ONE ENGINE INOPERATIVE ILS AND MISSED APPROACH

A/S 150K (140KCAS MIN J, L) (135KCAS MIN K, M). 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).

LANDING CHECK (50-55% TORQUE).

WHEN LANDING ASSURED, FLAPS 20°, SLOWING TO CROSS THRESHOLD AT 110KCAS (J, L), 105KCAS (K, M).

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 MISSED APPROACH PROFILE.

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