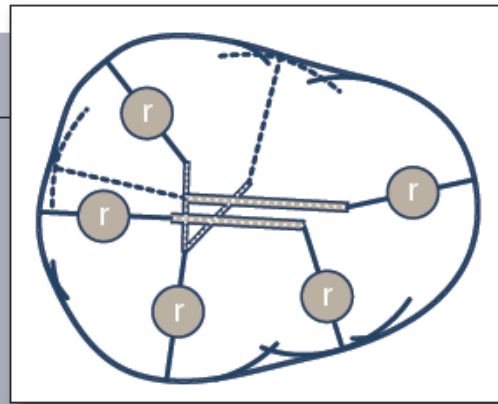


Approach Categories

Aircraft approach categories basically are established to ensure adequate obstacle clearance when maneuvering during the circling approach portion of a procedure. They are based on a speed of 1.3 times the airplane's stall speed in the landing configuration at maximum gross weight. This speed often is referred to as V_{S1} .

By "landing configuration," of course, we mean putting down the gear and extending full flaps, so the appropriate indicated airspeed is not only published but present on your airspeed indicator: It's the bottom of the white arc. The illustration at right depicts the various ways in which we can maneuver to a runway after an approach while the table below lists the five approach-speed categories and the protection they afford, which is represented by the radius, r , in the illustration.



| Category | Maneuvering Speed (1.3 X V_{S1}) KIAS | Circling Approach Area Radii |
|----------|--|------------------------------|
| A | 0-90 | 1.3 nm |
| B | 91-120 | 1.5 nm |
| C | 121-140 | 1.7 nm |
| D | 141-165 | 2.3 nm |
| E | 166 or more | 4.5 nm |