

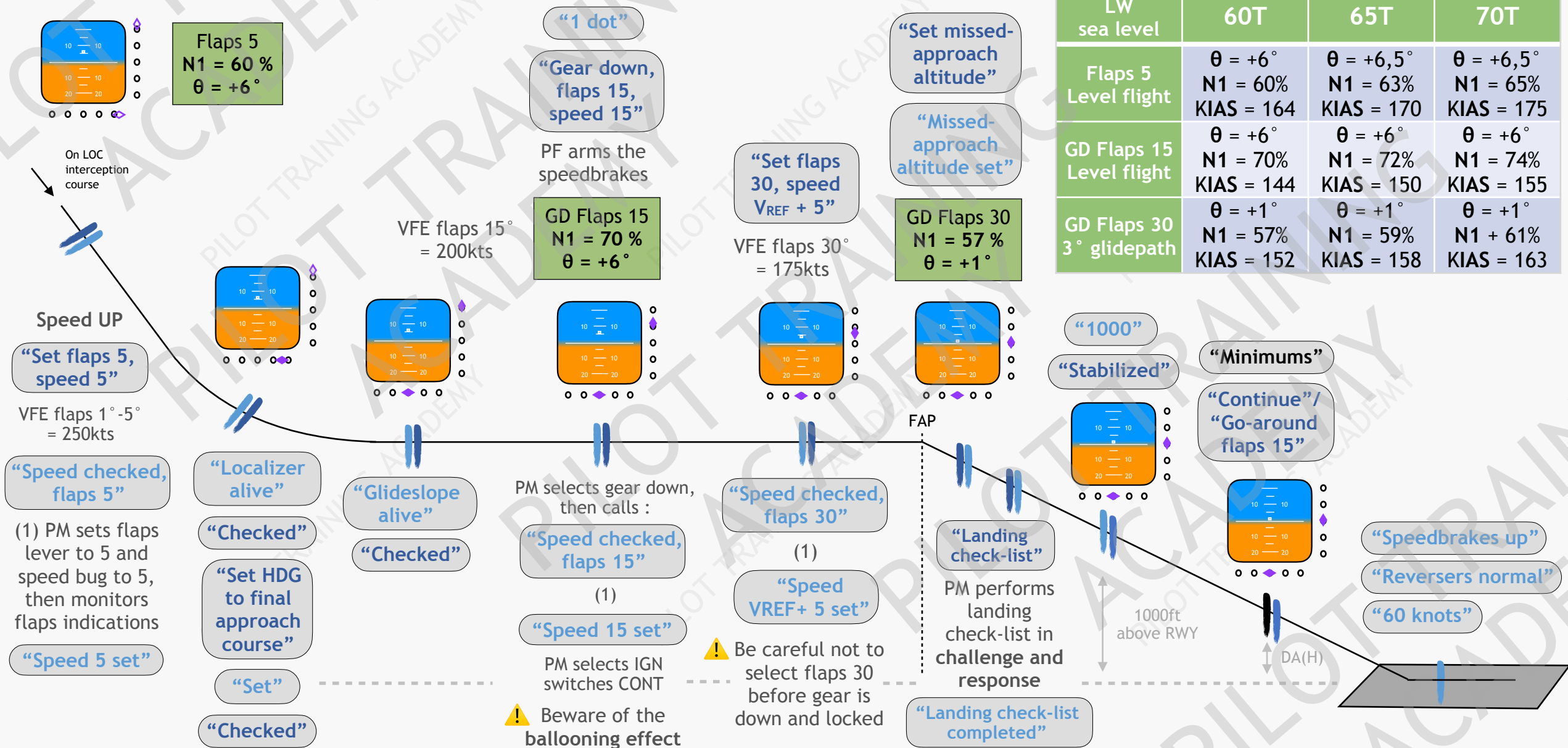
ILS RAW DATA B737NG

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



Go-Around N-1 A320

FLAPS FULL - 70T

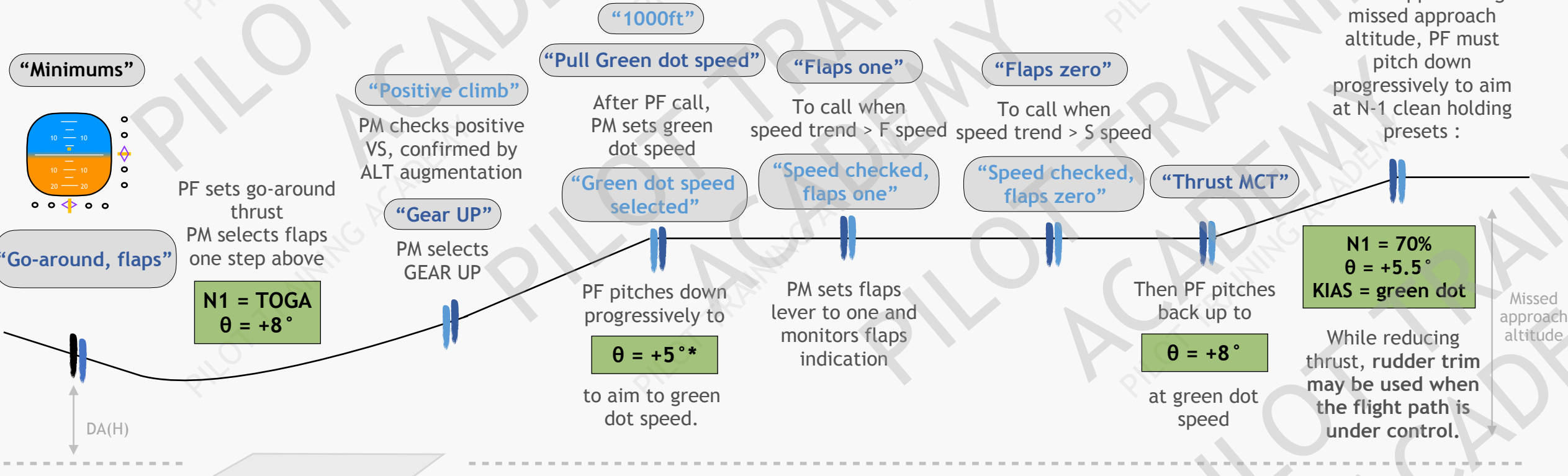
RAW DATA (no AP/AT/FD) - Acceleration at 1000ft AAL - V1.0 (18/03/2026)

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

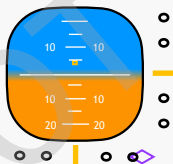
* As airspeed increases, PF must pitch down progressively to aim at $\theta = +5^\circ$ (checking $VS \geq 0$), before pitching back up to missed approach altitude.



2D N-1 RAW DATA A320

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

PRESETS — PM
"Callouts" — PF



Flaps 0
N1 = 70 %
 $\theta = +3.5^\circ$
Speed 250 kts

On LOC interception course

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

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.

"Descent point"
"Missed-approach altitude set"
GD Flaps FULL
N1 = 80 %
 $\theta = +2.5^\circ$

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

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

Speed Green Dot
Flaps 0
N1 = 66 %
 $\theta = +6^\circ$
(Around 210 kts, depending on mass)

"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

FAP
"Flaps FULL*"
"Speed checked, flaps FULL"
"Landing check-list"

"1000"
"Stabilized"
"Minimums"
"Continue"/"Go-around flaps"
1000ft above RWY
MDA(H)

"Spoilers"
"Reverses green"
"Decel"
"70 knots"

*PF orders FLAPS FULL only when established on final descent