CAUTION
ANTICIPATE SWERVE TOWARD OPERATING ENGINE WHEN ENTERING BETA

OPERATING ENGINE PROP FLIGHT IDLE, THEN PROP BETA. REVERSE AS REQUIRED. BRAKES AS REQUIRED.

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

THRESHOLD, 20% TORQUE. VREF. 110K CAS (J, L) 105KCAS (K, M)

CHECK SINK RATE. 300-600 FPM

COMPLETE DESCENT AND APPROACH CHECKLISTS AND REVIEW SINGLE ENGINE LANDING CHECKLIST

MAINTAIN TRACK PARALLEL TO RUNWAY

A/S 150K (140KCAS MINIMUM J, L) (135KCAS MINIMUM K, M) (APPROX 60-70% TORQUE)

WHEN LANDING ASSURED, FLAPS 20°. A/S 125KCAS MIN. COMPLETE LANDING CHECKLIST, RUDDER TRIM CENTERED, HOLD BALL IN CENTER WITH RUDDER

STABILIZED APPROACH BY 500'AGL

FLAPS 5° A/S 140K (130KCAS MINIMUM)

CHECK SINK RATE, 500 - 600 FEET PER MINUTE

CHECK GLIDE PATH, IF LANDING ASSURED, GEAR DOWN. (APPROX 45-55% TORQUE)

J, K, L, M

<table>
<thead>
<tr>
<th>FLAP SETTING</th>
<th>VXSE(KCAS)</th>
<th>VYSE(KCAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>UP</td>
<td>140/135</td>
<td>150/150</td>
</tr>
<tr>
<td>5°</td>
<td>130/130</td>
<td>140/140</td>
</tr>
<tr>
<td>20°</td>
<td>125/125</td>
<td>135/130</td>
</tr>
</tbody>
</table>

*K, M