

VISUAL APPROACH AND LANDING

This procedure is accomplished either from VFR traffic patterns or as the last step in an IFR arrival.

- A. "Descent/Arrival/Before Landing" Checklist-COMPLETED
- B. Downwind - Pattern Entry
 - 1. Unless otherwise directed by ATC, or the instrument procedures, entry should be made at mid-field, 45 degrees to the downwind leg at traffic pattern altitude. For VFR patterns entry should be made at 1,000' AGL unless otherwise advised either by ATC or published restrictions for the particular airport.
 - 2. Speed should be reduced to that compatible with other aircraft in the pattern if practical. Your usual speed will be $V_{ref} + 40$.
 - 3. Downwind configuration:

AIRCRAFT	SPEED	POWER	FLAPS
C-208B	115 KIAS	800-1000 lbs Torque	10°
C-208B EX	115 KIAS	800-1000 lbs Torque	20°

- C. Descent
 - 1. For the VFR pattern, start the descent opposite the point of intended landing. For a straight-in approach start the descent at about the three mile point.
 - 2. Lower the landing gear (if applicable), then set the engine controls for a power descent. Power-off approaches are not recommended. Set flaps to the approach setting and trim for a power descent.

TRAINING PROGRAM



3. Aircraft configuration for initial descent:

AIRCRAFT	SPEED	POWER	FLAPS
C-208B	95 KIAS	400-600 lbs Torque	10°
C-208B EX	95 KIAS	400-600 lbs Torque	20°

D. Base Leg

1. Start the turn to base at a point which will result in a continuous steady descent to the landing threshold. After turning to base add additional flaps and retrim. Your usual speed will be $V_{ref} + 20$ on base.
2. Aircraft configuration on base leg:

AIRCRAFT	SPEED	POWER	TOTAL FLAPS
C-208B & C-208B EX	85 KIAS	400 – 600 lbs Torque	20°

E. Final Approach

1. Make the turn from base leg to final approach at an altitude of at least 400' AGL. Your usual speed after the turn will be $V_{ref} + 10$.
2. Aircraft configuration on final approach:

AIRCRAFT	SPEED	POWER	TOTAL FLAPS
C-208B & C-208B EX	75-85 KIAS	A/R	30°

F. When The Landing Is Assured:

1. Flaps: DOWN (100%)
2. Speed: $V_{ref} + 1/2$ the gust factor

FLIGHT MANEUVERS

CESSNA 208B CARAVAN

- G. If a Go-Around Becomes Necessary:
1. Power: Maximum Allowable
 2. Airspeed: Normal climb
 3. Flaps: UP, if selected to approach, 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.
- H. Cross threshold at the approach speed plus gust correction, if any.
- I. Landing: Braking as required.
- J. "After Landing" checklist—complete when clear of runway.
- K. Acceptable Performance Guidelines:
1. Airspeed: + or - 5
 2. Heading: + or - 10 degrees where applicable.
 3. Landing within first 1/3 of the runway.

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 & 208B EX	120 KIAS	1100 lbs Torque	10°-20° No ice*

* Consult the Cessna S-1 POH Supplement for complete procedures for operations in icing conditions

- 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.

TRAINING PROGRAM



2. After passing the final approach fix inbound, begin descent to MDA or step down fix, if applicable. Descent rate should be adequate 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 & C-208B EX	120 KIAS	600-800 lbs Torque	10°-20° *No Ice

* Consult the Cessna S-1 POH Supplement for complete procedures for operations in icing conditions

- 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	105 KIAS	Max Torque ITT or %Ng	Up

FLIGHT MANEUVERS

CESSNA 208B CARAVAN

E. Landing Assured:

1. Flaps: DOWN (100%), or 0°-20° if icing conditions exist or if residual ice remains on the airframe.

2. Airspeed: Reduce for landing. Recommended Airspeed

FLAPS UP – 105 KIAS

FLAPS 10° TO 30° – 95 KIAS

F. Cross threshold at the above speed plus gust correction, if any.

G. Landing: Braking as required.

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.