ONE ENGINE INOPERATIVE CIRCLING APPROACH AT WEATHER MINIMUMS

**CAUTION**
ANTICIPATE SWERVE TOWARD OPERATING ENGINE WHEN ENTERING Beta

A/S 140KCAS (130KCAS MIN.) APPROX 70% TORQUE, NOT BELOW CIRCLING MINIMUM DESCENT ALTITUDE

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

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

**NOTE:** ENGINE OUT CIRCLING APPROACH SHOULD BE FLOWN WITH 5° FLAPS AND GEAR UP. WHEN LANDING ASSURED, GEAR DOWN, FLAPS 20°, SLOWING TO A/S 110KCAS (MARQUIS, N) A/S 105KCAS (SOLITAIRE, P)

FROM APPROACH: FLAPS 5°, GEAR UP, A/S 140KCAS (130KCAS MIN.)

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

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MAX BANK 30°

THRESHOLD FLAPS 20°, A/S 110KCAS (MARQUIS, N), A/S 105KCAS (SOLITAIRE, P)

CHECK SINK RATE 500-600 FPM

LANDING ASSURED: FLAPS 20°, A/S 125KCAS MIN. COMPLETE LANDING CHECKLIST

CHECK DESCENT PROFILE, IF LANDING ASSURED, GEAR DOWN, CHECK SINK RATE 500-600 FPM

CHECK FLAPS 5°, DO NOT DESCEND UNTIL WITHIN 30° OF RUNWAY CENTERLINE