TERMS/LANDING MINIMA DATA 00000

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the **G** symbol on the circling line of minima.

Circling MDA in fact MSI	Approach Category and Circling Radius (NM)							
Circling MDA In feet MSL	CAT A	CAT B	CAT C	CAT D	CAT E			
All Altitudes	1.3	1.5	1.7	2.3	4.5			

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

Circling MDA in fact MSI	Approach Category and Circling Radius (NM)							
Circling MDA in feel MSL	CAT A CAT B		CAT C	CAT D	CAT E			
1000 or less	1.3	1.7	2.7	3.6	4.5			
1001-3000	1.3 1.8		2.8	2.8 3.7				
3001-5000	1.3	1.8	2.9	3.8	4.8			
5001-7000	1.3	1.9	3.0	4.0	5.0			
7001-9000	1.4	2.0	3.2	4.2	5.3			
9001 and above	1.4	2.1	3.3	4.4	5.5			

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)						
1600	1/4	2400	1/2	3500	5/8	5500	1
1800	1/2	2600	1/2	4000	3⁄4	6000	11/4
2000	1/2	3000	5/8	4500	7⁄8		
2200	1/2	3200	5/8	5000	1		

RAD	AR N	/INIMA			HAT/			54/	HAT/	,
	RWY	GP/TCH/RPI	САТ	DA/ MDA-VIS	HATN/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT N/	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195 /16	100	(100-¼)			Visibi	ity
	28	2.5°/48/1068	ABCDE	187 /16	100	(100-¼)			(RVR	100's of feet)
ASR	10		ABC	560 /40	463	(500-¾)	DE	560 /50	463	(500-1)
	28		AB	600 /50	513	(600-1)	CDE	600 /60	513	(600-1¼)
CIR	10		AB	560- 1¼	463	(500-1¼)	CDE	560- 1½	463	(500-1½)
	28		AB	600- 1¼	503	(600-1¼)	CDE	600- 1½	503	(600-1½)

Radar Minima:

 Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.

2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored

(V) VHF emergency frequency (121.5) monitored

(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x". Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A Alternate Minimums not standard. CMI users refer to tabulation. USA/USA/USA/ pilots refer to appropriate regulation A Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

NA Anternate minimums are Not Autorized due to unmonitored facility of assence of weather reporting service.
Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation

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Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.