

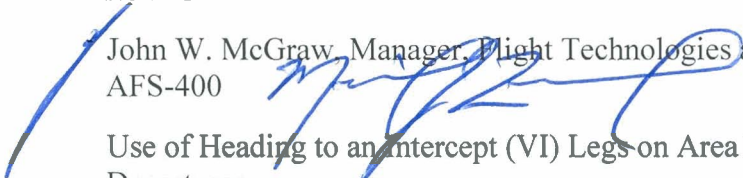


Federal Aviation Administration

Memorandum

Date: DEC 17 2007

To: Thomas C. Accardi, Director, Technical Operations Aviation System Standards,
AJW-3

From: John W. McGraw, Manager, Flight Technologies and Procedures Division,
AFS-400 

Subject: Use of Heading to an Intercept (VI) Legs on Area Navigation (RNAV)
Departures

Purpose: To authorize the use of RNAV instrument departure procedures that begins with a VI leg.

Background: Industry has asked for VI legs to solve problems some flight management systems have with “heading to altitude” (VA) coded legs. Air Traffic has requested the option to use VI legs in an attempt to better achieve the intended ground track for Standard Instrument Departures. Because of those anticipated operational advantages, development of Terminal Instrument Procedures (TERPS) criteria for VI legs has already begun. This memorandum provides an interim method for use of VI legs prior to approval of revised TERPs criteria.

Previous Guidance: The Flight Technologies and Procedures Division, AFS-400 memorandum, “Use of ‘Heading to Intercept’ Legs on RNAV Departures,” dated November 2, 2006, is incorporated into this memorandum, and is hereby superseded.

Implementation: When Air Traffic or another proponent requests a VI leg, use the policy guidance for the applicable situation, either 1 or 2 below:

Situation 1: An RNAV departure procedure, which begins with a VA leg followed by a “course to fix” (CF) leg, has already been approved or is in the process of being evaluated and approved concurrently.

Policy for Situation 1: A VI leg is authorized for use, without approval or waiver action by Flight Standards, when both of the following conditions are met:

1. The VI leg must use the same heading as the approved VA leg and it must intercept the same course used for the approved CF leg, and,

2. The “at or above” altitude for the VI leg must be the same as the termination altitude for the approved VA leg.

Situation 2: Where any of the conditions for situation 1 are not met.

Policy for Situation 2: For any other use of VI leg codes on a new or revised RNAV instrument departure procedure for civil use, approval from Flight Standards Service is required. Send the procedure for review by the Flight Standards Procedure Review Board (PRB) so that reviewing offices can conduct a “case-by-case” evaluation. In the departure procedure package, include an explanation of the situation that requires the requested VI leg. When available, add any other supporting material, such as the results of aircraft simulator evaluations.

Note: A waiver to FAA Order 8260.46, Departure Procedure (DP) Program, Appendix 2, paragraph 5, is no longer required just for the use of VI legs. A waiver(s) must be requested if any of the above policy or any other TERPs related criteria are not met.

Documentation: Make an entry of “VI/CF PERMITTED” on Form 8260-15C, in the “Remarks” column when it has been determined that this leg type combination is permitted.

If you have questions, please contact Mr. Harry Hodges, Manager, Flight Procedure Standards Branch, AFS-420, at (405) 954-4164.