MU-2B MARQUIS (-60), SOLITAIRE (-40), N (-36A), P (-26A)

ONE ENGINE INOPERATIVE ILS AND MISSED APPROACH

A/S 150KCAS (140KCAS MIN MARQ, N) (135KCAS MIN SOL, P).
APPROACH CHECKLIST. REVIEW APPROACH PLATE. RADIOS: TUNE &
IDENTIFY. CHECK OM CROSSING ALTITUDE MARKER RECEIVER "ON"

A/S 140KCAS (130KCAS MIN.),
50-60% TORQUE, FLAPS 5°.
DESCEND 500 FPM

FLAPS 5°, 140KCAS
(130KCAS MIN) 50-60%
TORQUE

A/S 140KCAS
(130KCAS MIN.) 50-
60% TORQUE, FLAPS 5°.

CHECK GEAR DOWN
APPROACHING GLIDE SLOPE
(ONE DOT BELOW G/S), A/S
140KCAS (130KCAS MIN)

A/S 140KCAS
(130KCAS MIN.)

WARNING
DO NOT ATTEMPT A
GO-AROUND WITH
GEAR DOWN BELOW
400' AGL OR AFTER
20° FLAPS ARE
SELECTED

CAUTION
DO NOT USE SINGLE
ENGINE REVERSE
THRUST WITH THE
SIMULATED FAILED
ENGINE POWER LEVER
ABOVE FLIGHT IDLE.

MISSING APPROACH:
CONTINUE WITH ENGINE OUT
MISSING APPROACH PROFILE

DH

OPERATING ENGINE
POWER LEVER GROUND
IDLE, THEN PROP BETA.
REVERSE AS REQUIRED.
BRAKES AS REQUIRED.

LANDING CHECK
(50-55% TORQUE)

WHEN LANDING ASSURED, FLAPS 20°,
SLOWING TO CROSS THRESHOLD AT
110K CAS (MARQUIS, N), 105KCAS
(SOLITAIRE, P)

TOUCHDOWN, OPERATING
ENGINE POWER LEVER
SLOWLY RETARD TO FLIGHT
IDLE STOP

A-23