

GLS approach CAT I

PF		PM
Initially:		
If on radar vectors, HDG SEL and Pitch mode (as needed) or If enroute to a fix, LNAV or other roll mode and VNAV or other pitch mode.		
		Notify the cabin crew to prepare for landing. Verify the cabin is secure.
When radar vectored:		
"SET INTERCEPT COURSE TO ___"		
		Set the FMC to INTERCEPT COURSE TO required WPT or G/S and call:
		"SET"
Call "SET INTERCEPT COURSE TO ___" only during radar vectoring with selected HDG SEL mode. It cannot be used when flying full published approach procedure with selected LNAV mode.		
When on localizer intercept heading and cleared for the approach:		
"APPROACH MODE"		
Verify that the GLS is tuned and identified. Arm the APP mode on MCP. Check the approach mode ARM indication on the FMA.		
"VOR/LOC ARMED, G/S ARMED"		Verify correct FMA annunciation and call:
		"CHECK"
At first positive localizer movement:		
		"LOCALIZER ALIVE"
"CHECK"		
When VOR LOC green illuminated:		
"VOR LOC CAPTURE, HEADING ON COURSE XXX"		
Set final approach course heading on MCP.		Verify correct FMA annunciation and check if correct final approach course is set and call:
		"CHECK"
At first positive G/S movement:		
		"GLIDESLOPE ALIVE"
"CHECK"		
"GEAR DOWN, FLAPS 15"		
Reset the speed on MCP to bug 15 or briefed speed.		Check if the speed is within permitted range, then set the landing gear lever to DN and the flap level to 15. Verify landing gear indication and position, monitor flaps and slats extension and when everything is in the desired position reply:
		"GEAR DOWN, FLAPS 15"
Set the SPEEDBRAKE to ARM position. Verify the SPEEDBRAKE ARMED green light is illuminated.		Set ENGINE START SWITCHES to CONT (if not previously set).

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Position one dot below G/S:		
("FLAPS 25")		"GLIDE SLOPE ONE DOT"
Reset the speed on MCP to bug 25 or briefed speed.		Check if the speed is within permitted range, then set the flap level to 25. Monitor flaps and slats extension and when everything is in the desired position reply:
		("FLAPS 25")
Only in case of landing with flaps 40. When final flaps setting 30 is used, flaps 25 extension may be omitted.		
When G/S green illuminated:		
"GLIDE SLOPE CAPTURE, MISSED APPROACH ALTITUDE XXXX"		
Set the missed approach altitude on the MCP.		Verify correct FMA annunciation and check if correct missed approach altitude is set and call:
		"CHECK"
"FLAPS 30" or "FLAPS 40"		
Set the speed on MCP to VREF+5 kts or VREF + wind additives or briefed speed. (Maximum approach speed should not exceed VREF+15 kts or landing flap placard speed minus 5 kts)		Check if the speed is within permitted range, then set the flap level to 30 or 40. Monitor flaps and slats extension and when everything is in the desired position reply:
		"FLAPS 30" or "FLAPS 40"
When Flaps 30 or 40 extended:		
"LANDING CHECKLIST"		
Verify and respond to all LANDING CHECKLIST		Do the LANDING CHECKLIST.
		"LANDING CHECKLIST COMPLETED"
Passing FAF (LOM, MKR, DME) for published G/S ALT check:		
		"FIX ALTITUDE XXXX"
		Crosscheck with published altitude.
" +/- XXX FEET"		
After passing FAF but before reaching 1000 ALL/AFE (app. 3 min prior to landing):		
		Cycle NO SMOKING (CHIME ONLY) switch OFF and ON or when this switch is INOP cyclw FASTEN BELTS switch AUTO and ON (DOUBLE CHIME SIGNAL) or alternatively call to PA "CABIN CREW ARRIVAL POSITION" to signal CC to be ready for
At 1000 ft AAL/AFE:		
		"ONE THOUSAND"
Check the altitude and call:		
"CHECK"		
At 500 ft AAL/AFE:		
		"FIVE HUNDRED ()*, RUNWAY XX** CLEARED TO LAND" or "FIVE HUNDRED ()*, RUNWAY XX** NOT CLEARED TO LAND"
Check the altitude and call:		
"CHECK"		

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At 100 ft ABOVE DA:		
		"APPROACHING MINIMUM"
Check the altitude and call:		
"CHECK"		
At DA:		
		"MINIMUM"
Check the altitude and call:		
"LANDING" or "GO AROUND"		
<p style="color: blue;">()* stands for "STABILIZED" or "NOT STABILIZED, GO AROUND". In case G/A doesn't apply, leave out the remaining part of callout "RUNWAY XX CLEARED TO LAND" or "RUNWAY XX NOT CLEARED TO LAND".</p>		