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

ONE ENGINE INOPERATIVE NON-PRECISION AND MISSED APPROACH

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

A/S 140KCAS (130KCAS MIN.) 50-60% TORQUE

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

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

A/S 140KCAS (130KCAS MIN) 20-30% TORQUE, 800-1000 FPM DESCENT

A/S 140KCAS (130KCAS MIN) 50-60% TORQUE

WHEN LANDING ASSURED, GEAR DOWN, FLAPS 20°, SLOWING TO CROSS THRESHOLD AT 110K (MARQUISE, N), 105K (SOLITAIRE, P). LANDING CHECKLIST COMPLETE

CAUTION
GEAR EXTENSION TIME IS APPROXIMATELY 15 SECONDS. CONFIRM GEAR DOWN PRIOR TO LANDING.

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

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

MISSED APPROACH:
CONTINUE WITH ENGINE OUT MISSED APPROACH PROFILE

TOUCHDOWN, OPERATING ENGINE POWER LEVER SLOWLY RETARD TO FLIGHT IDLE STOP. POWER LEVER GROUND IDLE, THEN PROP BETA. REVERSE AS REQUIRED. BRAKES AS REQUIRED.