

Philadelphia Int'l. airport, KPHL to Perkasie, Pennsylvania, N70

Set the weather on your flight simulator to two miles visibility, wind, calm and the ceiling at 1500 ft, "overcast." The NDB is very close to the field, 2.1 nm, so calculate the time to the MAP at 75 kts (1 min., 41 secs.). Tune your ADF receiver to UKT NDB, 208 kHz.

Just received ATC clearance to leave for Pennridge. Depart Philadelphia Int'l., KPHL, Rwy 35, climb to 4000 ft, direct to UKT, cleared for the approach, Pennridge Airport, N70.

Fly to UKT and start the approach ... down to 2500 ft outbound and to 1800 ft inbound. There is nothing unusual about the approach up to arriving at the FAF inbound. Then things get very busy, very fast.

Reset the panel timer, and start it at the FAF. Begin your descent immediately to 1240 ft. MDA. That is a 560 ft change in altitude, and the time from the FAF to the MAP is 1 min., 41 secs., so this is not the time to casually reduce altitude.

Keep the traffic pattern in mind as you head towards the runway. On sighting the runway, turn right to 217° to the traffic-pattern entry heading. From this point on, fly a conventional left-traffic pattern and land on Rwy 8, which slopes slightly upgrade.

If you lose sight of the field once you start circling for the desired runway you are required to immediately execute a missed approach.

You may not descend below the MDA while circling until you are in the actual landing phase, i.e., on base leg or final.