

## CHAPTER 1. ADMINISTRATIVE

### SECTION 1. SCOPE

**1. PURPOSE.** Apply the criteria in this order to formulate, review, approve, and publish procedures for instrument flight operations to and from civil and military airports. These criteria apply at any location where an appropriate United States agency exercises jurisdiction.

**2. DISTRIBUTION.** This order is distributed to selected Federal Aviation Administration (FAA) addressees. For distribution within the Department of Defense, see pages v and vi.

**3. CANCELLATION.** Order 8260.34, Glide Slope Threshold Crossing Height Requirements, dated 10/26/83, is canceled. This change also incorporates criteria contained in VN Supplements 2 and 3 to Order 8260.3B; therefore, VN SUP 2, dated 10/8/92, and VN SUP 3, dated 1/11/93, are canceled.

**4. EXISTING PROCEDURES.** Unless otherwise specified, existing procedures are evaluated under the criteria that are current at the time of the periodic review. A procedure that cannot be amended to meet current criteria is considered “nonstandard.” Approval of nonstandard procedures is covered in paragraph 141.

**5. TYPES OF PROCEDURES.** Criteria are provided for the following types of authorized instrument procedures:

**a. Precision Approach (PA).** An instrument approach based on a navigation system that provides course and glidepath deviation information meeting the precision standards of ICAO Annex 10 is considered a PA procedure. Precision Approach Radar (PAR), Instrument Landing System (ILS), and Microwave Landing System (MLS) procedures are examples of PA procedures.

**b. Approach with Vertical Guidance (APV).** An instrument approach based on a navigation system that is not required to meet the precision approach standards of ICAO Annex 10 but provides course and glidepath deviation information is considered an APV procedure. BaroVNAV, LDA with glidepath, and LPV are examples of APV procedures.

**c. Nonprecision Approach (NPA).** An instrument approach based on a navigation system that provides course deviation information, but no glidepath deviation information is considered an NPA procedure. VOR, TACAN, LNAV, NDB, LOC, and ASR approaches are examples of NPA procedures.

**d. Departure Procedures (DP).** Procedures designed to provide obstacle clearance during instrument departures.

**6. WORD MEANINGS.** Word meanings as used in this manual:

**a. Shall or Must** means that application of the criteria is mandatory.

**b. Should** means that application of the criteria is recommended.

**c. May** means that application of the criteria is optional.

**7.-119. RESERVED.**

### SECTION 2. ELIGIBILITY, APPROVAL, AND RETENTION

#### 120. ELIGIBILITY.

**a. Military Airports.** Procedures at military airports shall be established as required by the directives of the appropriate military service.

**b. Civil Airports.** Instrument procedures shall be provided at civil airports open to the aviation public whenever a reasonable need is shown. No minimum number of potential instrument approaches is specified; however, the responsible FAA office must determine that a public procedure will be beneficial to more than a single user or interest. Private procedures, for the exclusive use of a single interest, may be provided on a reimbursable basis under Title 14 of the Code of Federal Regulations (14 CFR) Part 171, where applicable, if they do not unduly conflict with the public use of airspace. Reasonable need is deemed to exist when the instrument flight procedure will be used by:

(1) A **certificated air carrier**, air taxi, or commercial operator; or

(2) **Two or more aircraft operators** whose activities are directly related to the commerce of the community.

(3) **Military aircraft.**

**121. REQUESTS FOR PROCEDURES.** Requests for military procedures are processed as described by the appropriate military service. Civil procedures may be requested by letter, therefore no special form is required. Send requests to the appropriate Regional Office. Requests are accepted from any aviation source, provided the request indicates the airport owner/operator has been advised of the request. (This advice is necessary only when the request is for an original procedure to an airport not already served by an approach procedure.) The FAA will advise airport owners/operators of additional requests for procedures.

**122. APPROVAL.** Where a reasonable civil need has been established or a military requirement exists, a request for an instrument approach procedure (IAP) and/or instrument departure procedure must be approved if the following minimum standards are met:

**a. Airport.** An airport airspace analysis conducted under Order 7400.2, Procedures for Handling Airspace Matters, or appropriate military directives, as applicable must find the airport acceptable for instrument flight rules (IFR) operations. The airport landing surfaces must be adequate to accommodate the aircraft expected to use the procedure. The lowest approach and departure minimums may be achieved where the obstacle environment is benign and the airport infrastructure requirements of AC 150/5340-1, Marking of Paved Areas on Airports, and AC 150/5300-13, Airport Design, Appendix 16 are met. However, higher minimums may result where obstacles conflict with clearance requirements and/or these infrastructure requirements are not met. Only circling minimums may be approved to airports where the runways are not clearly defined. Runway lighting is required for approval of night instrument operations. **EXCEPTION:** Do NOT deny takeoff and departure procedures at night due solely to the absence of runway edge lights.

**b. Navigation Facilities.** All instrument and visual navigation facilities used must successfully pass flight inspection.

**c. Obstacle Marking and Lighting.** Obstacles that penetrate 14 CFR Part 77 imaginary surfaces are obstructions and, therefore, should be marked and lighted, insofar as is reasonably possible under FAA Advisory Circular AC 70/7460.1, Obstruction Marking and Lighting. Those penetrating the 14 CFR Part 77 approach and transitional surfaces should be removed

or made conspicuous under that AC. Under certain circumstances, objects that are shielded may not need to be removed or made conspicuous.

*NOTE: In military procedures, the appropriate military directives apply.*

**d. Weather Information.** Terminal weather observation and reporting facilities must be available for the airport to serve as an alternate airport. Destination minimums may be approved when a general area weather report is available prior to commencing the approach and approved altimeter settings are available to the pilot prior to and during the approach consistent with communications capability.

**e. Communications.** Air-to-ground communications must be available at the initial approach fix (IAF) minimum altitude and where an aircraft executing the missed approach is expected to reach the missed approach altitude. At lower altitudes, communications are required where essential for the safe and efficient use of airspace. Air-to-ground communication normally consists of ultra high frequency (UHF) or very high frequency (VHF) radio, but high frequency (HF) communication may be approved at locations that have a special need and capability. Other suitable means of point-to-point communication, such as commercial telephone, are also required to file and close flight plans.

**123. RETENTION AND CANCELLATION.** Civil instrument procedures must be canceled when a re-evaluation of the usefulness of an IAP indicates that the benefits derived are not commensurate with the costs of retaining the procedure. This determination will be based upon an individual evaluation of requirements peculiar to each specific location, and will consider airport complexity, military requirements, planned airport expansion, and the need for a backup or supplement to the primary instrument approach system. Certain special procedures exist, generally based on privately operated navigation facilities. When a procedure based on a public facility is published, special procedures for that airport must be canceled unless retention provides an operational advantage to the user. Before an instrument procedure is canceled, coordination with civil and military users must be effected. Care must be taken not to cancel procedures required by the military or required by air carrier operators at provisional or alternate airports. Retain or cancel military procedures as required by the appropriate military authority.

124.-129. RESERVED