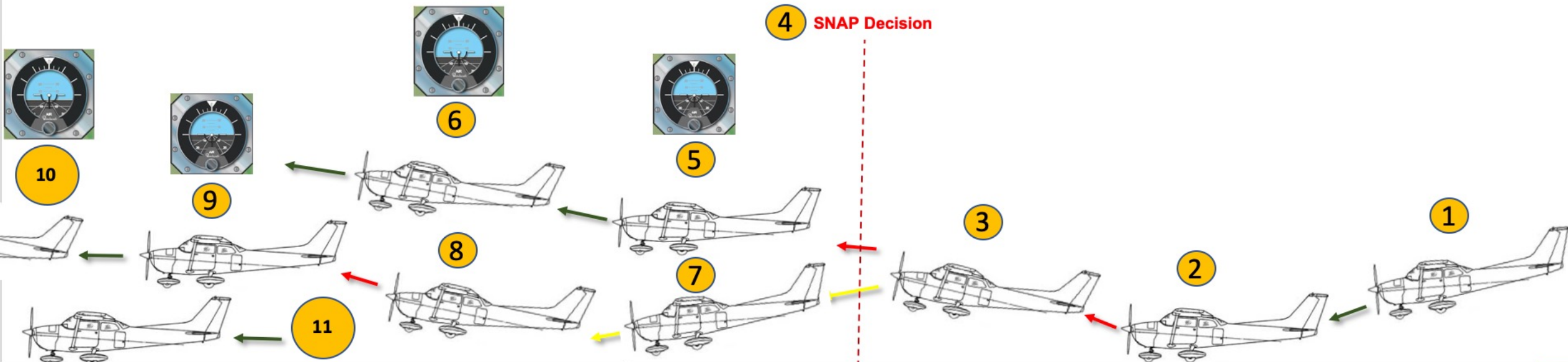


The "One Bounce" Rule

- ← Normal vigilance
- ← Heightened caution
- ← Extreme care



- 9**
- PUSH** pitch to lower angle of attack and increase airspeed
 - Add go-around power
 - HOLD** heading against turning tendencies
 - Retract flaps per POH

- 6** Establish normal go-around/climb
- 8 BOUNCE!**
- Low airspeed
 - High angle of attack
 - Low altitude

GO AROUND!
You already used your one bounce

- 5**
- PUSH** pitch to lower angle of attack and increase airspeed
 - Add go-around power
 - HOLD** heading against turning tendencies
 - Retract flaps per POH

- 7**
- PUSH** pitch to landing attitude, speed and angle of attack
 - Flare

- 3 BOUNCE!**
- Low airspeed
 - High angle of attack
 - Low altitude

- 2** Firm or fast impact

- 1** Landing flare: too fast or insufficient flare

That was your one allowable bounce

- 4 SNAP Decision:** *Immediately* decide:
- Do I have **speed** (no less than $V_{ref} - 5kt$) and **angle of attack** (no more than one red "push down" dot or chevron if so equipped) for another flare?
 - Will I touch down from the second flare with **enough runway remaining** for a normal landing?
 - If NO to either or both go immediately to 5**
 - If YES to BOTH, choose 5 or 7**

- 10** Establish normal go-around/climb

- 11** Of course, if you touch down normally with sufficient runway remaining and no Pilot Induced Oscillation, land normally