

WPR22FA151

## **OPERATIONAL FACTORS**

Specialist's Factual Report - Attachment 9  
Gem Air LLC CE208B Procedures



## TRAINING PROGRAM

### NON-PRECISION APPROACH (TYPICAL)

- A. "Descent/Arrival" checklist-COMPLETED. If you are not going to complete a "straight-in" approach then have a plan for how you will execute the circling approach. Study the airport diagram, check the winds, and visualize how you will maneuver the airplane for the circling pattern. If you are approaching an airport without current weather reports, even if the approach is straight-in, you may wish to plan on circling over the airport to check the winds and runway condition.
- B. During or prior to completion of the procedure turn, or equivalent.
1. The "Before Landing" checklist should be completed.
  2. Turn the radios for the approach.
  3. Set the flight director for approach (if applicable).
  4. Aircraft configuration:

| AIRCRAFT | SPEED    | POWER           | FLAPS         |
|----------|----------|-----------------|---------------|
| C-208B   | 120 KIAS | 1100 lbs Torque | 10°<br>No Ice |

- C. Final Approach Fix Inbound:
1. Time checked when passing the final approach fix. Be sure you have carefully examined the approach plate and know for certain what the FAF is. It may or may not be passage of the approach aid.  
  
If the approach facility is on the field, or the missed approach point is not determined by timing (i.e. DME) you will not need to time the approach. Determine passage of the final fix either by a change of the TO/FROM indicator for VOR approaches; a complete swing of the ADF needle for NDB approaches; or the outer marker or DME for localizer approaches.

---

**FLIGHT MANEUVERS**  
CESSNA 208B CARAVAN

Date: 06/11/2016

Revision: SIX

Page 17

## TRAINING PROGRAM



2. After passing the final approach fix inbound, begin descent to MDA or step down fix, if applicable. Descent should be approximately 1,000 fpm to insure that you are level at the next required altitude. Failure to make the descent to MDA in a timely manner may result in missing the opportunity to visually identify the airport in time to continue a normal descent to landing.
3. "Before Landing" checklist-COMplete
4. Aircraft configuration after passing the final approach fix:

| AIRCRAFT | SPEED    | POWER                | FLAPS         |
|----------|----------|----------------------|---------------|
| C-208B   | 120 KIAS | 600 – 800 lbs Torque | 10°<br>No Ice |

- D. At the MDA, when time is expired or the missed approach point has been reached, if a landing cannot be completed, execute a missed approach:
1. Power: Maximum Allowable
  2. Speed:  $V_y + 10$  minimum
  3. Flaps: UP, if selected to the approach setting, at  $V_y$ ; otherwise, retract to the approach setting and stabilize the aircraft before retracting all the flaps. Sudden retraction of all flaps after selecting full down may result in the aircraft either being below the flaps up stall speed or may cause excessive sinking of the aircraft.
  4. Aircraft configuration for the initial segment of the go-around:

| AIRCRAFT | SPEED   | POWER                 | FLAPS |
|----------|---------|-----------------------|-------|
| C-208B   | 95 KIAS | Max Torque ITT or %Ng | Up    |

- E. Landing Assured:
1. Flaps: DOWN (100%)
- F. Cross threshold at the approach speed plus gust correction, if any.
- G. Landing: Braking as required.

---

### FLIGHT MANEUVERS

CESSNA 208B CARAVAN



## TRAINING PROGRAM

H. "After Landing" checklist—complete when clear of runway.

I. Acceptable Performance Guidelines:

1. Airspeed: + or - 5.
2. Heading: + or - 10 degrees where applicable.
3. Altitude: + 50', -0' at MDA.
4. One dot plus or minus deviation on localizer or course selector from final approach fix to a point where a normal landing may be executed. For an ADF approach the maximum deviation should be no more than plus or minus 5 degrees.
5. Circling maneuvers require a maximum angle of bank 30 degrees.

---

**FLIGHT MANEUVERS**  
CESSNA 208B CARAVAN

Date: 06/11/2016

Revision: SIX

Page 19