Links and Snippets of Articles about circling approaches

https://flightsafety.org/asw-article/dangerous-approaches/

No Room for Error

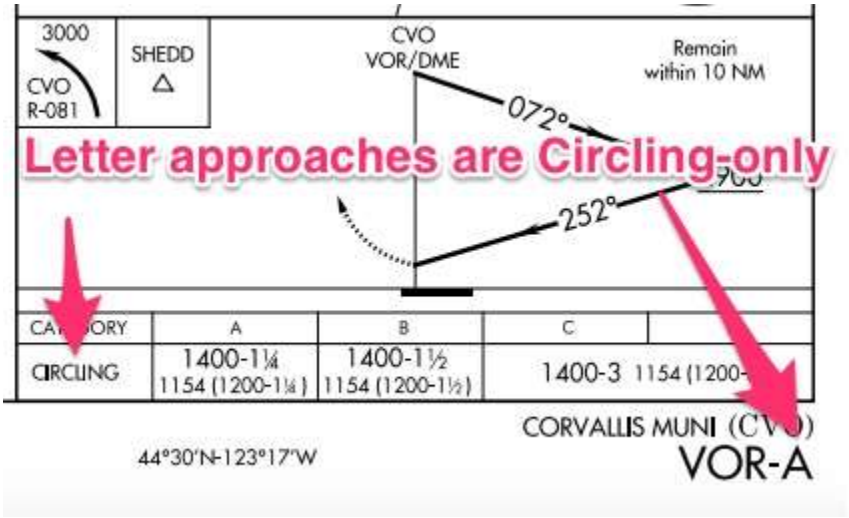
Circling approaches are the most dangerous of all approaches, especially when the procedure is a TERPS design. TERPS circling approaches leave no room for error.

https://thinkaviation.net/circling-approaches/

What are Circling-only approaches?

Circling-only approaches are rare, but you will run across them. You can easily spot them because they have a letter after the type of approach.

The example below is a VOR-A circling-only approach.



Circling-only approaches do not allow a straight in approach so you will only see circling minima.

Circling approaches are a last resort. You should choose a different approach whenever possible.

Sometimes, though, there aren't any other options.

LPV approaches can serve runways that may not meet the requirements for an ILS–indeed, many of those runways are suitable only for small general aviation aircraft. To learn about some of the criteria, see Table A16-1B Airport Infrastructure (from AC 150/5300) below. For example, the minimum runway length for an LPV approach is 3200 feet; the comparable number for an ILS is 4200 feet.
Now, the minimums for an LPV approach to a 3200-ft runway are at least 1 statute mile visibility and a DA of 350-400 feet.

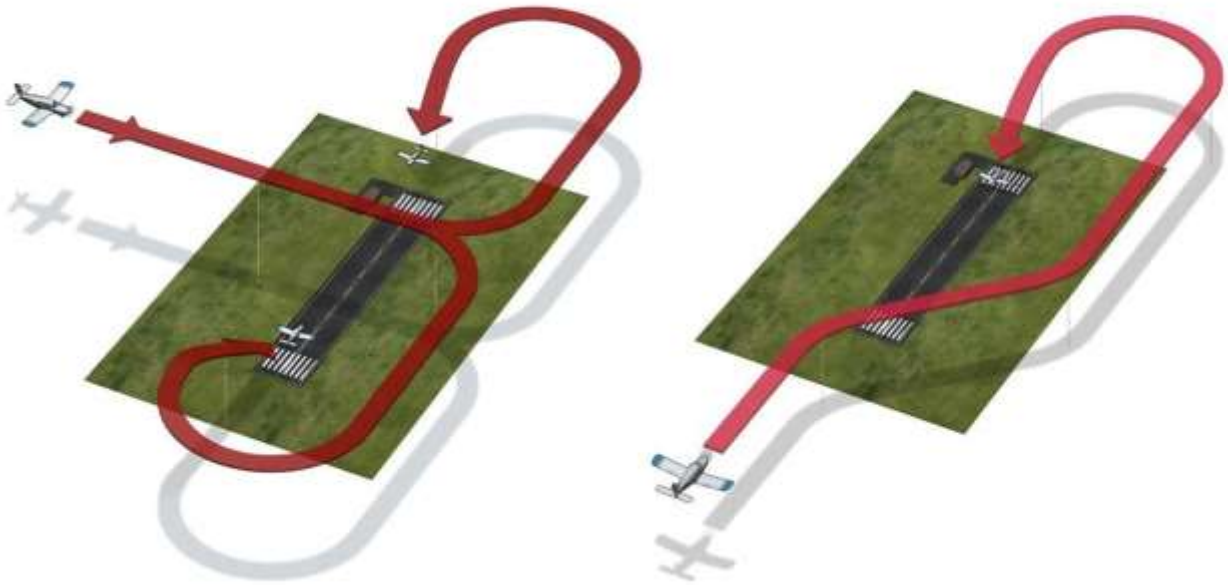
https://www.aopa.org/news-and-media/all-news/2019/july/pilot/on-instruments-circling-challenges

ON INSTRUMENTS: CIRCLING CHALLENGES

MANEUVERING IN SKETCHY CIRCUMSTANCES

July 1, 2019By Thomas A. Horne

Of all the different types of instrument approaches, those that end with circle-to-land maneuvers can pose the biggest challenges—and potential risks.



The patterns used in circling are up to you, but for single-runway circling, making an overhead entry that splits the runway (left) is popular, as is making a modified downwind entry (right).

https://www.avweb.com/flight-safety/probable-cause-13-circling-into-danger/

Probable Cause #13: Circling Into Danger

Brian D. Johnson

August 20, 2006

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This article originally appeared in IFR Refresher, March 2005.

The ceiling was only 300 feet AGL, which was more than 100 feet below the published minimums for the approach. Visibility was marginal at 2-1/2 miles in mist, but it was a dark winter night and the temperature and dew point had already converged at zero degrees Celsius. The news was not all bad; the winds were light, at only six knots from 080 degrees.The instrument-rated private pilot of a Beech V35B Bonanza was preparing to execute the GPS Runway 35 approach into Chester (KSNC), Conn., and circle to land on Runway 17.

Why Choose To Circle?

The accident pilot attempted one of the most demanding instrument procedures and failed. However, he was not a novice. He had almost 3,000 hours of flight time, 335 hours of night, and 240 hours of actual instrument time. He had completed a BFR and an IPC just three months prior.

https://www.cfinotebook.net/notebook/aircraft-operations/approaches/circling-maneuver

Circling Maneuver

Introduction:

- Circling is a maneuver conducted after an instrument approach but not a type of approach itself
    - There are no Federal Aviation Regulations (FARs) specific to the circling maneuver
- It is accomplished any time the final approach course is not within 30° of the runway or when landing on a different runway from the approach being flown
- May be flown for a variety of reasons to include training or operational requirement, for example, if the weather is not VFR and you have the equipment to fly an approach to an inactive runway to break through, and then circle
- Can be a very dangerous maneuver requiring a lot of situational awareness
    - You will be low, you will be slow, and the weather may be bad
    - You may have little time depending on the weather minimums to orient yourself

https://www.planeandpilotmag.com/article/circle-to-land-life-saving-tips/#.XcIuMDM3kuU

Circle-to-Land Life-Saving Tips

For one, fly wider circles, up to a point. Here's how to find the balance.

By Jeff Van West

Published January 24, 2019
100

Arriving at the airport for the visual part of a circle-to-land approach requires you to remember that you're flying a VFR traffic pattern while doing it differently than you normally would, for some good reasons.

Circle-to-land approaches get a bad rap. Granted, they earned it by breaking a bunch of aircraft, and they can lure the unprepared out of bounds in an eye-blink. Yet to say, “I never circle-to-land ...” can be just as dangerous as going cavalier because circling approaches aren’t one-size-fits-all.

www.airforcedriver.com

APPENDIX: Circling

1. A circling approach is defined as a visual maneuver (not VFR) performed after accomplishing an instrument approach to align the aircraft with the landing runway.

Most of us have been taught that a circle is simply a maneuver at the end of a straight-in approach that cannot be completed as a straight-in. Although this statement is in some cases correct, it can also be quite misleading.

Why would we ever want to execute circling approach? Because strong winds may favor a runway that does not have a straight in IAP

What is the difference between a procedure named VOR-A and VOR-B? There is no difference. The first procedure created will have the suffix A even though there might not be intentions to formulate additional procedures.

2. **Circling Approaches** are inherently dangerous maneuvers. Some airlines won't allow their crews to circle because of the risks involved. American requires 1000/3. What makes circling approaches so difficult?

a. We rarely practice them

b .Low speeds

c .Low altitudes

d .Poor visibility

e .High cockpit workload

f .Usually unplanned