

NON-PRECISION AND MISSED APPROACH

A/S 150K (140K MIN). APPROACH CHECKLIST. REVIEW APPROACH PLATE. RADIOS: TUNE & IDENTIFY. CHECK FIX CROSSING ALTITUDE

LANDING APPROACH SPEEDS – VREF

WEIGHT	1.3 VS1		1.5 VS1	
	FLAPS 20°	/ 96 *	FLAPS 40°	/ 99 *
7,500 LBS				
8,000 LBS	99 / 102 *	/ 102 *	105 / 106 *	/ 106 *
8,500 LBS	100 / 105 *		108 / 109 *	
9,000 LBS	102 / 108 *	/ 111 *	111 / 112 *	/ 115 *
9,955 LBS	105 /		114 /	
10,000 LBS	108 /		116 /	
10,500 LBS	110 /		119 /	

* P. SOL

A/S 140KCAS MIN. 20-25% TORQUE, DESCEND 500 FPM

FLAPS 5°, A/S 140KCAS MIN. 25-30% TORQUE

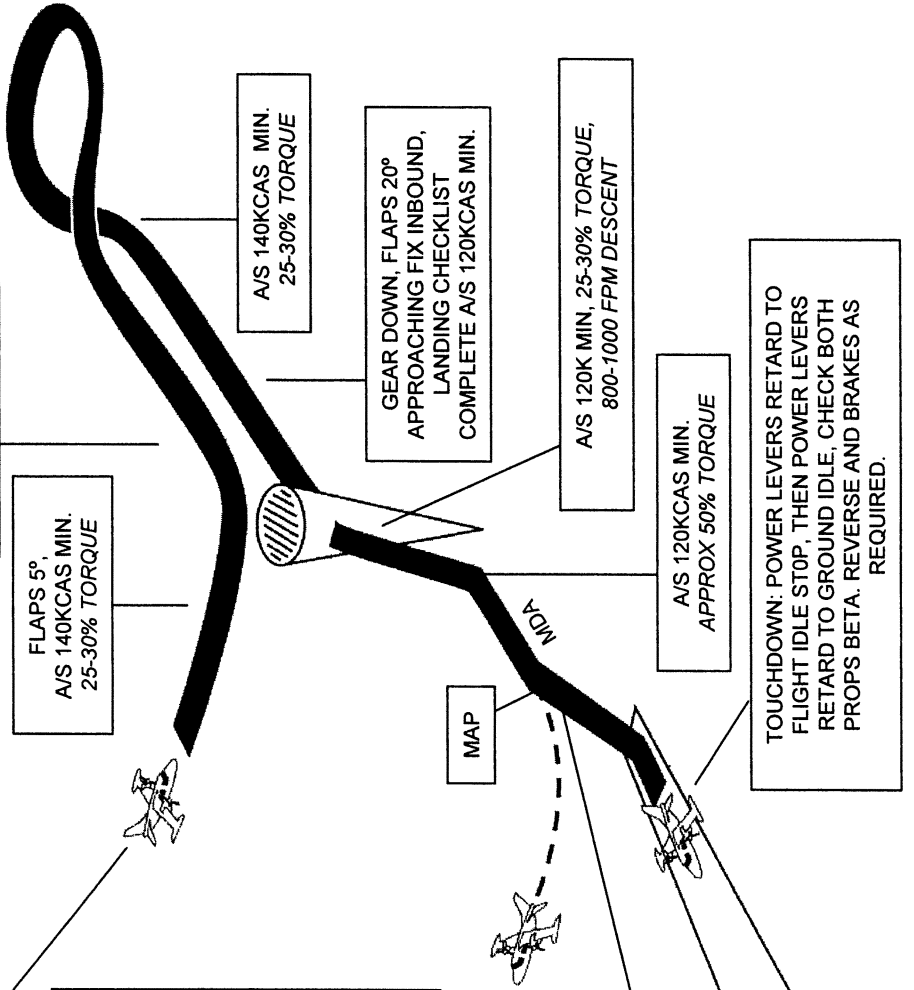
A/S 140KCAS MIN. 25-30% TORQUE

GEAR DOWN, FLAPS 20° APPROACHING FIX INBOUND, LANDING CHECKLIST COMPLETE A/S 120KCAS MIN.

A/S 120K MIN. 25-30% TORQUE, 800-1000 FPM DESCENT

A/S 120KCAS MIN. APPROX 50% TORQUE

TOUCHDOWN: POWER LEVERS RETARD TO FLIGHT IDLE STOP, THEN POWER LEVERS RETARD TO GROUND IDLE, CHECK BOTH PROPS BETA. REVERSE AND BRAKES AS REQUIRED.



MAP

MDA

MISSED APPROACH: GO-AROUND, MAX POWER, PITCH TO 8°. CONTINUE WITH TWO ENGINE MISSED APPROACH PROFILE