



**IMPLEMENTATION OF NEW CIRCLING CRITERIA BASED ON TERPS 8260.3B CHANGE 21**

**Background**

The FAA has modified the criteria for circling approach areas via TERPS 8260.3B Change 21. The circling approach area has been expanded to provide improved obstacle protection. As a result, circling minima at certain airports may increase significantly.

**Standard Circling Approach Maneuvering Radius**

Circling approach areas developed prior to 2011 used the radius distances (in NM) as depicted in the following table. The distances are dependent on the aircraft approach category.


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


**Expanded Circling Maneuvering Airspace Radius**

Circling approach areas for approach procedures developed beginning in 2013 use the radius distances (in NM) as depicted in the following table. These distances, dependent on aircraft category, are also based on the circling altitude which accounts for the true airspeed increase with altitude.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	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	3.7	4.6
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

**Affect on Jeppesen Charts**

Charts where these criteria have been applied can be identified by the symbol  in the CIRCLE-TO-LAND minima box.

CIRCLE-TO-LAND	
	Circling not authorized East of Rwy 3R/21L.
Max Kts	MDA(H)
90	1580' (495') - 1
120	1580' (495') - 1 1/2
140	1580' (495') - 1 1/2
165	1640' (555') - 2

The new minima will be published on approach procedure charts on an as-revised basis as the new criteria are applied by the FAA and issued via their source documents.