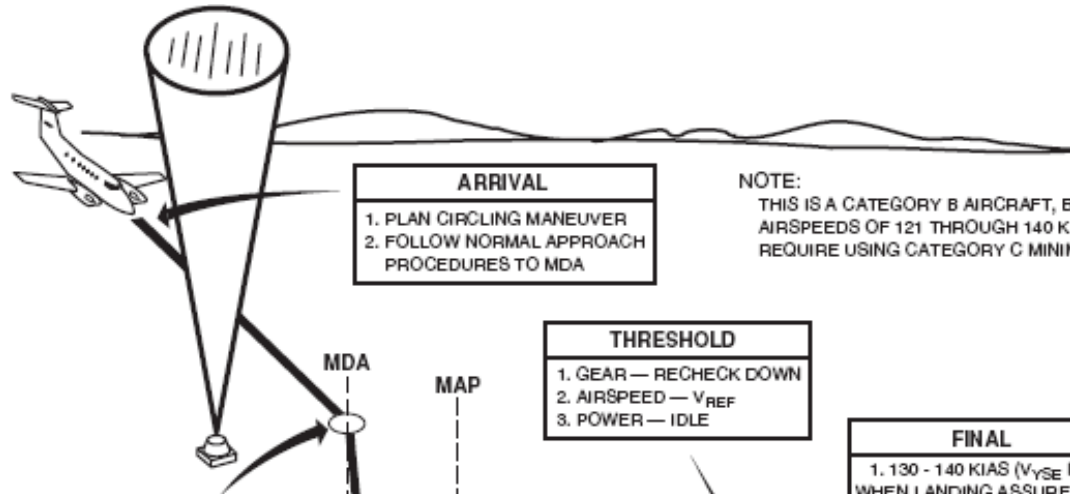


KING AIR 200

CIRCLING APPROACH



ARRIVAL

1. PLAN CIRCLING MANEUVER
2. FOLLOW NORMAL APPROACH PROCEDURES TO MDA

NOTE:
THIS IS A CATEGORY B AIRCRAFT, BUT AIRSPEEDS OF 121 THROUGH 140 KIAS REQUIRE USING CATEGORY C MINIMUMS.

THRESHOLD

1. GEAR — RECHECK DOWN
2. AIRSPEED — V_{REF}
3. POWER — IDLE

FINAL

1. 130 - 140 KIAS (V_{YSE} MIN)
2. FLAPS — DOWN
3. TRANSITION TO V_{REF}
4. YAW DAMPER — OFF

MINIMUM DESCENT ALTITUDE (MDA)

1. LEVEL OFF AT MDA AT LEAST 1 MILE PRIOR TO MAP, IF POSSIBLE
2. TORQUE — 1,100 - 1,300 LBS
3. 130 - 140 KIAS (V_{YSE} MIN)
4. MANEUVER WITHIN VISIBILITY CRITERIA
5. MAINTAIN MDA

MAP AND DURING CIRCLING MANEUVER

1. DETERMINE THAT VISUAL CONTACT WITH THE RUNWAY ENVIRONMENT CAN BE MAINTAINED AND A NORMAL LANDING CAN BE MADE FROM A CIRCLING APPROACH, OR INITIATE A MISSED APPROACH
2. MAINTAIN MDA DURING CIRCLING MANEUVER

BASE

1. COMMENCE DESCENT FROM A POINT WHERE A NORMAL LANDING CAN BE MADE

CAUTION

TO ENSURE CONSTANT REVERSING CHARACTERISTICS, THE PROPELLER CONTROL MUST BE IN FULL INCREASE RPM POSITION.

REVERSE IS MOST EFFECTIVE AT HIGHER SPEEDS; BRAKING IS MOST EFFECTIVE AT LOWER SPEEDS

IF POSSIBLE, PROPELLERS SHOULD BE MOVED OUT OF REVERSE AT APPROXIMATELY 40 KNOTS TO MINIMIZE BLADE EROSION. CARE MUST BE EXERCISED WHEN REVERSING ON RUNWAYS WITH LOOSE SAND, DUST, OR SNOW ON THE SURFACE. FLYING GRAVEL WILL DAMAGE PROPELLER BLADES, AND DUST OR SNOW MAY IMPAIR THE PILOT'S VISIBILITY.