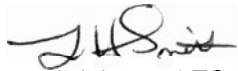




Federal Aviation Administration

Memorandum

Date: JUL 30 2008

To: Danny E. Hamilton, Manager, National Flight Procedures Office, AJW-32
Wayne Fetty, U.S. Air Force Flight Standards Agency (AFFSA)
Walt Perron, U.S. Army Aeronautical Services Agency (USAASA)
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From: John W. McGraw, Manager, Flight Technologies and Procedures Division, AFS-400

Subject: Clarification of Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), Change 20, and Order 8260.49A, Simultaneous Offset Instrument Approach (SOIA)

PURPOSE

This memorandum provides policy guidance for instrument procedure developers clarifying the intent of Federal Aviation Administration (FAA) Order 8260.3B and 8260.49A. It replaces the AFS-400 policy memorandum, same subject, dated February 14, 2008.

BACKGROUND

The previous AFS-400 policy memorandum contained clarification regarding paragraph 12.0 of FAA Order 8260.49A. The policy clarification states, in part, to "evaluate a missed approach segment from a 200 ft height above threshold/height above touchdown (HATh/HAT) point to determine the impact of obstacles on a go-around executed past the Missed Approach Point (MAP)".

It is recognized that the location of the 200 ft HATh/HAT point is not clearly defined and could be interpreted to mean that it should be located on the published localizer type directional aid (LDA) precision runway monitor (PRM) final approach course. This is not the desired intent since a visual maneuver off of the published course is accomplished well above a 200 ft HATh/HAT point. Instead, the intent is for the evaluation to be accomplished from a point that would provide a 200 ft HATh/HAT on the LDA PRM landing runway's extended centerline.

The following policy is reproduced from the February 14, 2008, memorandum, except item 8 has been amended to clarify the intended location of the 200 ft HATh/HAT point.

POLICY

The following clarifications are provided;

In addition to the evaluation beginning at the LDA PRM decision altitude (DA), evaluate a missed approach segment from a point on the LDA runway's extended centerline that would provide a 200 ft HATh/HAT.

- I. Order 8260.3B, Change 19 paragraph 330c (only applicable to procedures developed under current standard per Change 20 implementation agreement) add:

Note: "Fly Visual to Airport" option N/A for LDA PRM and localizer type directional aid/distance measuring equipment (LDA/DME) procedures developed under Order 8260.49A, Simultaneous Offset Instrument Approaches (SOU).

2. Order 8260.3B, Change 20 paragraph 3.3.2b add:

Note 2: "Fly Visual to Airport" option N/A for LDA PRM and LDA/DME procedures developed under Order 8260.49A, Simultaneous Offset Instrument Approaches (SOU).

3. Order 8260.3B, Change 20 paragraph 3.3.3b, add:

Note 2: "Fly Visual to Airport" option N/A for LDA PRM and/or LDA/DME procedures developed under Order 8260.49A, Simultaneous Offset Instrument Approaches (SOU).

4. Order 8260.49A paragraph 5.0, add:

Note: Use of visual separation U W Order 7110.65 paragraph 7-2-1 does not obviate the standards defined by this order.

5. Order 8260.49A paragraph 10.0.1b (1), change to read:

b. (1) Mark the location of the DA as a Distance Measuring Equipment (DME) fix based on the distance specified by the Flight Systems Laboratory Branch (AFS-450) automated analysis (see paragraph 11). Determine the published DA as follows:

STEP ONE. Note the DA and MAP-to-threshold distance specified by the AFS-450 automated analysis.

STEP TWO. Evaluate the TERPS final and missed approach segments using the DA provided in Step One. If any surface is penetrated, resubmit the procedure for further analysis and notify AFS-450 of the required DA adjustment.

Note: Procedural amendments to the LDA PRM (or associated LDA/DME) modifying course, revising MAP location, or changing DA/visibility shall be resubmitted to AFS-450 for automated analysis.

STEP THREE. Publish the DA and visibility specified by the AFS-450 analysis in Step One or Step Two rounded to appropriate increment for the LDA PRM and associated LDA/DME.

6. Order 8260.49A paragraph 11.1, delete last sentence.
7. Order 8260.49A paragraph 11.2, delete note.
8. Order 8260.49A paragraph 12.0, change to read:

The LDA PRM missed approach section 2 course must diverge by a minimum of 45° from the adjacent ILS final course extended. In addition to the evaluation beginning at the LDA PRM DA (see paragraph 10.0.1), evaluate a missed approach segment from a *point on the LDA runway's extended centerline that would provide a 200 ft HATh/HAT* to determine the impact of obstacles on a go-around executed past the MAP. If the surface is penetrated, climb gradients must be specified ("DA" adjustments above 200' or additional AFS-450 analysis not applicable).

Chart note: "If go around executed after [FIX NAME], missed approach require(s) minimum climb of [NUMBER] feet per NM to [ALTITUDE]."

This policy shall remain in effect until publication of the next revision to Order 8260.49 or as otherwise directed by the Flight Standards and Procedures Division, AFS-400. If you have any questions, please contact Mr. Thomas J. Nichols, Flight Standards Procedure Branch, AFS-420, at (405) 954-1171.