

## **Instrument Rating Airplane Multi-Engine**

### **Non Precision Instrument Approaches, Holding, and Circling Approaches**

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#### **Scenario:**

You and two buddies have a trip to a local resort for the weekend within an hour's flight time from your departure airport. You know that this airport becomes very busy on the weekends because it is the closest to the resort. All airports in the vicinity of your destination are reporting IFR conditions. Your arrival airport only has two intersecting runways and does not offer a precision approach procedure. The winds are blowing perpendicular to the only instrument approach available at the field.

#### **Lesson Objectives:**

Holding will be introduced to the PT in this lesson. The PT should be able to describe the elements related to holding and be given the opportunity to practice entering and becoming established in the pattern. The effects of wind should be discussed as well as the importance of maintaining orientation in the pattern. In addition to holding, circling approaches will be introduced to the PT. The PT should be able to describe the differences between flying the straight-in approach and flying the circling approach. The lesson also includes the experience of executing a missed approach during a circling maneuver. It is important that the PT realize that they may be forced to abandon an approach and go missed at any point prior to landing.

#### **Pre-Briefing:**

The instructor will discuss the objective of the lesson and determine whether the student is adequately prepared for the activity. Each line item will be briefly covered and the student should have a clear understanding of how the training activity will be conducted and what standards will be expected of them.

#### **Completion Standards:**

This lesson will be complete when the student can demonstrate the maneuvers and procedures listed below to the performance level indicated and within the standards listed in the the Instrument Rating Practical Test Standard for Airplane



### **De-Briefing:**

Solicit a self-critique from the student about their personal performance by having them grade their performance based on the desired outcomes for the flight. Compare the student's self evaluation to your own and discuss why you either agreed or disagreed with the student's assessment. Use this information to direct your analysis of their flight. Additionally, discuss the role SRM played in the training activity and why it is critical to always consider how a flight or a situation could have been better managed to achieve the optimal outcome. Provide guidance on what the tasks and objectives will be for the next training activity and how they should prepare for it

### **Notes to the Instructor:**

Upon arrival at the destination airport, use the fact that there is a lot of aircraft arriving and that we will have to hold for the approach. During the introduction to holding procedures, make sure the PT can describe the procedures required to enter and become established and discuss why those procedures are used. At random points in the holding pattern, ask the PT to identify their location in reference to the fix. Have the PT describe how the wind can affect both the timing of the legs and the headings flown outbound and inbound.

Prior to shooting the first approach, have the PT brief the approach and have them describe what the circling maneuver should consist of and what the procedure will be if and when a missed approach becomes necessary.

Have the PT execute a missed approach from the first attempt to circle and attempt the approach again, with a landing on the second circling approach. The landing from a straight-in approach can be accomplished when the flight returns to the original airport.

Continually reinforce the PT's use of SRM throughout the flight. At appropriate moments, have the PT assess the situation for you and inform you of their next two intentions.