ONE ENGINE INOPERATIVE CIRCLING APPROACH AT WEATHER MINIMUMS

**NOTE:** ENGINE OUT CIRCLING APPROACH SHOULD BE FLOWN WITH 5° FLAPS AND GEAR UP. WHEN LANDING ASSURED, GEAR DOWN, FLAPS 20°, SLOWING TO A/S 110K (G), A/S 105K (B, D, F)

FROM APPROACH: FLAPS 5°, GEAR UP, A/S 140K (130 MIN.)

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

A/S 140K (130K MIN.) APPROX 70% TORQUE, 45 PSI, NOT BELOW CIRCLING MINIMUM DESCENT ALTITUDE

AS REQUIRED TO MAINTAIN CAT C OR D

THRESHOLD FLAPS 20°, A/S 110K CAS (G), A/S 105K CAS (F), 100K CAS (B, D)

CHECK SINK RATE 500-600 FPM

LANDING ASSURED: FLAPS 20°, A/S 125K MIN. COMPLETE LANDING CHECKLIST

CHECK DESCENT PROFILE, IF LANDING ASSURED, GEAR DOWN, CHECK SINK RATE 500-600 FPM

CHECK FLAPS 5°, DO NOT DESCEND UNTIL WITHIN 30° OF RUNWAY CENTERLINE

CAUTION
ANTICIPATE SWERVE TOWARD OPERATING ENGINE WHEN ENTERING BETA

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

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