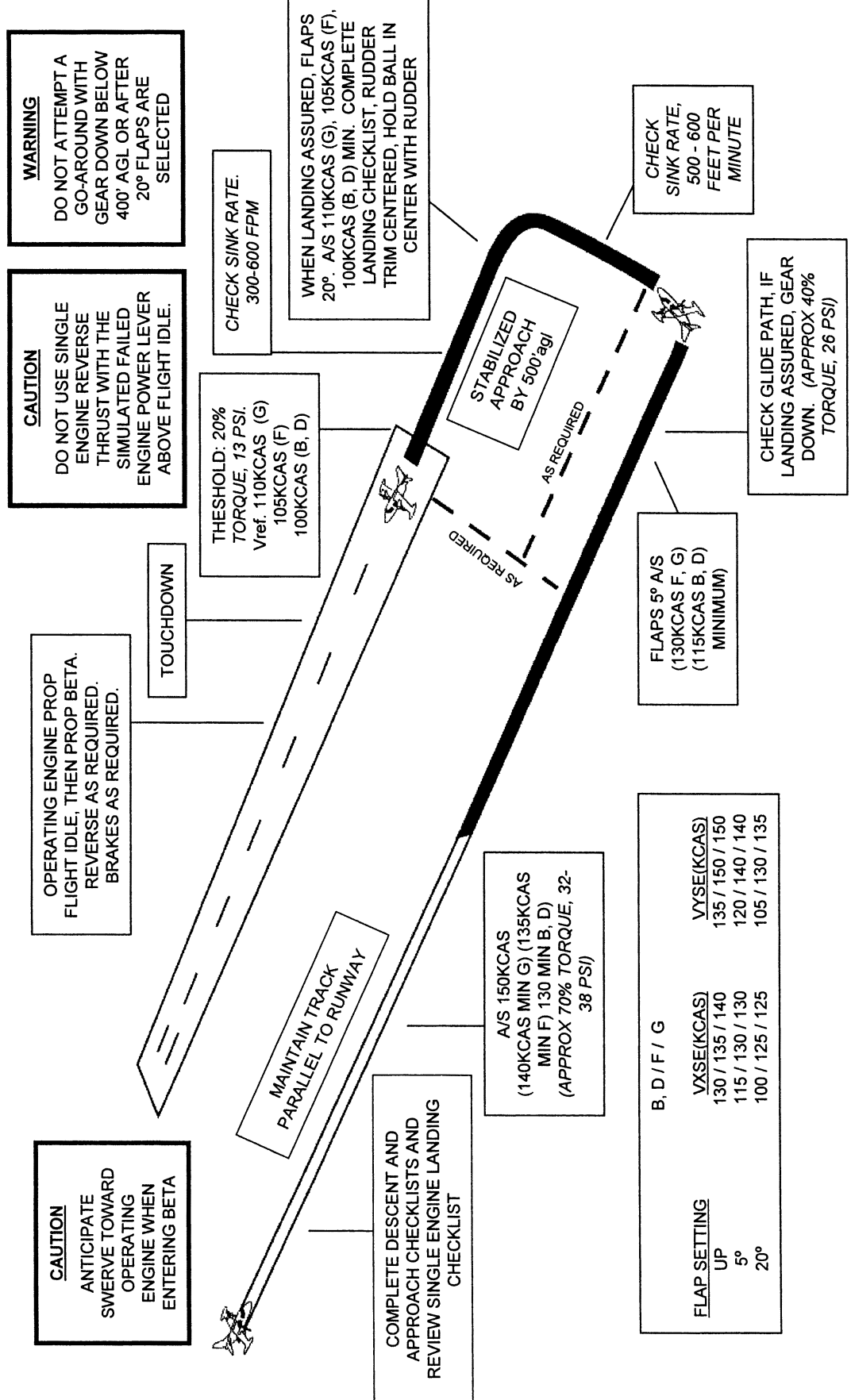


ONE ENGINE INOPERATIVE LANDING



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

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

TOUCHDOWN

THRESHOLD: 20% TORQUE, 13 PSI.
Vref: 110KCAS (G)
105KCAS (F)
100KCAS (B, D)

CHECK SINK RATE.
300-600 FPM

WHEN LANDING ASSURED, FLAPS 20°. A/S 110KCAS (G), 105KCAS (F), 100KCAS (B, D) MIN. COMPLETE LANDING CHECKLIST, RUDDER TRIM CENTERED, HOLD BALL IN CENTER WITH RUDDER

STABILIZED APPROACH BY 500 agl

CHECK SINK RATE, 500 - 600 FEET PER MINUTE

CHECK GLIDE PATH, IF LANDING ASSURED, GEAR DOWN. (APPROX 40% TORQUE, 26 PSI)

MAINTAIN TRACK PARALLEL TO RUNWAY

COMPLETE DESCENT AND APPROACH CHECKLISTS AND REVIEW SINGLE ENGINE LANDING CHECKLIST

A/S 150KCAS (140KCAS MIN G) (135KCAS MIN F) 130 MIN B, D) (APPROX 70% TORQUE, 32-38 PSI)

FLAP SETTING		B, D / F / G	
UP	VXSE(KCAS)	VXSE(KCAS)	VYSE(KCAS)
5°	130 / 135 / 140	130 / 135 / 140	135 / 150 / 150
20°	115 / 130 / 130	100 / 125 / 125	120 / 140 / 140
			105 / 130 / 135

FLAPS 5° A/S (130KCAS F, G) (115KCAS B, D) MINIMUM