

Airplane Flight Manual

The Airplane must be operated in compliance with the LIMITATIONS prescribed herein.

MODEL CL-600-2B16 (CL-604)	
21,591 kg / 47,600 lb MTOW or 21,863 kg / 48,200 lb MTOW	
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B O M B A R D I E R
CHALLENGER 604

CHALLENGER* 604 (MODEL CL-600-2B16) CL-604 AIRPLANE FLIGHT MANUAL

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BOMBARDIER CHALLENGER 604	EMERGENCY PROCEDURES Instruments System	03-15-1 REV 102, Aug 30/16
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1. INSTRUMENTS SYSTEM

A. Unreliable Airspeed

- Indication:
- Pitch attitude, thrust setting or external noise not consistent with indicated airspeed.
 - Large airspeed difference between PFDs and/or Standby Airspeed Indicator.
 - Loss of multiple airspeed indication.
 - EFIS COMP MON and EFIS COMP INOP caution messages on and/or amber IAS flag.



Respect stall warning and stick pusher.

- (1) Autopilot Disconnect
 (2) FDs Deselect

Above minimum safe altitude:

- (3) Proceed to step (6).

Below minimum safe altitude:

- (3) Pitch/ N_1 15 degrees/TO
 (4) Go-around Initiate Clean up and climb above minimum safe altitude.

When above 15,000 feet:

- (5) Pitch/ N_1 10 degrees/CLB



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1. INSTRUMENTS SYSTEM (CONT'D)

A. Unreliable Airspeed (Cont'd)

When above minimum safe altitude:

- (6) Pitch/N₁ Set as per Table A to achieve approximate level flight.

TABLE A – LEVEL FLIGHT CRUISE – FLAP 0										
			WEIGHT kg (lb)					Expected Indicated Airspeed		
			11,794 (26,000)	13,608 (30,000)	15,876 (35,000)	18,144 (40,000)	20,412 (45,000)	21,772 (48,000)	KIAS	MACH
ALTITUDE (1,000 ft)	40	Pitch (°)	1.0	1.5	2.0	2.5			210 to 250	.71 to .82
		N ₁ (%)	83.0	84.6	87.2	89.9				
	35	Pitch (°)	1.5	2.0	2.5	2.5	3.0		230 to 270	.69 to .80
		N ₁ (%)	81.8	82.7	83.9	85.7	87.9			
	30	Pitch (°)	1.5	2.0	2.5	2.5	3.0	3.0	240 to 290	
		N ₁ (%)	79.9	80.4	81.3	82.3	83.8	84.7		
	25	Pitch (°)	1.5	2.0	2.5	2.5	3.0	3.0	240 to 290	
		N ₁ (%)	76.3	76.7	77.5	78.3	79.5	80.3		
	20	Pitch (°)	1.5	2.0	2.5	3.0	3.0	3.5	240 to 290	
		N ₁ (%)	72.9	73.3	74.0	74.9	75.9	76.7		
	15	Pitch (°)	1.5	2.0	2.5	3.0	3.0	3.5	240 to 290	
		N ₁ (%)	70.5	70.8	71.5	72.3	73.3	74.0		
	10	Pitch (°)	2.0	2.5	3.5	4.0	4.5	5.0	205 to 235	
		N ₁ (%)	58.0	58.9	60.2	61.7	63.1	63.9		
	5	Pitch (°)	2.5	3.0	3.5	4.5	5.0	5.5	200 to 230	
		N ₁ (%)	54.8	55.7	57.0	58.3	59.7	60.5		
If any indicated speed is outside the expected indicated airspeed range, it should be considered UNRELIABLE.										

NOTE

EFIS Comparator Failure procedures for EFIS COMP MON and EFIS COMP INOP caution messages and/or amber IAS flag are contained within this procedure.



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BOMBARDIER CHALLENGER 604	EMERGENCY PROCEDURES Instruments System	03-15-3 REV 102, Aug 30/16
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1. INSTRUMENTS SYSTEM (CONT'D)

A. Unreliable Airspeed (Cont'd)

- (7) Autopilot or FD Engage basic PTCH/ROLL.

NOTE

1. Autopilot/yaw damper should only be engaged once N_1 is set.
2. Pitch/Thrust settings will give approximate level flight, and may result in slight climb or descent. Adjust pitch to stop climb/descent.
3. Disregard low speed cue and airspeed trend vector as these may be erroneous.
4. If overspeed warning sounds, select the affected AUDIO WARNING switch to mute aural and disregard.
5. A nuisance NOSE DOOR OPEN warning message can be disregarded.
6. Altitude, Mode C and TCAS may be in error up to 600 feet. Vertical speed indications may also be unreliable.
7. Groundspeed indication may be unreliable.
8. FMS cruise time and fuel predictions may be incorrect.
9. Mach trim may be inoperative or operate erratically. Disengage Mach trim if erratic stabilizer motion is observed.
10. Using the FD/autopilot in PTCH, ALT, HDG and ROLL modes will help reduce workload.



Do not use FLC mode.

- (8) When the airplane is stabilized, proceed to **TROUBLESHOOTING** within this section to regain use of PFD/airspeed if possible.



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1. INSTRUMENTS SYSTEM (CONT'D)

A. Unreliable Airspeed (Cont'd)

TROUBLESHOOTING

- (1) ADC source selector Select to NORM.
- (2) Both PFDs and standby airspeed indicator Compare airspeed.
- (3) Determine which of the following conditions apply:
 - If no indicated airspeed is considered reliable, proceed to **CONDITION D**.
 - If both PFDs agree and the indicated airspeed is considered reliable, proceed to **CONDITION A**.
 - If one PFD and the standby airspeed indicator agree and the indicated airspeed is considered reliable, proceed to **CONDITION B**.
 - If only one indicated airspeed is considered reliable, proceed to **CONDITION C**.

WARNING

An airspeed should only be considered reliable if it is consistent with pitch, thrust, external noise and the expected airspeed from Table A.

CONDITION A	If both PFDs agree and the indicated airspeed is consistent with pitch, thrust, external noise, and the expected airspeed from Table A:
--------------------	--

- (4) Use airspeed/altitude information per normal operations.
- (5) Accomplish remaining CAS messages.

————— **END** —————

CONDITION B	If one PFD and the standby airspeed indicator agree and the indicated airspeed is consistent with pitch, thrust, external noise, and the expected airspeed from Table A:
--------------------	---

- (4) Autopilot Disconnect
- (5) FDs Deselect
- (6) ADC source selector Select to reliable side. Refer to Chapter 6; PERFORMANCE, for alternate static system position error correction charts.
- (7) FDs Engage if desired.
- (8) Autopilot Engage if desired.
- (9) Use airspeed/altitude information per normal operations.
- (10) Accomplish remaining CAS messages.

————— **END** —————

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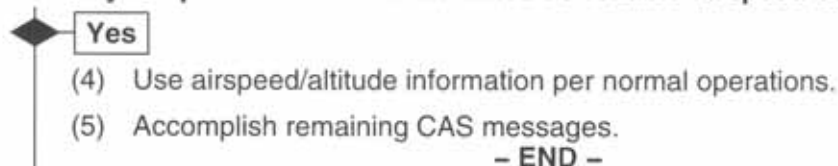
1. INSTRUMENTS SYSTEM (CONT'D)

CONDITION C	If only one indicated airspeed is consistent with pitch, thrust, external noise, and the expected airspeed from Table A:
-------------	--

WARNING

Do not rely on only one airspeed unless it is in agreement with the expected airspeed column in Table A.

Standby airspeed indicator is identified as reliable airspeed source:



One PFD is identified as reliable airspeed source:

- (4) Autopilot Disconnect
- (5) FDs Deselect
- (6) ADC source selector Select to reliable side. Refer to Chapter 6; PERFORMANCE, for alternate static system position error correction charts.
- (7) FDs Engage if desired.
- (8) Autopilot Engage if desired.
- (9) Use airspeed/altitude information per normal operations.
- (10) Accomplish remaining CAS messages.

— END —

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1. INSTRUMENTS SYSTEM (CONT'D)

CONDITION D	If no indicated airspeed is consistent with pitch, thrust, external noise, and the expected airspeed from Table A:
--------------------	---

- (4) Airspeed indications Disregard
- (5) Pitch/ N_1 Maintain
- (6) Land at the nearest suitable airport.

NOTE

1. If environmental conditions (heavy rain, icing, ice crystals, volcanic ash, etc) are suspected to have caused unreliable airspeed, exit conditions as soon as possible, including descent, if required.
2. Plan to recover to an airfield with an ILS, LNAV or VNAV under Visual Meteorological Conditions if possible.
3. The following may be unreliable:
 - Ground proximity warning
 - Windshear detection
 - Landing gear warning horn
 - Flap overspeed
 - NOSE DOOR OPEN warning message



If at any time down to and including minimum safe altitude, it is suspected that a reliable airspeed source may be available, restart the Unreliable Airspeed procedure in order to confirm airspeed.

- (7) Actual landing distance Increase as applicable by factor given below:

WITHOUT THRUST REVERSERS	WITH THRUST REVERSERS
1.25 (25%)	1.20 (20%)

- (8) When ready for descent, proceed to **RECOVERY TO AN AIRFIELD** within this section.

— END —

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1. INSTRUMENTS SYSTEM (CONT'D)

RECOVERY TO AN AIRFIELD

When ready to commence descent:

- (1) ANTI-ICE, WING switch As required
- (2) ANTI-ICE, L and R COWL
switch/lights As required
- (3) Pitch Adjust per Table B and continue to
adjust pitch during descent.

TABLE B - DESCENT - FLAPS 0 - IDLE									
Altitude (ft)	0	5,000	10,000	15,000	20,000	25,000	30,000	35,000	40,000
Pitch (°)	-1.0	-1.0	-1.0	-1.0	-2.0	-2.0	-2.0	-1.5	-1.5

- (4) Thrust levers..... IDLE

NOTE

- With anti-ice ON, increase N_1 if required to obtain the minimum N_2 of 78%.
 - For an N_1 increase of 5%, add 0.5° to the pitch from Table B.
 - For an N_1 increase of 10%, add 1° to the pitch from Table B.
 - For an N_1 increase of 15%, add 2° to the pitch from Table B.



Do not select flaps to 20° until directed later in the procedure. The range of airspeeds possible in Table B could result in a significant flap overspeed and flap damage. The aircraft must be leveled and slowed down before flaps can be extended.

- (5) Descent Check Accomplish
- (6) In-Range Check Accomplish

NOTE

Plan to intercept a long final to allow time to re-configure for approach/landing and set pitch/ N_1 .



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1. INSTRUMENTS SYSTEM (CONT'D)

If intermediate level off is required during the descent:

- (7) Pitch/N₁ Set as per Table C, then adjust pitch to stop climb/descent.

TABLE C – LEVEL FLIGHT CRUISE – FLAP 0										
			WEIGHT kg (lb)					Expected Indicated Airspeed		
			11,794 (26,000)	13,608 (30,000)	15,876 (35,000)	18,144 (40,000)	20,412 (45,000)	21,772 (48,000)	KIAS	MACH
ALTITUDE (1,000 ft)	35	Pitch (°)	1.5	2.0	2.5	2.5	3.0		230 to 270	.69 to .80
		N ₁ (%)	81.8	82.7	83.9	85.7	87.9			
	30	Pitch (°)	1.5	2.0	2.5	2.5	3.0	3.0	240 to 290	
		N ₁ (%)	79.9	80.4	81.3	82.3	83.8	84.7		
	25	Pitch (°)	1.5	2.0	2.5	2.5	3.0	3.0	240 to 290	
		N ₁ (%)	76.3	76.7	77.5	78.3	79.5	80.3		
	20	Pitch (°)	1.5	2.0	2.5	3.0	3.0	3.5	240 to 290	
		N ₁ (%)	72.9	73.3	74.0	74.9	75.9	76.7		
15	Pitch (°)	1.5	2.0	2.5	3.0	3.0	3.5	240 to 290		
	N ₁ (%)	70.5	70.8	71.5	72.3	73.3	74.0			
If any indicated speed is outside the expected indicated airspeed range, it should be considered UNRELIABLE.										

For continued descent:

- (8) Pitch Adjust per Table D and continue to adjust pitch during descent.

TABLE D - DESCENT - FLAPS 0 - IDLE									
Altitude (ft)	0	5,000	10,000	15,000	20,000	25,000	30,000	35,000	40,000
Pitch (°)	-1.0	-1.0	-1.0	-1.0	-2.0	-2.0	-2.0	-1.5	-1.5



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1. INSTRUMENTS SYSTEM (CONT'D)

At initial approach altitude:

- (9) Pitch/N₁ Set as per Table E, then adjust pitch to stop climb/descent.

TABLE E – LEVEL FLIGHT APPROACH – FLAP 0									
			WEIGHT kg (lb)						Expected Indicated Airspeed
			11,794 (26,000)	13,608 (30,000)	15,876 (35,000)	18,144 (40,000)	20,412 (45,000)	21,772 (48,000)	KIAS
ALTITUDE (1,000 ft)	15	Pitch (°)	2.0	2.5	3.5	4.0	4.5	5.0	205 to 240
		N ₁ (%)	61.1	62.2	63.6	65.3	67.0	68.0	
	10	Pitch (°)	2.0	2.5	3.5	4.0	4.5	5.0	205 to 235
		N ₁ (%)	58.0	58.9	60.2	61.7	63.1	63.9	
	5	Pitch (°)	2.5	3.0	3.5	4.5	5.0	5.5	200 to 230
		N ₁ (%)	54.8	55.7	57.0	58.3	59.7	60.5	
	0	Pitch (°)	2.5	3.0	3.5	4.5	5.0	5.5	200 to 230
		N ₁ (%)	51.9	52.7	53.9	55.2	56.5	57.3	
If any indicated speed is outside the expected indicated airspeed range, it should be considered UNRELIABLE.									

NOTE

Allow sufficient time for stabilization prior to re-configuring the airplane due to the pitch change as flaps are extended from 0 to 20.



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1. INSTRUMENTS SYSTEM (CONT'D)

When stabilized:

- (10) FLAPS Select to 20°.
- (11) Pitch/N₁ Set as per Table F, then adjust pitch to stop climb/descent.

TABLE F – LEVEL FLIGHT APPROACH – FLAPS 20 – GEAR UP						
	WEIGHT kg (lb)					
	11,794 (26,000)	13,608 (30,000)	15,876 (35,000)	18,144 (40,000)	20,412 (45,000)	21,772 (48,000)
Pitch (°)	0.5	1.0	2.0	3.0	4.0	4.5
N ₁ (%)	61.5	62.3	63.5	64.9	66.6	67.6

- (12) Final course Intercept

Upon intercept of final course (long final):

- (13) LDG GEAR lever Select to DN.
- (14) FLAPS Select to 30°.
- (15) Pitch/N₁ Set as per Table G, then adjust pitch to stop climb/descent.

TABLE G – LEVEL FLIGHT APPROACH – FLAPS 30 – GEAR DN						
	WEIGHT kg (lb)					
	11,794 (26,000)	13,608 (30,000)	15,876 (35,000)	18,144 (40,000)	20,412 (45,000)	21,772 (48,000)
Pitch (°)	-2.0	-1.0	0.5	1.5	3.0	3.5
N ₁ (%)	71.2	72.0	73.0	74.0	75.1	75.9



Do not descend for final approach with flaps 30°. The aircraft must remain level with gear down/flaps 30° or a flap overspeed and flap damage could result. Flaps 45° is selected at the start of the descent on the glideslope/glidepath.



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1. INSTRUMENTS SYSTEM (CONT'D)

At glideslope capture or descent point:

(16) FLAPS Select to 45°.

(17) Pitch/N₁ Re-adjust as follows:

TABLE H – APPROACH – FLAPS 45 – GEAR DN – 3° G/S								
			WEIGHT kg (lb)					
			11,794 (26,000)	13,608 (30,000)	15,876 (35,000)	18,144 (40,000)	20,412 (45,000)	21,772 (48,000)
ALTITUDE (ft)	15,000	Pitch (°)	–3.0	–3.0	–3.0	–3.0	–3.0	–3.0
		N ₁ (%)	65.5	67.7	71.2	74.9	77.3	76.7
	10,000	Pitch (°)	–2.5	–2.5	–2.5	–2.5	–2.5	–2.5
		N ₁ (%)	60.8	62.5	66.3	69.8	72.8	74.6
	5,000	Pitch (°)	–2.0	–2.0	–2.0	–2.0	–2.0	–2.0
		N ₁ (%)	55.9	57.9	61.4	65.0	67.9	69.4
	0	Pitch (°)	–2.0	–1.0	–1.0	–1.0	–1.0	–1.0
		N ₁ (%)	52.5	53.4	56.7	59.9	62.8	64.2
This table results in airspeeds equal to V _{REF} ±10 kts.								

(18) Pitch Set to maintain glideslope/glidepath.

(19) N₁ Set as per Table H.

(20) Before Landing Check..... Accomplish

NOTE

In the event of a go-around, perform the go-around in accordance with the boxed actions at the beginning of this procedure.

————— **END** —————

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