SESSION 68: CIRCLING APPROACHES — TECHNIQUE, VISUAL CONTACT, AND GOING MISSED

1. Once the pilot reaches the circling MDA and has the required visual references, the circling maneuver is flown:

A. Above the clouds

B. Below the MDA immediately

C. On instruments only

D. Visually, maneuvering to align with the landing runway while remaining at or above the MDA

2. Throughout the circling maneuver, the pilot must continuously:

A. Watch the glideslope

B. Keep the runway or airport environment in sight

C. Monitor the DME only

D. Fly on instruments

3. The pilot should fly the circling pattern:

A. As wide as possible

B. At maximum speed

C. Below the MDA to stay visual

D. Close enough to remain within the protected area for the aircraft's category

4. A common circling technique when the final approach course brings the aircraft over the airport is to:

A. Maneuver to a downwind, base, and final for the landing runway, staying within the protected area

B. Land straight ahead

C. Descend immediately

D. Hold over the airport

5. The pilot may begin the descent from the circling MDA to land only when:

A. The aircraft crosses the FAF

B. In a position from which a normal descent to landing can be made with the runway in sight

C. ATC clears the descent

D. The glideslope centers

6. Maintaining the MDA during the maneuver until properly positioned protects against:

A. Reverse sensing

B. A false glideslope

C. Descending into obstacles while maneuvering at low altitude

D. Losing the localizer

7. A standard rate or shallow bank during the circle is preferred to:

A. Increase the descent rate

B. Capture the glideslope

C. Avoid overbanking and maintain control while maneuvering visually at low altitude

D. Stay on instruments

8. If at any point during the circle the pilot loses the required visual references, the immediate action is to:

A. Continue the circle

B. Descend to reacquire them

C. Level off below MDA

D. Execute the missed approach

9. The initial missed approach maneuver from a circling approach is to:

A. Make a climbing turn toward the landing runway to remain over the airport

B. Continue straight ahead

C. Descend to the MDA

D. Turn away from the airport

10. The reason the circling missed approach begins with a turn toward the runway is to:

A. Capture the glideslope

B. Align with the final approach course

C. Increase airspeed

D. Keep the aircraft within the protected airspace over the airport during the climb

11. After the initial climbing turn over the airport, the pilot then:

A. Lands

B. Proceeds to fly the published missed approach procedure

C. Descends back to the MDA

D. Holds at the MDA

12. Because the missed approach is designed from the missed approach point of the instrument procedure, the pilot circling on the far side of the airport must:

A. Fly the missed approach from the present position

B. Maneuver to remain over the airport and intercept the published missed approach, since the protected missed approach assumes a climb from over the airport

C. Descend to the MAP

D. Reverse course to the FAF

13. The transition from the visual circle to the instrument missed approach requires the pilot to:

A. Re-establish on instruments, climb, and navigate the published missed approach course

B. Continue visually

C. Stay at the MDA

D. Land

14. A circling approach is more demanding than a straight-in because it requires:

A. A glideslope

B. A longer final

C. Maneuvering visually at low altitude while transitioning between visual and instrument flight

D. A DME

15. A pilot should brief the circling maneuver and the circling missed approach before the approach because:

A. ATC requires it

B. The circling minimums are lower

C. There is no missed approach

D. There is little time to plan once maneuvering visually at low altitude near the ground

16. When circling to a runway, the pilot configures the aircraft (gear, flaps, speed) to:

A. Maximum speed

B. An appropriate, stable configuration for the low-altitude maneuver and landing

C. Clean configuration only

D. Idle power

17. The bank angle during the circle should be limited to avoid:

A. An accelerated stall or loss of control at low altitude

B. Capturing the glideslope

C. A RAIM alert

D. Reverse sensing

18. If the runway is offset such that the circle requires maneuvering to the opposite side, the pilot must still:

A. Remain within the protected area and at/above the MDA until positioned to land

B. Descend below MDA to maneuver

C. Fly outside the protected area

D. Capture a glideslope

19. A circling approach at night over an area with few lights increases the risk of:

A. Reverse sensing

B. A false glideslope

C. Spatial disorientation and visual illusions during the maneuver

D. A RAIM failure

20. The decision to circle versus go missed should be made by:

A. Always circling

B. Always going missed

C. Assessing whether the visual references, weather, and positioning allow a safe circle, and going missed if not

D. ATC

21. The "remain at or above the MDA" rule during the circle means the aircraft:

A. Does not descend below the circling MDA until positioned for a normal landing descent

B. Levels below the MDA

C. Descends at the MAP

D. Climbs to the FAF

22. Executing the circling missed approach, the pilot must promptly:

A. Land

B. Descend

C. Reverse to the FAF

D. Add power, establish a climb, and turn toward the airport/runway as the first action

23. Re-establishing on the published missed approach from the circle, the pilot navigates:

A. Visually to the runway

B. The missed approach course and altitude as charted

C. Back to the MDA

D. To the alternate directly

24. The fundamental challenge of the circling maneuver is:

A. Tracking a glideslope

B. Flying a DME arc

C. Maintaining visual reference, obstacle clearance, and aircraft control while maneuvering at low altitude, with a prompt go-around if anything is unsafe

D. Identifying the localizer

25. The fundamental principle of circling technique and the circling missed approach is that the pilot must:

A. Descend below the MDA to stay visual

B. Maneuver visually at or above the MDA within the protected area, descend to land only when properly positioned, and execute a prompt climbing turn toward the airport if going missed or if visual reference is lost

C. Circle at any radius and speed

D. Disregard the protected area

ANSWER KEY & EXPLANATIONS — SESSION 68

1. D. Visual, at/above MDA — The circling maneuver is flown visually, maneuvering to align with the landing runway while remaining at or above the MDA.

2. B. Keep airport in sight — Throughout the maneuver, the pilot must continuously keep the runway or airport environment in sight.

3. D. Within protected area — The circling pattern is flown close enough to remain within the protected area for the aircraft's category.

4. A. Downwind/base/final — A common technique when overflying the airport is to maneuver to a downwind, base, and final for the landing runway, staying within the protected area.

5. B. Normal descent position — Descent from the circling MDA to land may begin only when in a position from which a normal descent to landing can be made with the runway in sight.

6. C. Avoid obstacles — Maintaining the MDA until properly positioned protects against descending into obstacles while maneuvering at low altitude.

7. C. Avoid overbank — A standard rate or shallow bank avoids overbanking and maintains control while maneuvering visually at low altitude.

8. D. Missed approach — Losing the required visual references during the circle requires executing the missed approach.

9. A. Climbing turn toward runway — The initial circling missed approach maneuver is a climbing turn toward the landing runway to remain over the airport.

10. D. Stay in protected airspace — The turn toward the runway keeps the aircraft within the protected airspace over the airport during the climb.

11. B. Fly published missed — After the initial climbing turn over the airport, the pilot proceeds to fly the published missed approach procedure.

12. B. Maneuver over airport/intercept — Circling on the far side, the pilot maneuvers to remain over the airport and intercept the published missed approach, since the protected missed approach assumes a climb from over the airport.

13. A. Re-establish on instruments — The transition from the visual circle to the instrument missed approach requires re-establishing on instruments, climbing, and navigating the published missed approach course.

14. C. Visual low-altitude maneuvering — A circling approach is more demanding because it requires maneuvering visually at low altitude while transitioning between visual and instrument flight.

15. D. Little time to plan — The circle and circling missed approach are briefed beforehand because there is little time to plan once maneuvering visually at low altitude near the ground.

16. B. Stable configuration — The pilot configures the aircraft to an appropriate, stable configuration for the low-altitude maneuver and landing.

17. A. Avoid stall/loss of control — Bank angle is limited to avoid an accelerated stall or loss of control at low altitude.

18. A. Protected/at MDA — Even maneuvering to the opposite side, the pilot must remain within the protected area and at/above the MDA until positioned to land.

19. C. Disorientation/illusions — Circling at night over few lights increases the risk of spatial disorientation and visual illusions during the maneuver.

20. C. Assess and decide — The decision to circle versus go missed should assess whether the visual references, weather, and positioning allow a safe circle, going missed if not.

21. A. No descent until positioned — "Remain at or above the MDA" means not descending below the circling MDA until positioned for a normal landing descent.

22. D. Power/climb/turn — Executing the circling missed approach, the pilot promptly adds power, establishes a climb, and turns toward the airport/runway as the first action.

23. B. Charted missed course — Re-established on the missed approach, the pilot navigates the missed approach course and altitude as charted.

24. C. Visual control at low altitude — The fundamental challenge is maintaining visual reference, obstacle clearance, and aircraft control while maneuvering at low altitude, with a prompt go-around if anything is unsafe.

25. B. Maneuver/descend/go-around — The fundamental principle is to maneuver visually at or above the MDA within the protected area, descend to land only when properly positioned, and execute a prompt climbing turn toward the airport if going missed or if visual reference is lost.