MU-2B B, D (-10), F (-20), G (-30)

ONE ENGINE INOPERATIVE NON-PRECISION 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 FIX CROSSING ALTITUDE

WARNING
DO NOT ATTEMPT A WITH GEAR DOWN GO-AROUND 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.

FLAPS 5°, 50-60% TORQUE, 32-40 PSI

MISSING APPROACH: CONTINUE WITH ENGINE OUT MISSED APPROACH PROFILE

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

A/S140K (130K MIN) 20-30% TORQUE, 13-20 PSI 800-1000 FPM DESCENT

A/S140K (130K MIN) 50-60% TORQUE, 32-40 PSI

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

WHEN LANDING ASSURED, GEAR DOWN, FLAPS 20°, SLOWING TO CROSS THRESHOLD AT 110K (G), 105K (B, D, F). LANDING CHECKLIST COMPLETE CAUTION GEAR EXTENSION TIME IS APPROXIMATELY 15 SECONDS. CONFIRM GEAR DOWN PRIOR TO LANDING.