

Part 142 Training Centers

Simulator Circling Approach Evaluation

[Reference Order 8900.1, Volume 3, Chapter 54, Section 6, Paragraph 3-4435C3] With respect to the circling approach, the National Simulator Program Manager (NSP) evaluates and qualifies the simulator's ability to conduct the circling maneuver. However, the TCPM is responsible for evaluating and approving each proposed circling approach to be used for training, checking, or testing. Note: The Practical Test Standards (PTS) criteria for performing a circling approach during a certification test are different from the criteria for establishing terminal instrument procedures (TERPS). The PTS requires evaluation of circling approaches to a landing runway heading that is at least 90 degrees to the final approach course. TERPS criteria, on the other hand, require publishing a circling approach when there is more than a 30 degrees course difference between the landing runway and the course at the final approach fix position. Circling approach approval guidelines require:

- The proposed airport scene must represent an accurate airport visual presentation of the airport layout and environment (Class I or Class II model as defined in training specifications paragraph A002).
- Only those combinations of instrument approach procedures and landing runways that meet the criteria of the airline transport pilot PTS (landing runway heading that is at least 90 degrees to the final approach course) may be approved for use in curriculums leading to airman certification or proficiency checks.
- The approach shall be flown at the appropriate approach speed by an airman who is qualified and current in the aircraft.
- The aircraft should be at maximum landing weight and in the appropriate configuration for circling.
- Evaluate night and day scenes (if day is available) with emphasis on airport and runway lighting.
- Visibility should be set at minimums for the aircraft's circling approach category.
- The simulator should be frozen in a position that represents the minimum descent altitude and visibility minimums for the approach, at which time the evaluator should observe the airport environment and lighting to determine the appropriateness of the simulator's visual cues.
- Conduct a circling maneuver by constant visual reference to the airport environment and to the landing runway. Freeze the simulator periodically as the maneuver is being accomplished to observe whether the required visibility of the airport environment can be maintained.
- Conduct the approach and circling maneuver again in "real time" (without pauses) to determine if the procedure requires any unusual maneuvering and whether it is a viable approach that can lead to safe landing without resort to timing or other artificial techniques.

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Aircraft M/M/S: _____ Simulator ID: _____

Airport	Approach ID	Approach Runway	Landing Runway	Weather Minimums
Remarks:				

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Remarks:				

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