ENGINE FAILURE (CONT)

DRIFTDOWN PROCEDURE (CONT)

2. Operating Engine Power Setting ..... AS REQUIRED
3. Pressurization System ..... SELECT OPERATING ENGINE BLEED AIR

NOTE

For prolonged descent above 20,000 feet pressure altitude, it may be necessary to utilize oxygen. Observe cabin altitude warning light. Recommended airspeed for prolonged descent is 135 KCAS with operating engine at maximum continuous power setting.

SINGLE ENGINE LANDING

CAUTION

THE USE OF 40° FLAPS WITH AN ENGINE INOPERATIVE IS NOT RECOMMENDED. ALWAYS MAINTAIN AIRSPEED ABOVE V_{XSE} FOR FLAP SETTING BEING USED UNTIL LANDING IS ASSURED.

Before Landing Checklist - Use normal procedures except as follows:

1. Inoperative Engine ..... SECURED (USE ENGINE SHUTDOWN PROCEDURE)
2. Fuel Quantity and Balance ..... CHECK WITHIN LIMITATIONS
3. Cabin Air Selector Switch ..... OFF OR RAM
4. Condition Lever (Operating Engine) ..... TAKEOFF LAND
5. Power Lever (Operating Engine) ..... SET AS REQUIRED TO MAINTAIN AIRSPEED AND DESIRED FLIGHT PATH
6. Landing Gear ..... UP
7. Flaps ..... UP (V_{XSE} = 135 KCAS)
8. Airspeed ..... 150 KCAS

Beginning final approach descent or base leg: (approximately 1,000 feet agl)

9. Flaps ..... 5° (V_{XSE} = 130 KCAS)
10. Airspeed ..... 140 KCAS (modified by S/R 010)
    130 KCAS (not modified by S/R 010)

R When landing is assured:

11. Landing Gear ..... DOWN
12. Power Lever (Operating Engine) ..... AS REQUIRED TO MAINTAIN AIRSPEED AND DESIRED FLIGHT PATH

R

13. Flaps ..... 20° (V_{XSE} = 125 KCAS)
14. Airspeed ..... 105 KCAS WHEN OVER RUNWAY

SINGLE ENGINE LANDING (CONT)

WARNING

DO NOT ATTEMPT A GO AROUND BELOW 400 FEET AGL OR AFTER 20° OF FLAPS ARE SELECTED.
ALTITUDE LOSS MAY APPROACH 400 FEET, DURING TRANSITION FROM APPROACH TO CLIMB CONFIGURATION (GEAR DOWN, FLAPS 20° TO GEAR UP, FLAPS UP).

CAUTION

UP TO 20% ADDITIONAL RUNWAY MAY BE REQUIRED USING THIS PROCEDURE WHEN COMPARED TO THE NORMAL TWO ENGINE LANDING DISTANCE.

After touchdown:

15. Reverse Thrust ..... AS REQUIRED TO MAINTAIN DIRECTIONAL CONTROL

CAUTION

ON OTHER THAN DRY, HARD SURFACE RUNWAYS, IT IS POSSIBLE TO APPLY MORE REVERSE THRUST THAN CAN BE COUNTERACTED BY RUDDER, BRAKES, AND NOSEWHEEL STEERING.

SINGLE ENGINE GO AROUND

WARNING

UNDER CERTAIN COMBINATIONS OF WEIGHT, TEMPERATURE, AND PRESSURE ALTITUDES, WITH LANDING GEAR DOWN AND FLAPS 20°, SINGLE ENGINE GO AROUND MAY NOT BE POSSIBLE AT ALTITUDES OF LESS THAN 400 FEET AGL. DURING TRANSITION FROM STEADY APPROACH (GEAR DOWN AND FLAPS 20°) TO ESTABLISHMENT OF POSITIVE CLIMB (GEAR UP, FLAPS UP) AN ALTITUDE LOSS WILL RESULT. A GO AROUND AFTER FLAPS ARE EXTENDED TO 20° SHOULD NOT BE ATTEMPTED. DO NOT SELECT 20° FLAPS UNTIL LANDING IS ASSURED. ALWAYS MAINTAIN AIRSPEED ABOVE V_{XSE} FOR FLAP SETTING BEING USED UNTIL LANDING IS ASSURED.

1. Condition Lever (Operating Engine) ..... TAKEOFF LAND
2. Power Lever (Operating Engine) ..... SMOOTHLY APPLY POWER TOWARD TAKEOFF POWER WHILE MAINTAINING AIRPLANE CONTROL