

National Transportation Safety Board

Office of Research and Engineering

Washington, D.C. 20594

Performance Addendum

Specialist Report

Marie Moler

A. EVENT SUMMARY

Location: Aspen, Colorado
Date: January 5, 2014
Time: 1222 MST
Airplane: Bombardier CL-600-2B16, N115WF
NTSB Number: CEN14FA099

B. ADDENDUM

This addendum is to add information about circling approaches into KASE. The approach plate for KASE [see the Appendix in the Performance Study] shows circling approaches for categories A, B, and C, but none for D¹. However, the Pilot Training Manual [1] states, “The minimum maneuvering speed for circling should be $V_{REF} + 20$ and therefore category D minimums might apply.” V_{REF} for this aircraft was 140 kts and the maneuvering speed for a circling approach according to the manual would have been 160 kts, requiring the usage of category D minimums, which are not available for this airport.

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C. REFERENCES

1. Canadair Challenger, CL-600-1A11, Pilot Training Manual, Flight Safety Canada.

¹ Aircraft approach categories are described in 14 CFR Part 97.3. Aircraft are grouped by the speed of V_{REF} as follows - Category A: less than 91 kts, B: 91 kts to less than 121 kts, C: 121 kts to less than 141 kts, D: 141 kts to less than 166 kts, E: greater than 166 kts.