[Reference Order 8900.1, Volume 3, Chapter 54, Section 6] With respect to the circling approach, AFS-280 evaluates and qualifies each FFS’s ability to conduct a circling maneuver. However, the TCPM is responsible for evaluating and approving each proposed circling approach to be used for training, checking, or testing.

Circling approach approval guidelines require the following:

* The proposed airport scene must represent an accurate airport visual presentation of the airport layout and environment (a Class I or II visual model).
* The circling maneuver must be performed by visual reference from the final approach course to the landing runway.
* A circling approach may be authorized for use provided an applicant makes at least 90 degrees of total heading change from the final approach course to the landing runway.
* The approach must be flown at the appropriate approach speed by an airman qualified and current in the aircraft.
* The aircraft should be at maximum landing weight and in the appropriate configuration.
* Both night and day scenes (if day is available) must be evaluated with emphasis on airport and runway lighting or an appropriate limitation added to the FSTD remarks in training-specifications.
* To calibrate the FSTD, ceiling and visibility should be set at the minimums for the aircraft’s circling approach category.
* The FFS should be frozen in a position that represents the minimum descent altitude (MDA) and visibility minimums for the approach. Observe the airport environment and lighting to determine the appropriateness of the FFS’s visual cues.
* Conduct a circling maneuver by constant visual reference to the airport environment and to the landing runway. Freeze the FFS periodically as the maneuver is being accomplished to observe whether the airport environment, ceiling, and visibility are maintained.
* Conduct the approach and circling maneuver again in “real time” (without pause) to determine if the procedure requires any unusual maneuvering and if it is a viable approach and landing.
* Provided the evaluation parameters are acceptable, the TCPM may approve the FFS for the specific runway and circling approach combinations that may be used in the training center’s curricula via TSpec(s).

###### Aircraft M/M/S: Simulator ID:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Airport | Approach ID | Approach Runway | Landing Runway | Weather Minimums |
|  |  |  |  |  |
| Remarks: |  | | | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Airport | Approach ID | Approach Runway | Landing Runway | Weather Minimums |
|  |  |  |  |  |
| Remarks: |  | | | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Airport | Approach ID | Approach Runway | Landing Runway | Weather Minimums |
|  |  |  |  |  |
| Remarks: |  | | | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Airport | Approach ID | Approach Runway | Landing Runway | Weather Minimums |
|  |  |  |  |  |
| Remarks: |  | | | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Airport | Approach ID | Approach Runway | Landing Runway | Weather Minimums |
|  |  |  |  |  |
| Remarks: |  | | | |