

DESCENT AND APPROACH PROCEDURES

Fast Descent

Speed 0.95M/550 knots
 Airbrakes Out
 Throttles Idle/Idle

Normal Descent

Speed 0.9M/375 knots
 Airbrakes Out
 Throttles Idle/Fast Idle

Slow Descent

Speed 0.9M/250 knots
 Airbrakes In
 Throttles Idle/Idle (No 2 engine to fast
 idle before RPM fall to 58%)
 (65% if duct lip anti-icing in
 use)

Single-Engine Descent

As for 2-engine descents, but live engine at fast idle.
 Increase attitude to 7° nose-up for at least 15 seconds
 halfway down the descent

Instrument Approach Settings — Two Engines

Stage	UC	Flaps	Air-brakes	Approx % RPM	Speed (kt)
Level	Up	Up	In	77	240
Level	Down	Down	In	86	190
G'path	Down	Down	Out	84	175 to 180

Limitations/
Descent/
Approach
12

Single-Engine Approaches

Use the same speeds as for 2-engine approaches, but with
 the operating engine RPM 8 to 10% higher than above

(continued)

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