

5-4-20. Approach and Landing Minimums

a. Landing Minimums. The rules applicable to landing minimums are contained in 14 CFR Section 91.175. TBL 5-4-1 may be used to convert 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 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

b. Obstacle Clearance. Final approach obstacle clearance is provided from the start of the final segment to the runway or missed approach point, whichever occurs last. Side-step obstacle protection is provided by increasing the width of the final approach obstacle clearance area.

TBL 5-4-1
RVR Value Conversions

RVR	Visibility (statute miles)
1600	1/4
2400	1/2
3200	5/8
4000	3/4
4500	7/8
5000	1
6000	1 1/4

1. Circling approach protected areas are defined by the tangential connection of arcs drawn from each runway end (see FIG 5-4-27). Circling approach protected areas developed prior to late 2012 used fixed radius distances, dependent on aircraft

approach category, as shown in the table on page B2 of the U.S. TPP. The approaches using standard circling approach areas can be identified by the absence of the “negative C” symbol on the circling line of minima. Circling approach protected areas developed after late 2012 use the radius distance shown in the table on page B2 of the U.S. TPP, 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 “negative C” symbol on the circling line of minima (see FIG 5-4-28). Because of obstacles near the airport, a portion of the circling area may be restricted by a procedural note; for example, “Circling NA E of RWY 17-35.” Obstacle clearance is provided at the published minimums (MDA) for the pilot who makes a straight-in approach, side-steps, or circles. Once below the MDA the pilot must see and avoid obstacles. Executing the missed approach after starting to maneuver usually places the aircraft beyond the MAP. The aircraft is clear of obstacles when at or above the MDA while inside the circling area, but simply joining the missed approach ground track from the circling maneuver may not provide vertical obstacle clearance once the aircraft exits the circling area. Additional climb inside the circling area may be required before joining the missed approach track. See paragraph 5-4-21, Missed Approach, for additional considerations when starting a missed approach at other than the MAP.