

## Circling Approach Procedure

- OBJECTIVE:** To obtain proficiency in the execution of the circling approach procedure associated with standard instrument approaches.
- STANDARDS:** Instrument (after transition to visual conditions) - Altitude: MDA +100/-0 feet until transition to normal landing using normal maneuvering.  
Exhibits adequate knowledge of elements related to a circling approach procedure.  
Selects and complies with the appropriate circling approach procedure considering turbulence and wind shear and considering the maneuvering capabilities of the aircraft.  
Confirms the direction of traffic and adheres to all restrictions and instructions issued.  
Does not exceed the visibility criteria or descend below the appropriate circling altitude until in a position from which a descent to a normal landing can be made.
- CONDITIONS:** A flightpath that permits a normal landing on a runway at least 90° from the final approach course.

### DESCRIPTION:

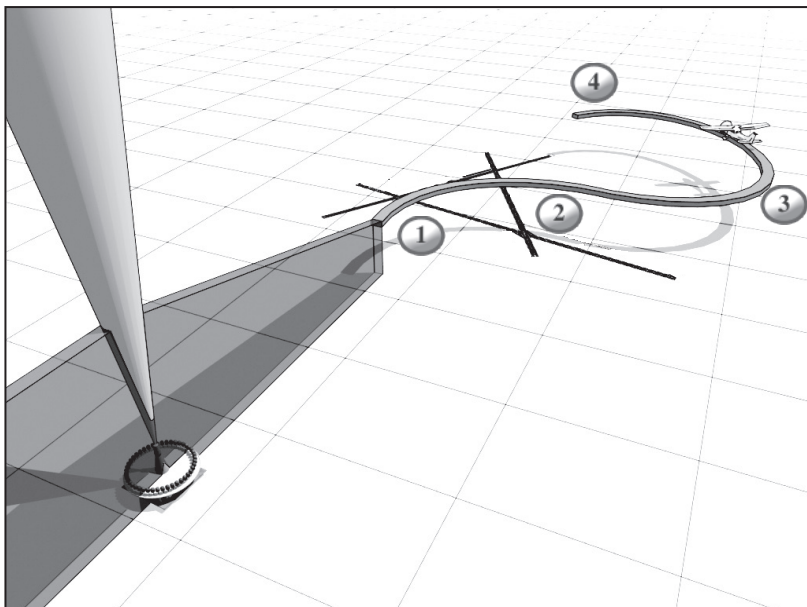
- ① • Upon determining that it is possible to conduct the circling approach to the planned landing on another runway from an instrument approach procedure is possible, call out “Runway in Sight, \_\_\_\_ o’clock.”
  - Maintain a minimum descent altitude appropriate for circling.
  - Determine the safest route to the runway.
- ② • Plan the circling maneuver to remain within the circling approach area (Category A - 1.3 NM from runway threshold). DO NOT exceed the visibility criteria.

**NOTE:** Avoid areas of low clouds, rain, etc., that could cause the loss of visual contact with an identifiable part of the airport.

- ③ • Verify the direction of traffic. Make the approach as much of a normal traffic pattern as possible.
- ④ • When in a position to descend to land, using a normal rate of descent and normal maneuvers, call out “Leaving MDA” and execute the landing procedure.

### NOTES:

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### COMMON ERRORS:

- Failing to consider turbulence and wind shear prior to initiating the circling approach.
- Failing to confirm the direction of traffic before initiating the circling approach.
- Omitting the call out “Runway in Sight, \_\_\_\_ o’clock.”
- Failing to maintain a proper MDA.
- Using a too steep rate of descent.
- Omitting the call out “Leaving MDA.”

### NOTES: