5. NON-PRECISION APPROACH (CONT'D)

Fix Outbound:
- Slats/Flaps – OUT/6 degrees
- 180 KIAS

Inbound to the fix (3 miles):
- Landing Gear – Down
- Slats/Flaps – OUT/30 degrees
- \(V_{REF} + 1/2 \text{ GUST}\) (Maximum correction is +10 KIAS)
- Before Landing Check – Complete

Procedure Turn Inbound:
- Slats/Flaps – OUT/16 degrees
- 140 KIAS

Approaching Fix:
- Slats/Flaps – OUT/6 degrees
- 160 KIAS

Minimum Descent Altitude (MDA)

Final Approach Fix:
- Timing – Start
- Descend to MDA

Visual Descent Point (VDP) or Missed Approach Point (MAP);
Runway in sight:
- Continue descent on normal 3-degree glide path

Touchdown:
- Spoilers – Check Deployed
- Brakes – Apply
- Thrust reversers – Deploy

Missed Approach:
- Go-Around switch – Press
- Go-Around Thrust
- Go-Around Attitude
- Slats/Flaps – OUT/6 degrees
- Positive Rate of Climb
- Landing Gear – Up
- Retract Slats/Flaps on Schedule

NOTE: For a straight-in approach (when abeam the fix):
- Slats/Flaps – OUT/6 degrees
- 160 KIAS

NOTE: For a straight-in approach (when abeam the fix):
- Slats/Flaps – OUT/30 degrees

Before Landing Check – Complete

Procedure Turn Inbound:
- Slats/Flaps – OUT/16 degrees
- 140 KIAS

NOTE:
- NON-PRECISION APPROACH
- Minimum Descent Altitude (MDA)
- Visual Descent Point (VDP) or Missed Approach Point (MAP);
- Runway in sight:
- Continue descent on normal 3-degree glide path