1. Unusual Attitude
   1. Nose high or slowing
      1. Increase power to full
      2. Lower nose with forward pressure
      3. Level wings
      4. Return to heading and Alt
   2. Nose low or fast
      1. Reduce power
      2. Level wings
      3. Raise nose to level
      4. Return to original hdg and alt
2. Approach Set-up
   1. ATIS
   2. Approach plate for approach flown
   3. Tune Radios
      1. ILS/GPS/VOR
      2. HSI/OBS
   4. Orientation to the approach
   5. Plan for Approach and MAP
      1. Where we are
      2. Altitudes
      3. Courses
   6. Approach Brief
3. Approach Brief
   * 1. How Low MDA/DA
     2. How Long Time/Dist
     3. Which Way Inbd Course
     4. Which way up MAP
     5. Before Landing Checklist
4. Hold Brief
   1. Inbound Course
   2. Outbound Hdg (3 x inbound correction)
   3. Abeam Pt
   4. Type Entry
   5. EFC
   6. Fuel Check
5. Fuel Planning 45 min reserve
   1. Run up
   2. Enroute
   3. Approach
   4. Reserve
   5. Alternate
6. Configuration.
   1. **Precision Approach** ASEL/AMEL
      1. 1 dot below G/S
         1. Gear down (if required)
         2. 1 notch flaps
         3. Pwr as Req to maintain G/S
      2. MAP
         1. Final Config or G/A
   2. **Non Precision Approach** ASEL/AMEL
      1. ½ mi to final
         1. Gear down
         2. 1st flaps
         3. Pwr as Req to maintain MDA
      2. MAP
         1. Final Config or G/A
   3. **Precision Approach** AMEL OEI
      1. Same as two Eng
   4. **Non-Precision Approach** AMEL OEI
      1. ½ mi to FAF
         1. 1notch flaps
         2. Pwr as Req to maintain MDA
      2. MAP
         1. Final Config or G/A
         2. When LDG assured Gear down