

1. CLIMB, CRUISE AND DESCENT (CONT'D)

C. Descent Check

A thorough and comprehensive planning is essential to ensure smooth transitions from one phase of flight to another. Prior to commencing descent, the following procedures should be performed to ensure that the airplane is properly configured, and the various airplane systems set-up for the subsequent phase of flight.

- (1) ATIS Copy
- (2) CAS Check/Clear Verify and analyze any messages, and clear (if any).

Within 15 NM of approach, if any of the following conditions apply:

- Runway is less than 3,500 feet in length, or
- Airport is not in the database, or
- Intended approach is not compatible with terrain awareness alerting, or
- QFE operation with no GPS available.

- (3) TAWS WARNING, TERRAIN OFF
switch/light Press Check TAWS WARNING, TERRAIN OFF switch/light on.

- (4) Landing data Set the following:
- ATC clearance should have been acquired.
 - Landing speeds, N_1 for all engine go-around (take-off thrust setting), N_1 for engine-out go-around (single engine climb thrust setting, APR rating) and MCT calculated for the landing weight and bugs set accordingly.
 - Set the RADIO and NAV equipment for the approach.
 - Set the associated bugs accordingly.

FAA Certified Airplanes

- (4) Landing data Set the following:
- ATC clearance should have been acquired.
 - Set the RADIO and NAV equipment for the approach.
 - Set the associated bugs accordingly.

BOMBARDIER CHALLENGER 605	NORMAL PROCEDURES Climb, Cruise and Descent	Vol. 1	04-07-5 REV 36, Nov 27/15
--	--	--------	------------------------------

1. CLIMB, CRUISE AND DESCENT (CONT'D)

C. Descent Check (Cont'd)

- (5) Approach briefing Complete

The approach briefing should be accomplished well before entering the terminal control zone. The pilot-flying shall conduct the briefing and review and/or outline the operational aspects of the expected approach, which should include the following:

- (a) Type of approach
- (b) Runway in use
- (c) Landing minima
- (d) Review of V_{REF} and N_1 values
- (e) Altitudes (MSA, Field elevation, Threshold elevation, Descent crossing altitudes)
- (f) Outbound and procedure turn courses
- (g) Final inbound course
- (h) Decision Height (DH) or Minimum Descent Altitude (MDA)
- (i) Missed approach point (non-precision)
- (j) Missed approach procedure
- (k) NAV equipment set-up
- (l) Any questions or clarifications and other pertinent details.

- (6) Shoulder harnesses Secured

On airplanes incorporating Service Bulletin 604-34-023:

NOTE

The weather radar AUTO mode of operation may not accurately display the weather threat to the crew below the flight path of the airplane. MAN mode may be used to scan altitudes below the flight path.

- (7) CABIN PRESSURIZATION, LDG

ALT selector Check selected to the following:

- Destination airfield altitude.
- Destination airfield barometric pressure.
- Desired cabin pressure descent rate.

Check FAULT lamp out.

	CL-605 Flight Crew Operating Manual PSP 605-6	
--	--	--

BOMBARDIER CHALLENGER 605	NORMAL PROCEDURES Approach and Landing	Vol. 1	04-08-6
		REV 42, Feb 23/17	

1. APPROACH AND LANDING (CONT'D)

E. Non-Precision Approach

When approaching the fix (or beacon):

- (1) Airspeed Flaps 0° speed
+ 30 KIAS

When at fix outbound or when abeam the approach fix for straight-in approach (radar vectored):

- (2) Flaps 20 degrees
(3) Airspeed Flaps 20° speed
+ 20 KIAS

When tracking procedure turn altitude:

- (4) Preselect altitude Set to the final approach fix (FAF) altitude. Verify that ALTS white indication is on (armed).

When established inbound:

- (5) FCP mode FLC
(6) FLC Set as required
(7) Thrust levers Adjust to maintain the desired rate of descent.

At approximately 3 miles before FAF:

- (8) LDG GEAR lever Set to DN.
(9) Flaps 30 degrees
(10) Airspeed Flaps 30° speed
+ 10 KIAS
(11) Before landing check Accomplish

Approaching the FAF:

- (12) Flaps 45 degrees If a circling approach is planned, maintain flaps at 30°.
(13) Airspeed $V_{REF} + WIND$ Wind correction is half steady state crosswind plus all gust (regardless of direction). Maximum correction is + 20 KIAS. If a circling approach is planned, maintain flaps 30° speed + 10 KIAS.

Upon FAF altitude capture (also indicated by green ALT CAP and ALTS messages on both PFDs):

- (14) Preselect altitude Set to the minimum descent altitude (MDA).

At the FAF:

- (15) Fix name Call



	CL-605 Flight Crew Operating Manual PSP 605-6	
--	--	--

1. APPROACH AND LANDING (CONT'D)**E. Non-Precision Approach (Cont'd)**

- (16) Chronometer Start
- (17) FCP mode FLC
- (18) FLC..... Set as required
- (19) Thrust levers..... Adjust to maintain the desired descent rate.
- (20) Autopilot (if used) Disconnect prior to commencing final turn.
- When the MDA is captured (as indicated by yellow MIN alert flag and flashing yellow RA or BARO MIN reference on both PFDs):**
- (21) Preselect altitude Set to missed approach altitude.
- At the missed approach point (MAP) and runway is in sight:**
- (22) Landing.....Continue visually Continue the approach on a 3° glide path.
- (23) Flight director..... Off

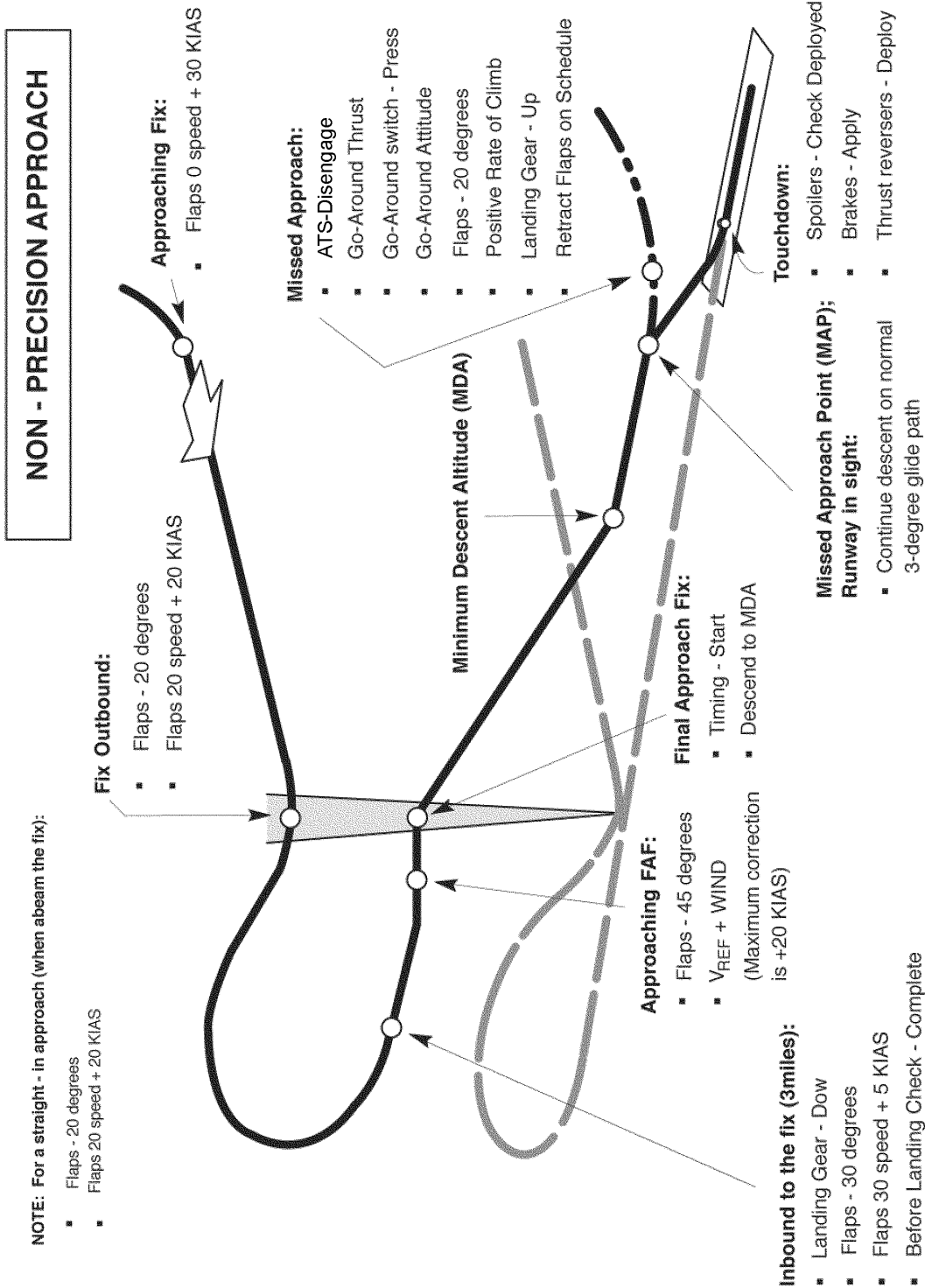


PFD negative barometric altitude is indicated by a yellow NEG flag within the barometric altitude window.



1. APPROACH AND LANDING (CONT'D)

E. Non-Precision Approach (Cont'd)



DFO1_0408_006

Non-Precision Approach
Figure 04-08-2

1. APPROACH AND LANDING (CONT'D)

F. Circling Approach

When performing a circling approach, maintain the airplane configuration from the final approach fix (FAF) onwards (flaps 30° and landing gear down). At the circling MDA with the field in sight, maneuver to establish a downwind leg parallel to the runway at a distance of approximately 1 1/2 miles.

At the established downwind:

- (1) Circling MDA Maintain
- (2) Flaps.....30 degrees
- (3) AirspeedFlaps 30° speed
+ 10 KIAS

When abeam the runway threshold:

- (4) Chronometer Start Time for 15 to 30 seconds,
plus or minus wind correction.

After the desired timing has elapsed, start the turn towards the base leg:

- (5) Descent Initiate

Approaching 400 feet, start turn towards final, and when landing is assured:

- (6) Flaps.....45 degrees
- (7) Airspeed $V_{REF} + WIND$ Wind correction is half steady
state crosswind plus all gust
(regardless of direction).
Maximum correction is
+ 20 KIAS.

NOTE

The autopilot, if used, should be disconnected no later than 320 feet AGL.

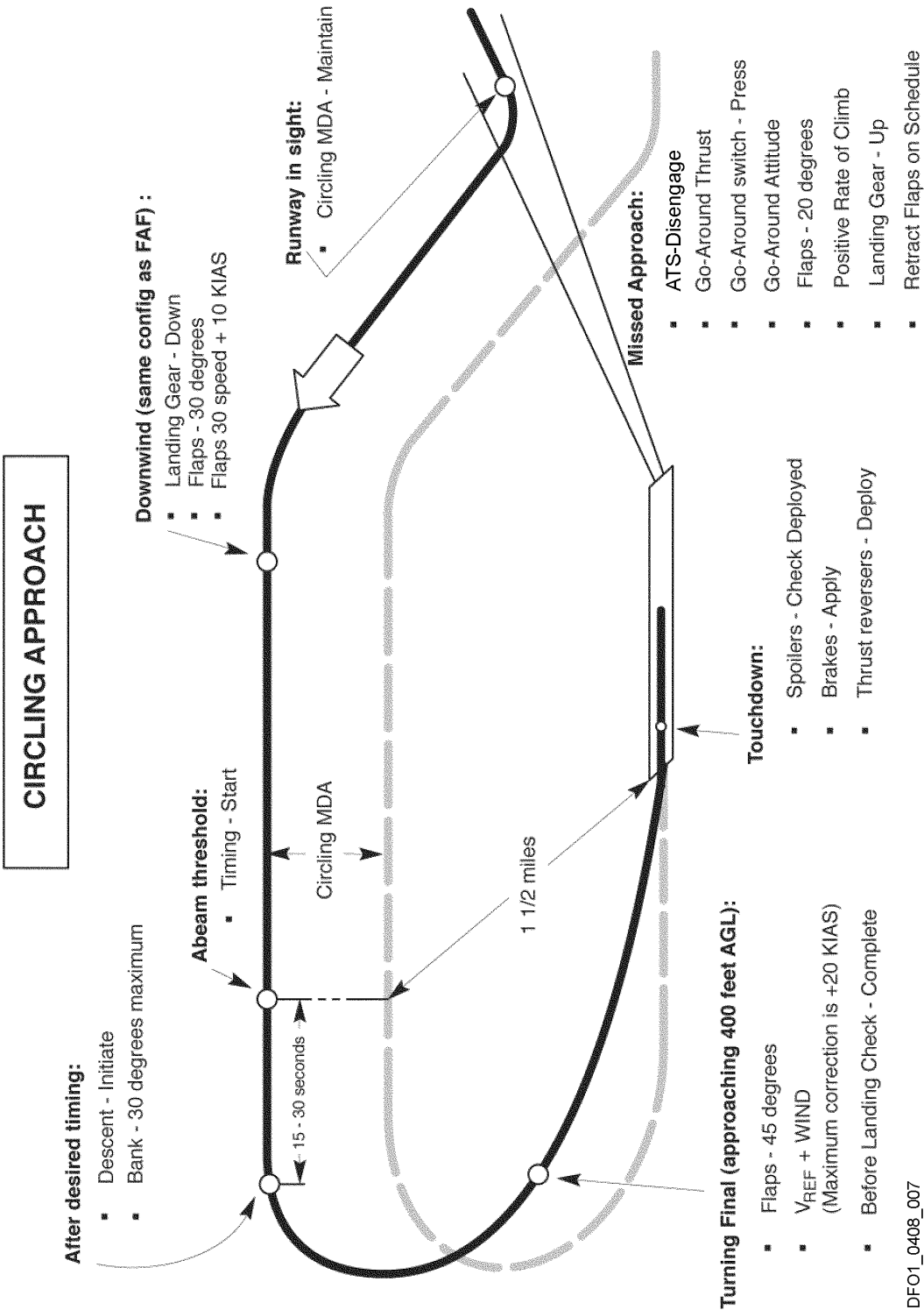


PFD negative barometric altitude is indicated by a yellow NEG flag within the barometric altitude window.



1. APPROACH AND LANDING (CONT'D)

F. Circling Approach (Cont'd)



DF01_0408_007

Circling Approach
Figure 04-08-3