F	215
2	200
3	185
FULL	177

LW sea level	60T	65T	70T
Green dot CONF 0 Level flight	$\theta = +5^\circ$ N1 = 60% KIAS = 210	$\theta = +6^\circ$ N1 = 62% KIAS = 210	$\theta = +6^\circ$ N1 = 66% KIAS = 210
GD CONF 2 Level flight	$\theta = +6^\circ$ N1 = 75% KIAS = 180	$\theta = +6^\circ$ N1 = 80% KIAS = 180	$\theta = +6^\circ$ N1 = 85% KIAS = 180
GD Flaps FULL 3° glidepath	$\theta = +2.5^\circ$ N1 = 70% KIAS = 135	$\theta = +2.5^\circ$ N1 = 75% KIAS = 140	$\theta = +2.5^\circ$ N1 = 80% KIAS = 145

Flaps 0
N1 = 70 %
 $\theta = +3.5^\circ$

Speed 250 kts

On LOC interception course

Speed Green Dot

Flaps 0
N1 = 66 %
 $\theta = +6^\circ$

(Around 210 kts, depending on mass)

Flaps 1
N1 = 70 %
 $\theta = +6^\circ$

"Gear down"
PM arms the speedbrakes

Be ready for significant thrust adjustment. Rudder trim may be used when the flight path is under control.

GD Flaps FULL
N1 = 80 %
 $\theta = +2.5^\circ$

"Descent point"

"Missed-approach altitude set"

"Localizer alive"

"Checked"

"Set HDG to final approach course"

"Set"

"Checked"

"Flaps 1, set S speed"

"Speed checked, flaps 1, S speed selected"

"Flaps 2, set F speed"

"Speed checked, flaps 2, F speed selected"

⚠ Beware of the ballooning effect when FLAPS 2 is selected

"Flaps 3"

"Speed checked, flaps 3"

Delay flaps FULL until established on final descent

"Flaps FULL*"

"Speed checked, flaps FULL"

"Landing check-list"

"1000"

"Stabilized"

1000ft above RWY

"Minimums"

"Continue"/
"Go-around flaps"

MDA(H)

"Spoilers"

"Reverses green"

"Decel"

"70 knots"

As briefed, PM have to orally check the path each NM

*PF orders FLAPS FULL only when established on final descent