



DOCUMENT  
**GSM-AUS-CPL.001**

DOCUMENT TITLE  
**INSTRUMENT RATING**

## **CHAPTER 5 – VISUAL MANOEUVRING**

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## VISUAL MANOEUVRING (CIRCLING) AREA

### 5.1 General

Visual manoeuvring (circling) is the term used to describe the visual phase of flight after completing an instrument approach, to bring an aircraft into position for landing on a runway which is not suitably located for straight-in approach.

The visual manoeuvring (circling) area is the area in which obstacle clearance shall be considered for aircraft manoeuvring visually (circling).

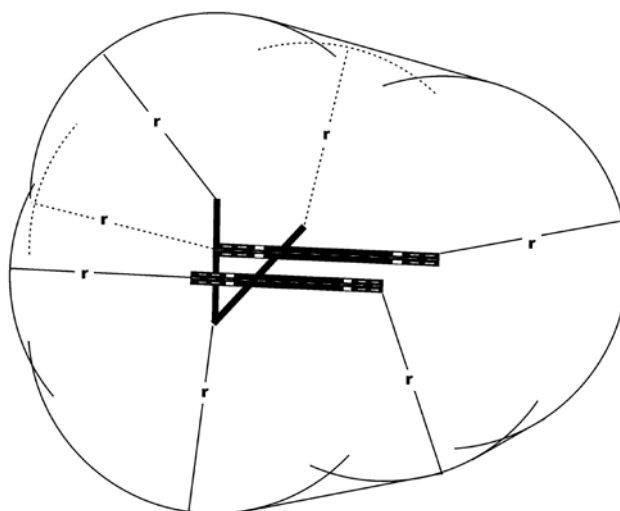
(TERMINAL AU25)

### 5.2 Alignment and Area

The size of visual manoeuvring (circling) area varies with the category of the aircraft. To define the limits of the area for the appropriate category, draw an arc from the centre of the threshold of each useable runway, using the appropriate radius. From the extremities of the adjacent arcs lines are drawn tangent to the arcs. The area thus enclosed is the visual manoeuvring area for that category of aircraft. Refer to the diagrams below.

**Note:** The arcs of a few still remaining old charts are designed with a 3 NM radius centered on the ARP and where useable runways are longer than 1,800 M the radius is centered on the centre of the thresholds.

#### 5.2.1 Construction of Visual Manoeuvring (Circling) Area

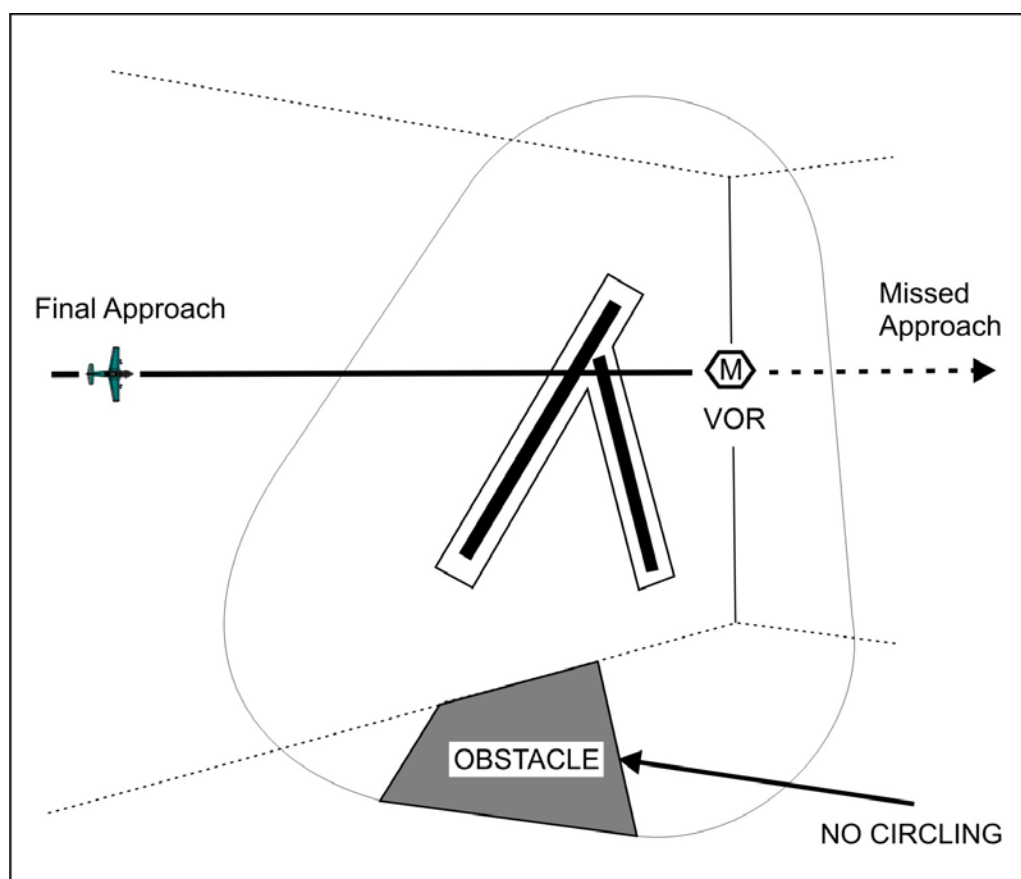


### 5.2.2 Restrictions on Visual Circling

Where a prominent obstacle or prominent obstacles exist in the visual circling area (outside the final approach and missed approach area), the sector in which the obstacles are located may be removed from the visual circling area.

Sectors which have been removed are annotated 'No Circling'.

Visual circling is prohibited in 'No Circling' sectors by day in less than VMC, and at night.



## CHAPTER 5 VISUAL MANOEUVRING

## INSTRUMENT RATING

RWY 20		MDA		2.0		1.0		2.0		5.0		10.8	
0		0.8		2.0		1.0		2.0		5.8		10.8	
Grnd speed-Kts		70		90		100		120		140		160	
Descent angle		3.00°		372		478		531		637		743	
MAP at PLCNM													
STRAIGHT-IN LANDING RWY 19		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH	
MDA(H) <b>760'</b> (740')		MDA(H) <b>860'</b> (840')		Max Kts		MDA(H)		MDA(H)		MDA(H)		MDA(H)	
A		4.7 km		100		940' -2.4 km		1040' -2.4 km		1040' -2.4 km		1040' -2.4 km	
B		4.7 km		135		(904') -2.4 km		(1004') -2.4 km		(1004') -2.4 km		(1004') -2.4 km	
C		4.7 km		180		1110' -4.0 km		1210' -4.0 km		1210' -4.0 km		1210' -4.0 km	
D		NOT APPLICABLE		D		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	

CHANGES: MSA, holding, procedure altitudes, minimums. © JEPPESEN, 1999

**Diagram:** No Circling West of Rwy 01/19 Beyond 2 NM

RWY 10Y		MDA		2.0		1.0		2.0		5.0		10.8	
0		0.8		2.0		1.0		2.0		5.8		10.8	
Grnd speed-Kts		70		90		100		120		140		160	
Descent angle		3.00°		372		478		531		637		743	
MAP at RENWM													
STRAIGHT-IN LANDING RWY 07		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH		Forecast Terminal QNH		Actual Aero QNH	
MDA(H) <b>630'</b> (521')		MDA(H) <b>730'</b> (621')		Max Kts		MDA(H)		MDA(H)		MDA(H)		MDA(H)	
A		3.5 km		100		700' -2.4 km		800' -2.4 km		800' -2.4 km		800' -2.4 km	
B		3.5 km		135		(585') -2.4 km		(685') -2.4 km		(685') -2.4 km		(685') -2.4 km	
C		3.5 km		180		790' -4.0 km		890' -4.0 km		890' -4.0 km		890' -4.0 km	
D		NOT APPLICABLE		D		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	

CHANGES: Altitudes, minimums, note. © JEPPESEN, 2000, 2015. ALL RIGHTS RESERVED.

**Diagram:** No circling in sector Southwest of Rwy 36 and 07

### 5.2.3 Missed Approach Associated with the Visual Manoeuvre

A missed approach area specific to the visual manoeuvre is not constructed.