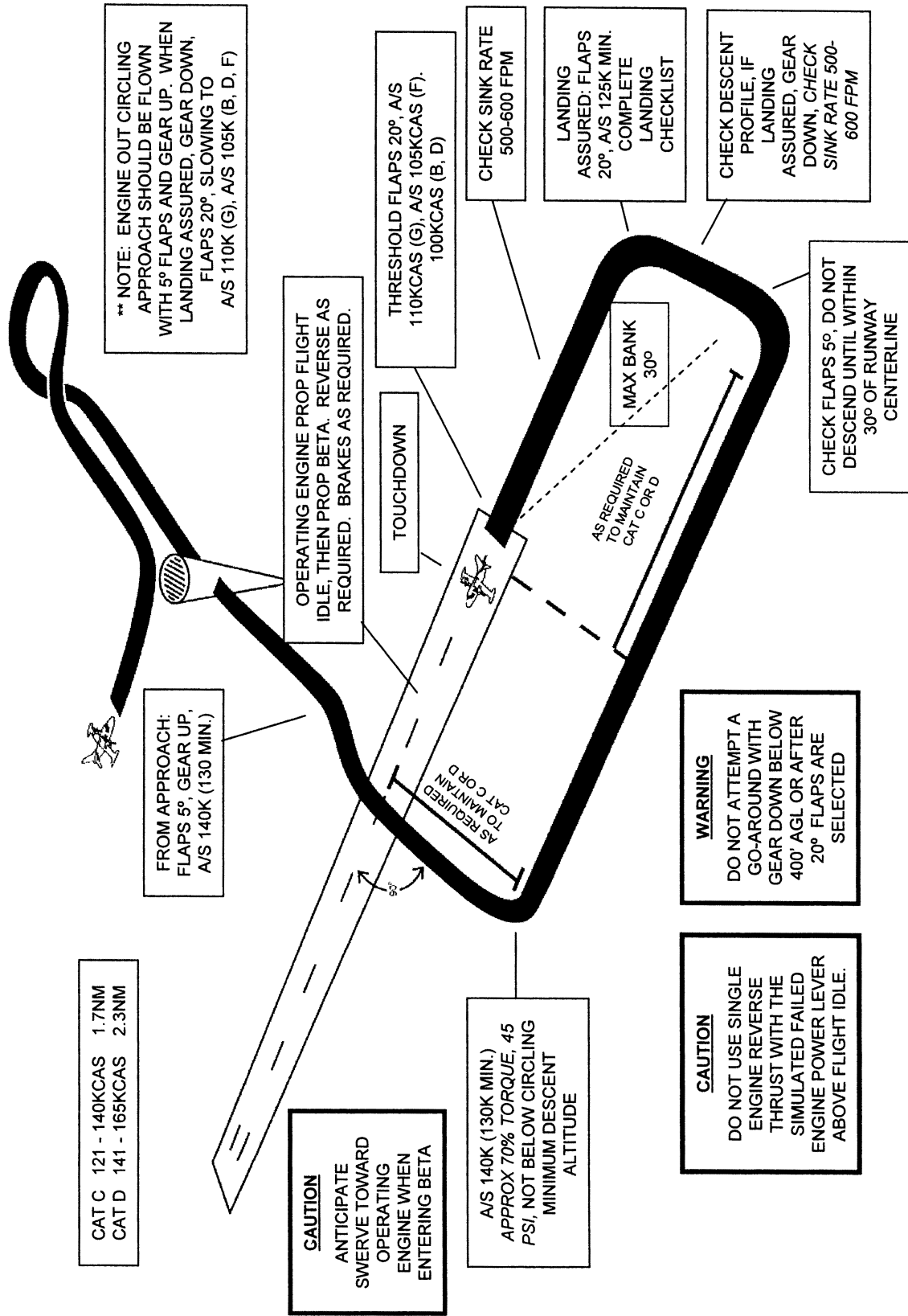


ONE ENGINE INOPERATIVE CIRCLING APPROACH AT WEATHER MINIMUMS



CAT C 121 - 140KCAS 1.7NM
 CAT D 141 - 165KCAS 2.3NM

** 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.)

CAUTION
 ANTICIPATE SWERVE TOWARD OPERATING ENGINE WHEN ENTERING BETA

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

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

TOUCHDOWN

THRESHOLD FLAPS 20°, A/S 110KCAS (G), A/S 105KCAS (F), 100KCAS (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

AS REQUIRED TO MAINTAIN CAT C OR D

MAX BANK 30°

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.