



FIL.2024-T14

CIRCLING APPROACHES JANUARY 2025

This Flight Information Letter provides guidelines and definitions that apply to the performance of circling approaches. It does not preclude any circling approach restrictions established by specific operators.

A circling approach is the visual phase of an instrument approach that brings an aircraft into position for a runway landing (ICAO Doc 8168: Procedures for Air Navigation Services - Aircraft Operations/PANS-OPS Vol I - Flight Procedures).

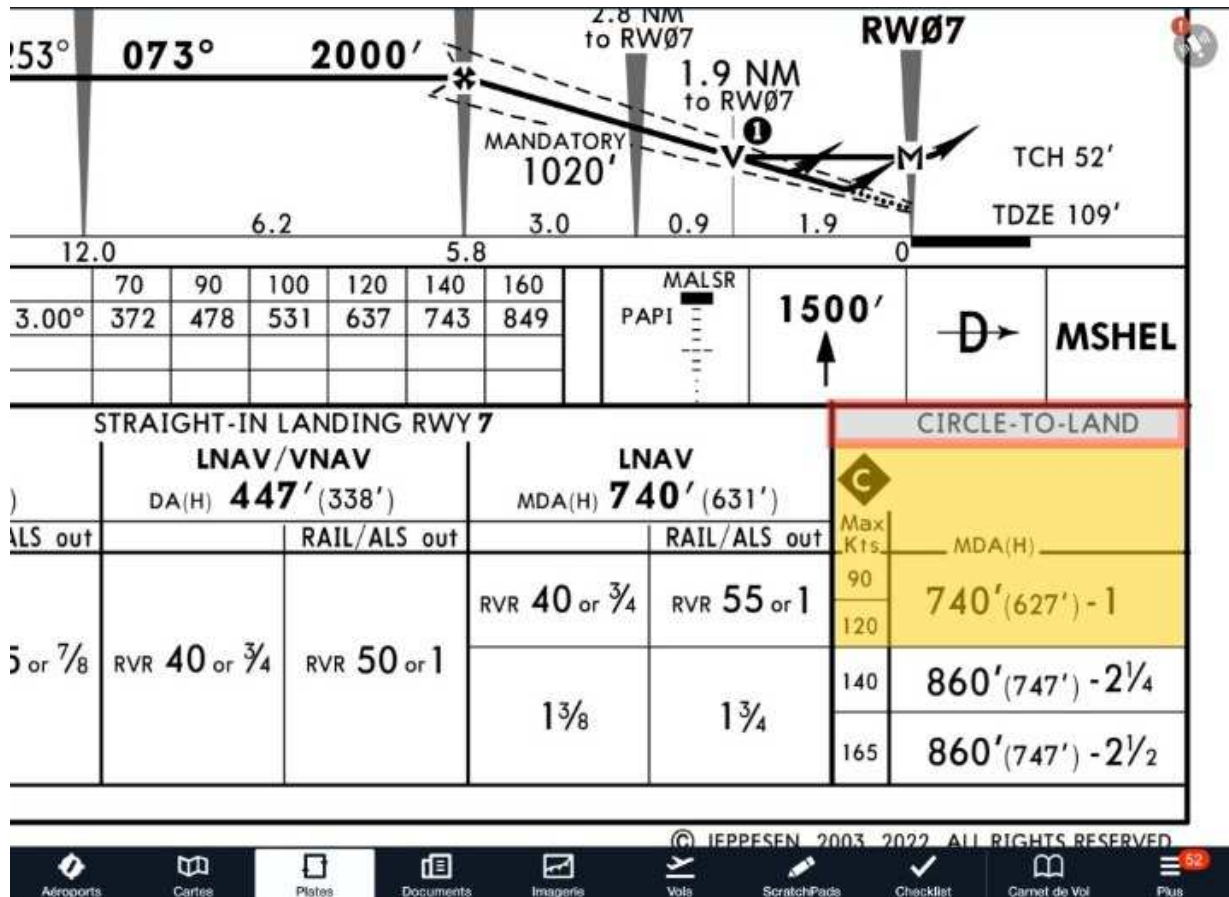
For the circling approach, a visual maneuvering (circling) area is defined by drawing an arc from the center of the threshold of each usable runway. Procedural differences for circling approaches have operational significance (ICAO PANS-OPST vs. U.S. Terminal Instrument Procedures/TERPS); therefore, pilots should refer to the regulations that apply to the specific area of operation.

From the level flight phase - at, or above, the circling approach's MDA/MDH - the instrument approach track should be maintained until the pilot is certain that:

- Within the visual maneuvering area, visual contact with the runway will be maintained at all times (except when aircraft banking temporarily blocks the

view);

- The airplane will remain within the visual maneuvering area, and;
- The landing maneuver is completed through a stabilized approach to the runway touchdown.



Whenever the above conditions cannot be met, a go-around should be performed, and the pilot is committed to the missed approach procedure - even though visual contact with the runway or visual reference to the terrain might be reestablished during the go-around maneuver.

The pilot should be aware that transitioning from the visual segment to IMC conditions could result in visual and/or somatogravic illusions (the sensation of falling, or a strong pitching motion caused by acceleration or deceleration) - especially at night and over water.

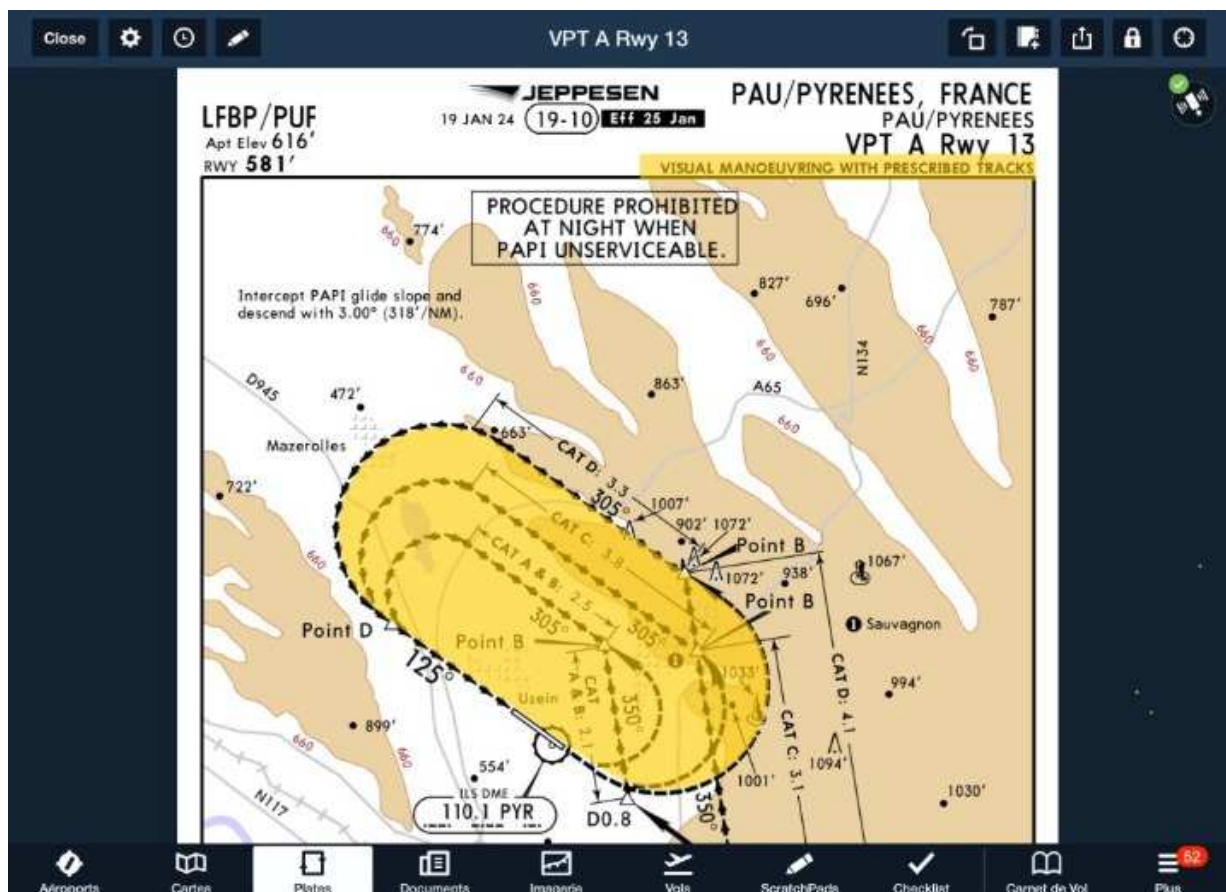
When performing a circling approach, the aircraft's configuration must be in accordance with the approved approach procedures as detailed in the Pilot's Operating Handbook (POH).

As circling approaches are infrequent in current-day operations, pilots need to be aware that loss of aircraft control or flight into close-in terrain are risks associated with circling approach - and such risks are much higher than for other types of approaches. Therefore, the pilot should consider other options during flight planning and preparation.

The circle-to-land procedure is one of the more challenging maneuvers of instrument flying, and the pilot should reassess risk(s) from performing such a maneuver when: the ceiling is near MDA/MDH; the visibility is near published minimums; and strong winds with significant low-level turbulence prevail.

For additional information:

- Daher Aircraft's TBM POH and Kodiak POH - Go-around or Bailed Landing Procedures
- SIMCOM/Single Pilot Recommended Maneuvers and Procedures - Circling Approach and Landing
- National Transportation Safety Board (NTSB) Safety Alert 084 - Circling Approaches: Know the Risk!



Flight Information Letters serve as a Daher communications channel with the aviator community of TBM and Kodiak operators, pilots, training institutions, instructor pilots, and mentors. Their goal is to highlight safe flight practices as well as enhance overall awareness of procedures and operations. Information contained in the Flight Information Letters does not supersede procedures in the Pilot's Operating Handbook (POH) and Pilot's Guide.

List of all Flight Information Letters issued as of today is available in Technical Documentation file on MyTBM.aero:

- FIL.2015-T1: Stabilized Approach Criteria
- FIL.2015-T2: TBM cabin pressure messages and warnings (Rev.1)
- FIL.2016-T3: Uncoordinated / Asymmetric Flight
- FIL.2017-T4: Ice contamination, speed, and flap awareness
- FIL.2019-T5: When turning the Autopilot ON
- FIL 2020-T6: Flight Control Trim
- FIL.2021-T7: Weight & Balance
- FIL.2022-T8: Inadvertent activation of the HomeSafe™
- FIL.2022-T9: Utilization of flaps
- FIL.2023-T10: Flight Control Trim System
- FIL.2023-T11: Emergency landing gear extension procedure
- FIL.2023-T12: Go-around
- FIL.2023-T13: Kodiak Bleed Air Heat Malfunctions

This letter is part of Flight Information communications transmitted to TBM and Kodiak pilots & operators, and focuses on specific flying tasks. It neither replaces nor overrides any POH or Pilot Guide which are the only official documentation. This letter is for information only.

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