ONE ENGINE INOPERATIVE ILS AND MISSED APPROACH

A/S 150KCAS
(140KCAS MIN G) (135KCAS MIN F)
130 MIN B, D (APPROX 70% TORQUE,
45 PSI) APPROACH CHECKLIST.
REVIEW APPROACH PLATE. RADIOS:
TUNE & IDENTIFY. CHECK OM
CROSSING ALTITUDE MARKER
RECEIVER “ON”

FLAPS 5° A/S
50-60% TORQUE, 32-40 PSI

40-50% TORQUE, 26-32 PSI
FLAPS 5°. DESCEND 500 FPM

MISSING APPROACH:
CONTINUE WITH ENGINE OUT
MISSING APPROACH PROFILE

CHECK GEAR DOWN
APPROACHING GLIDE SLOPE
(ONE DOT BELOW G/S)

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

LANDING CHECK
(50-55% TORQUE,
32-38 PSI)

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

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.