U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER
8260.3D

Effective Date:
02/16/2018

SUBJ: United States Standard for Terminal Instrument Procedures (TERPS)

This order prescribes standardized methods for designing and evaluating instrument flight procedures (IFPs) in the United States and its territories. It is to be used by all personnel responsible for the preparation, approval, and promulgation of IFPs. These criteria are predicated on normal aircraft operations and performance.

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Chapter 1. Administrative

Section 1-1. Scope

1-1-1. Purpose of This Order. This order prescribes standardized methods for designing and evaluating instrument flight procedures (IFPs) prescribed under Title 14, Code of Federal Regulations (14 CFR) Part 95 and Part 97. It also contains design guidance related to other IFPs and Air Traffic Control (ATC) charts not specified under Parts 95 or 97. It is to be used by all personnel responsible for the preparation, approval, and promulgation of IFPs. The criteria contained within this order are predicated on normal aircraft operations and performance.

1-1-2. Audience. All personnel who are responsible for IFP development and/or evaluation.

1-1-3. Where To Find This Order. You can find this order on the Federal Aviation Administration's (FAA) web site.

1-1-4. What This Order Cancels. Order 8260.3C, United States Standard for Terminal Instrument Procedures (TERPS), dated March 14, 2016.

1-1-5. Types of Procedures. Criteria are provided for the following types of IFPs:

a. Precision approach (PA). An instrument approach based on a navigation system that provides course and glidepath deviation information meeting the precision standards of International Civil Aviation Organization (ICAO) Annex 10 is considered a PA procedure. Precision Approach Radar (PAR) and Instrument Landing System (ILS) 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 PA standards of ICAO Annex 10 but provides course and glidepath deviation information is considered an APV procedure. Localizer performance with vertical guidance (LPV), lateral navigation/vertical navigation (LNAV/VNAV), and localizer type directional aid (LDA) with glidepath, 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. Very high frequency omnidirectional range (VOR), tactical air navigation (TACAN), very high frequency omnidirectional radio range collocated with tactical air navigational aid (VORTAC), LNAV, localizer performance (LP), nondirectional radio beacon (NDB), localizer (LOC), and airport surveillance radar (ASR) approaches are examples of NPA procedures.

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

e. Standard terminal arrival (STAR). A procedure that provides obstacle clearance and routing from the en route structure to a fix in the terminal area.

f. En route Air Traffic Service (ATS) routes. Routes including VOR and L/MF-based airways, and VOR/DME RNAV Jet routes which provide obstacle clearance.

1-1-6. Word Meanings. Word meanings as used in this order:

a. Must. This means that application of the criteria is mandatory.

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

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

1-1-7. Formulas. Refer to appendix D, Mathematics Convention, for definitions and abbreviations of formula inputs that are commonly used throughout this document.

Section 1-2. Eligibility, Approval, and Retention

1-2-1. Eligibility.

a. Military airports. IFPs at military airports must be established as required by the directives of the appropriate military service.

b. Civil airports. IFPs at civil airports are established as required by Order 8260.43, Flight Procedures Management Program.

c. Joint-use airports (civil and military). IFPs at joint-use airports are established as specified in paragraph 1-2-1.a when the military is responsible for IFP development, and as specified in paragraph 1-2-1.b when the FAA is responsible for IFP development.

1-2-2. Requests for Procedures. Refer to Order 8260.43 and Order 8260.19, Flight Procedures and Airspace.

1-2-3. Approval. The following minimum standards must be met to approve a request for an IFP:

a. An airport airspace analysis conducted under Order JO 7400.2, Procedures for Handling Airspace Matters, or appropriate military directives, as applicable must find the airport acceptable for instrument flight rules (IFR) operations.

b. The airport infrastructure must be adequate to accommodate the aircraft expected to use the procedure (see Advisory Circular (AC) 150/5340-1, Standards for Airport Markings, and AC 150/5300-13, Airport Design, paragraph 317 and table 3-4).

c. Limit the addition of CAT E minimums for new IFPs to locations where a military requirement exists.

d. Navigation facilities. All instrument and visual navigation facilities used must successfully pass flight inspection.

e. Obstacle marking and lighting. Obstacles that penetrate 14 CFR Part 77 imaginary surfaces are obstructions and; therefore, should be marked and lighted per 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 AC 70/7460-1 (or military equivalent). Do not deny instrument approach procedures due to inability to mark and light or remove obstacles that violate 14 CFR Part 77 surfaces (see exception in paragraph 3-3-2.c).

f. 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.

g. Communications.

(1) Instrument approach procedure. 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.

(2) STAR. Communications with ATC must be available over the entire route at the minimum altitude for each segment.

1-2-4. Cancellation of Procedures. Refer to Order 8260.43.

Section 1-3. Responsibility and Jurisdiction

1-3-1. Responsibility.

a. Military airports. The military services establish and approve IFPs at airports under their respective jurisdictions. IFPs established in accordance with this order are considered equivalent to 14 CFR Part 97 procedures and are normally authorized for civil use. The FAA must be informed when IFPs are canceled (see Order 8260.43). The FAA may accept responsibility for the development and/or publication of military IFPs when requested to do so by the appropriate military service through an interagency agreement.

b. Civil airports. The FAA establishes and approves IFPs for civil airports.

c. Military procedures at civil airports. Where existing FAA IFPs at civil airports do not meet user needs, the military may request the FAA to develop IFPs to meet military requirements. Modification of an existing FAA IFP or development of a new IFP may meet these requirements. The FAA must formulate, coordinate with the military and industry, and publish and maintain such procedures. The military must inform the FAA when such IFPs are no longer required.

1-3-2. Jurisdiction. The military or FAA office having jurisdiction over an airport may initiate action under these criteria to establish or revise IFPs when a reasonable need is identified, or where:

a. New navigation facilities or airport infrastructure are installed.

b. Changes to existing facilities/airport infrastructure necessitate a change to an approved IFP.

c. Additional IFPs are necessary.

d. New obstacles or operational uses require a revision to the existing IFP.

Section 1-4. IFP Establishment

1-4-1. Formulation. Proposed IFPs are prepared under the applicable chapter of this order as determined by the phase of flight and navigation source. To permit use by aircraft with limited navigational equipment, an IFP should be formulated using a single navigation source whenever possible. The use of multiple navigation sources of the same or different types may be permitted to gain an operational advantage.

1-4-2. Nonstandard IFPs. The standards contained in this order are based on reasonable assessment of the factors which contribute to errors in aircraft navigation and maneuvering. They are designed primarily to assure that safe flight operations for all users result from their application. Every effort must be made to formulate IFPs in accordance with these standards; however, obstacles, navigation information, or traffic congestion may require special consideration where justified by operational requirements. In such cases, nonstandard IFPs that deviate from these criteria may be approved, provided they are documented and an equivalent level of safety exists. A nonstandard IFP is not substandard; it has been approved after special study demonstrated that no derogation of safety is involved.

a. See Order 8260.19 for authority and processing of nonstandard civil IFPs.

b. The U.S. Military Service responsible for procedure development is the approving authority for nonstandard military IFPs; see applicable Military Service directive for approval and processing requirement. Military IFPs that deviate from standards because of operational necessity, and in which an equivalent level of safety is not achieved, must be marked "**NOT FOR CIVIL USE.**"

1-4-3. Amendments. Process in accordance with Order 8260.19 (or appropriate directives).

Section 1-5. Coordination

1-5-1. Coordination. Coordinate IFPs to avoid conflicts and to protect the rights of all airspace users.

a. ATC facilities. All new or revised IFPs must be coordinated with the affected military or civil ATC facilities and other related airspace users.

b. Airspace. Where action to designate controlled airspace for an IFP is planned, the airspace action should be initiated sufficiently in advance so that effective dates of the IFP and the airspace action will coincide (see Order 8260.19).

c. Notices to Airmen (NOTAMs). See Order 8260.19 and Order JO 7930.2, Notices to Airmen (NOTAMs), for coordination and processing requirements related to IFP NOTAMs.

1-5-2. Coordination Conflicts. Coordination conflicts that cannot be resolved with the FAA organization responsible for IFP development will be submitted to the Regional Airspace and Procedures Team (RAPT) for resolution. Make every effort to thoroughly evaluate the comments/objections, determine the validity and scope of each issue, and if necessary determine the appropriate course of action to resolve the conflict. For issues other than the application and/or interpretation of IFP design criteria, the RAPT will forward conflicts that cannot be resolved to the National Airspace and Procedures Team (NAPT). Conflicts concerning the application and/or interpretation of IFP design criteria should be forwarded to the Flight Procedure Implementation and Oversight Branch for resolution. Take parallel actions through military channels if a problem involves a military procedure.

Section 1-6. Identification of IFPs

1-6-1. General. IFPs must be uniquely identified to permit differentiation on charts/publications, airborne equipment displays, and during ATC communications. This section specifies IFP identification (procedure naming) only and is not intended for other uses.

1-6-2. Straight-in Approach Procedures. Identification includes the following elements (as applicable) in the following sequence:

a. Navigation system. The first element is the navigation system [and area navigation (RNAV) sensor in some cases] used to provide lateral navigation guidance within the final approach segment.

(1) Non-RNAV. Identify the applicable ground-based system and use the applicable abbreviation, such as, ASR, PAR, NDB, VOR, TACAN, LOC, LDA, or ILS. For localizer back course (BC) procedures, identify as “LOC BC.”

Examples: ASR RWY 17, ILS RWY 17, LOC RWY 27, LOC BC RWY 31

(2) RNAV.

(a) Procedures with LNAV, LP, LNAV/VNAV, or LPV minimums use “RNAV (GPS).”

(b) Required Navigation Performance (RNP) procedures with Authorization Required (AR) use “RNAV (RNP).”

(c) RNAV procedures based solely upon VOR/DME or VORTAC signals; use “RNAV (VOR/DME).”

(d) Ground Based Augmentation System (GBAS) Landing System (GLS) procedures, use “GLS.”

Examples: RNAV (GPS) RWY 17, RNAV (RNP) RWY 17, RNAV (VOR/DME) RWY 17, GLS RWY 17

b. Exception. High altitude approaches, prefix the navigation system with “HI-.” This prefix does not obviate the requirement to use an alphabetical suffix when more than one procedure uses the same navigational guidance to the same runway (see paragraph 1-6-2.d).

Examples: HI-TACAN RWY 31, HI-ILS X RWY 13

c. Precision runway monitor (PRM) modifier. This element is applicable to ILS, GLS, RNAV (GPS and/or RNP), and LDA procedures authorized for closely spaced parallel approach operations including Simultaneous Offset Instrument Approach (SOIA) operations. Include “PRM” following the navigation system (and RNAV sensor if applicable) when requested by ATC to support closely spaced parallel operations.

Examples: ILS PRM RWY 35L, RNAV (GPS) PRM RWY 35L, RNAV (RNP) PRM RWY 31R, LDA PRM RWY 28R, GLS PRM RWY 17

d. Alphabetical suffix. When more than one procedure to the same runway uses the same type of navigation system for lateral guidance within the final approach segment, differentiate each procedure by adding a non-repeating alphabetical suffix using the letters "S" through "Z." Suffixes are normally assigned in reverse order starting with "Z," but may be assigned as needed to meet operational needs [for example, all RNAV (RNP) approaches at an airport assigned "Z" suffix, all RNAV (GPS) approaches assigned "Y" suffix, etc.].

Examples: ILS Z RWY 17, ILS Y RWY 17

(1) "V" suffix. "V" is reserved for ILS, RNAV, and GLS procedures designated to support simultaneous converging approach operations.

(2) Category I ILS, Special Authorization (SA) Category I ILS, Category II ILS, SA Category II ILS, and/or Category III ILS approaches to the same runway with the same ground tracks, altitudes (landing minimums excluded), and missed approach instructions are not considered duplicates of each other and do not require separate alphabetical identification suffixes. For example, no suffix is required for either the "ILS RWY 16R" or "ILS RWY 16R (SA CAT I)", but if the CAT I ILS has a suffix, then assign the same suffix to the SA ILS, for example, "ILS Y RWY 16R" and "ILS Y RWY 16R (SA CAT I)."

(3) PRM. Assign the same identification suffix to the PRM approach as is assigned to the non-PRM approach it is based on. For example, title the PRM, "RNAV (GPS) PRM Y RWY 28L" when based on the "RNAV (GPS) Y RWY 28L." Do not assign a suffix if the non-PRM approach is published without one. For example, title the PRM, "ILS PRM RWY 17" when based on the "ILS RWY 17."

(4) RNAV (GPS), RNAV (RNP), and RNAV (VOR/DME). Alphabetical suffixes are required for each procedure with "RNAV" in the title when there are two or more such procedures to the same runway.

Examples: RNAV (GPS) Z RWY 28L, RNAV (GPS) Y RWY 28L, RNAV (RNP) X RWY 28L, RNAV (VOR/DME) W RWY 28L

(5) High altitude procedures and other procedures using the same final approach guidance to the same runway require a suffix unless all tracks and altitudes are identical. For example, title the high ILS as, "HI-ILS Z RWY 32" and the low ILS as, "ILS Y RWY 32."

e. Runway numbers which the final approach course (FAC) is aligned and to which straight-in minimums are authorized. Describe as "RWY" followed by the runway designator(s).

Examples: ILS RWY 17, RNAV (GPS) RWY 18L, HI-TACAN Y RWY 13. Where approaches meet straight-in alignment criteria to more than one runway: VOR RWY 14L/R, VOR RWY 5/7.

1-6-3. Circling Approach Procedures. When the approach does not meet criteria authorizing straight-in landing minimums, identification includes the following elements:

a. The navigation system (and sensor when applicable) as specified in paragraph 1-6-2.a.

b. A non-repeating alphabetical suffix assigned sequentially.

(1) The first approach established uses the suffix "A" even though there may be no intention to establish additional procedures.

(2) Do not duplicate the alphabetical suffix where there are multiple circling procedures at the same airport, even when the procedures use different navigation systems; if additional procedures are established, they must be identified alphabetically in sequence. A revised approach procedure will use its original identification.

Examples: NDB-A, VOR-B, LDA-C

(3) The alphabetical suffix must not be duplicated at airports with identical city names within the same state, regardless of the airport name/navigation system guidance.

Example:

State	City	Airport	Procedure name
GA	Atlanta	KFTY	VOR-A
GA	Atlanta	KCCO	NDB-B
GA	Atlanta	KPDK	LDA-C

1-6-4. Combined Charting of Approach Procedures. A VOR approach may be combined with a TACAN approach if they share common tracks, fixes, fix altitudes, and missed approach instructions. An ILS approach may be combined with a LOC approach if they share common tracks, fixes, fix altitudes [missed approach point (MAP) and final segment step down fixes/altitudes are excluded], and missed approach instructions. Identify as specified in paragraph 1-6-2, except the runway number element (single suffix for circling) is included only with the last approach listed, and identifications are connected by the word "or."

Examples: ILS or LOC RWY 36L, VOR or TACAN RWY 31, ILS Z or LOC Z RWY 18, ILS Z or LOC RWY 36, ILS Z or LOC Y RWY 28, VOR or TACAN-A

1-6-5. Departure Procedure Identification. For named departures, see Order 8260.46, Departure Procedures (DP) Program.

1-6-6. En Route Procedure Identification. For named ATS routes, see Order JO 7400.2.

1-6-7. Standard Terminal Arrival Identification (see Order 8260.19).

Section 1-7. IFP Publication

1-7-1. Submission. IFPs must be submitted by the approving authority on forms provided by the originating agency. IFPs must be routed under current orders or directives of the originating agency.

1-7-2. Issuance. The FAA Administrator (or designee) is responsible for issuing civil instrument procedures. The military approving authorities are responsible for issuing military instrument procedures.

1-7-3. Effective Date. See Orders 8260.19 and 8260.26, Establishing Submission Cutoff Dates for Civil Instrument Flight Procedures, or applicable military directive(s). FAA policy does not permit the issuance of complete civil instrument approach procedures by NOTAM.

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Chapter 2. General Criteria

Section 2-1. Common Information

2-1-1. Scope. This chapter contains only that information common to all types of TERPS. Criteria, which do not have general application, are located in the individual chapters concerned with the specific types of facility, navigation source, or application.

2-1-2. Required Obstacle Clearance (ROC). This order specifies the minimum measure of obstacle clearance considered by the FAA to supply a satisfactory level of vertical protection. The validity of the protection is dependent, in part, on assumed aircraft performance. In the case of TERPS, it is assumed that aircraft will perform within certification requirements.

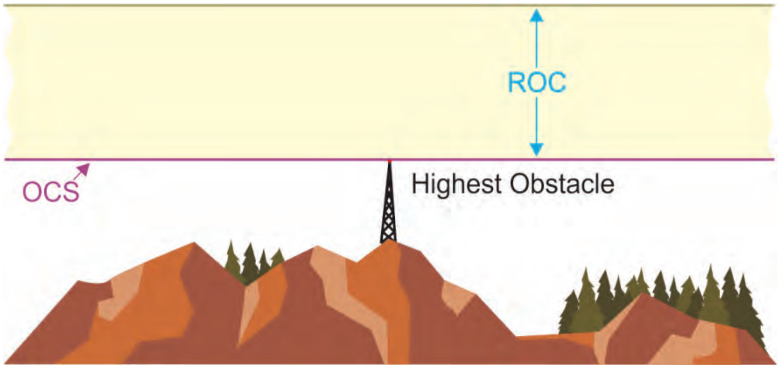
a. These criteria are predicated on normal aircraft operations for considering obstacle clearance requirements. Normal aircraft operation means all aircraft systems are functioning normally, all required navigation systems are performing within flight inspection parameters, and the pilot is conducting instrument operations utilizing IFPs based on the TERPS standard to provide ROC.

b. While the application of TERPS criteria indirectly addresses issues of flyability and efficient use of navigation systems, the major safety contribution is the provision of obstacle clearance standards. This facet of TERPS allows aeronautical navigation in instrument meteorological conditions (IMC) without fear of collision with unseen obstacles. ROC is provided through application of level and sloping obstacle clearance surface (OCS).

2-1-3. Level OCS. The level OCS concept is applicable to “level flight” segments. These segments are level flight operations intended for en route, STAR, feeder, initial, intermediate, and NPA final approach segments. A single ROC value is applied over the length of the segment. These values were determined through testing and observation of aircraft and pilot performance in various flight conditions. Typical ROC values are: 1000 feet (2000 over designated mountainous terrain) for en route, STAR, and feeder segments, 1000 feet for initial segments, 500 feet for intermediate segments, and 250-500 feet for final segments.

a. This method of applying ROC results in a horizontal band of airspace that cannot be penetrated by obstacles. The bottom surface of the ROC band is mathematically placed on top of the highest obstacle within the segment. The depth (ROC value) of the band is added to the obstacle height to determine the minimum altitude authorized for the segment. The bottom surface of the ROC band is referred to as the level OCS. Therefore, level flight segments are evaluated by the level OCS application standard (see figure 2-1-1).

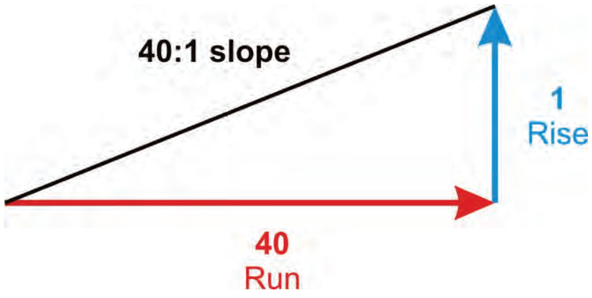
Figure 2-1-1. Minimum Segment Altitude



2-1-4. Sloping OCS. The method of applying ROC, in segments dedicated to descending on a glidepath or climbing in a departure or missed approach segment, requires a different obstacle clearance concept than the level OCS because the ROC value must vary throughout the segment. The value of ROC near the runway is relatively small and increases throughout the segment.

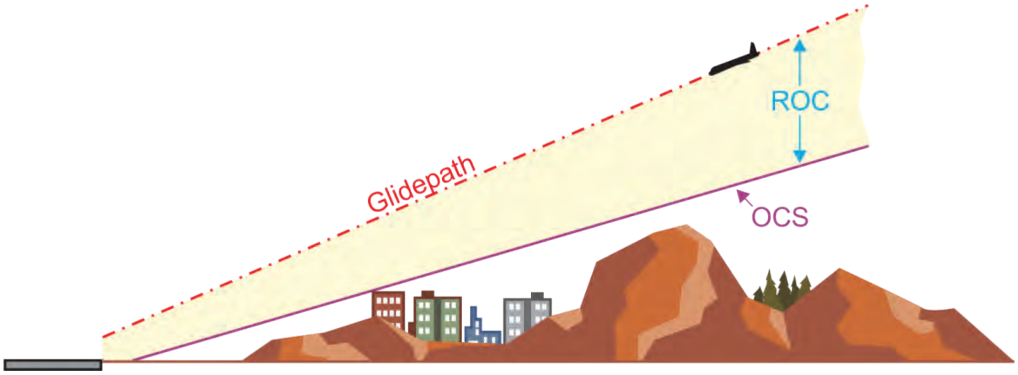
Note: While slope ratios are normally expressed in terms of rise over run in engineering and professional technical jargon, TERPS has traditionally expressed slope ratios in terms of run over rise; for example 34:1, 40:1 (see figure 2-1-2).

Figure 2-1-2. TERPS Slope Ratio



a. Descending on a PA/APV glidepath. The obstacle evaluation method for descent on a glidepath is the application of a descending OCS below the glidepath. The vertical distance between the glidepath and the OCS is the ROC; thus ROC = (glidepath height) - (OCS height). The ROC decreases with distance from the precise final approach fix (PFAF) as the OCS and glidepath are converging towards the landing surface (see figure 2-1-3). The OCS slope and glidepath angle (GPA) values are interdependent:
OCS Slope = 102/GPA; or GPA = 102/OCS slope.

Figure 2-1-3. PA/APV Glidepath Descent



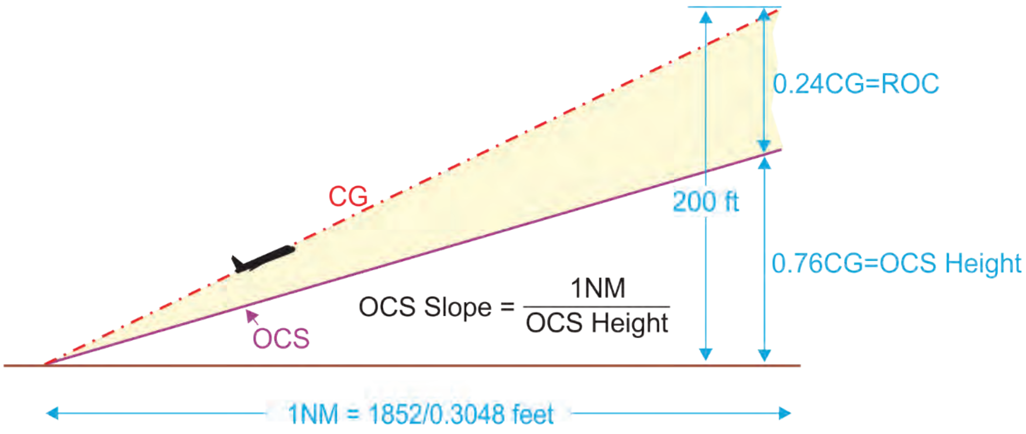
(1) If the OCS is penetrated, the OCS slope may be adjusted upward, thereby increasing the glidepath angle. The glidepath angle would increase because it is dependent on the required slope.

(2) Descent on an ILS/LPV glidepath and descent on other types of glidepaths such as barometric vertical navigation (baro-VNAV) provide ROC through application of a descending sloping surface based on standards using differing formulas, but the concept is the same.

b. Climbing on departure or missed approach. The concept of providing obstacle clearance in the climb segment of an IFP is based on the aircraft maintaining a minimum climb gradient. The climb gradient must be sufficient to increase obstacle clearance along the flight path so that the minimum ROC for the subsequent segment is achieved prior to leaving the climb segment. The minimum climb gradient that will provide adequate ROC in the climb segment is 200 ft/nautical mile (NM), unless a higher gradient is specified.

(1) The obstacle evaluation method for a climb segment is the application of a rising OCS below the minimum climbing flight path. Whether the climb is for departure or missed approach is immaterial. The vertical distance between the climbing flight path and the OCS is ROC. ROC for a departure segment is defined as ROC = 0.24 × CG. This concept is often called the “24 percent rule.” Altitude gained is dependent on climb gradient (CG) expressed in ft/NM. The minimum ROC supplied by the 200 ft/NM CG is 48 ft/NM ($0.24 \times 200 = 48$). Since 48 of the 200 feet gained in 1 NM is ROC, the OCS height at that point must be 152 feet ($200 - 48 = 152$), or 76% of the CG ($152/200 = 0.76$). The slope of a surface that rises 152 feet over 1 NM is 40 [($\frac{}{152}/0.3048 \approx 39.97$ rounded to 40)] (see figure 2-1-4).

Figure 2-1-4. Climb Segment



(2) Where an obstruction penetrates the sloping OCS, a climb gradient greater than 200 ft/NM is required to provide adequate ROC. Departure climb gradients greater than 200 ft/NM will have ROC greater than 48 ft/NM since ROC is equal to 24% of the climb gradient. The ROC expressed in ft/NM can be calculated using formula 2-1-1. However, instead of calculating the ROC value, the required climb gradient is normally calculated directly using formula 2-1-2. Refer to chapter 10 for ILS missed approach climb gradients.

Formula 2-1-1. Departure Sloping Segment ROC

$$ROC = \frac{(0.24 \ \times h)}{(0.76 \times D)}$$

Where:
h = Height of obstacle above the altitude from which the climb is initiated.
D = Distance in NM from the initiation of the climb to the obstacle.

Formula 2-1-2. Departure Climb Gradient

$$CG = \frac{h}{(0.76 \times D)}$$

Where:
h = Height of obstacle above the altitude from which the climb is initiated.
D = Distance in NM from the initiation of the climb to the obstacle.

c. In the case of an instrument departure, the sloping OCS is applied during the climb until en route ROC is attained. The OCS begins at the departure end of runway, at the elevation of the runway end. ROC is zero at the runway end, and increases along the departure route until the appropriate ROC value is attained to allow en route flight to commence.

d. In the case of a missed approach procedure, the climbing flight path starts at the height of the minimum descent altitude (MDA) or decision altitude (DA) minus height loss. The OCS starts approximately at the MAP/DA at an altitude of MDA/DA minus the final segment ROC and adjustments (see paragraph 3-2-2). Therefore, the final segment ROC is assured at the beginning of the OCS and increases as the missed approach route progresses. The OCS is applied until at least the minimum en route or holding value of ROC is attained (as appropriate).

e. Extraordinary circumstances, such as a mechanical or electrical malfunction, may prevent an aircraft from achieving the 200 ft/NM minimum climb gradient assumed by TERPS. In these cases, adequate obstacle clearance may not be provided by published IFPs. Operational procedures contained outside TERPS guidelines are required to cope with these abnormal scenarios.

2-1-5. Units of Measurement. Units of measurement must be expressed as set forth below:

a. Bearings, courses, and radials. Bearings and courses must be expressed in degrees magnetic. Radials must also be expressed in degrees magnetic, and must further be identified as radials by prefixing the letter “R” to the magnetic bearing from the facility. For example, R-027 or R-010.

b. Altitudes. The unit of measure for altitude in this publication is feet. Published heights below the transition level (18000 feet) must be expressed in feet above mean sea level (MSL); for example, 17900 feet. Published heights at and above the transition level (18000 feet) must be expressed as flight levels (FL); for example, FL 180, FL 190, etc.

c. Distances. Develop all distances in NM and hundredths, except where feet are required (1 NM =1852/0.3048 feet). When applied to visibilities, distances must be expressed in statute miles (SM) (5280 feet/SM) and the appropriate fractions thereof (see section 3-3). Runway visual range (RVR) must be expressed in feet.

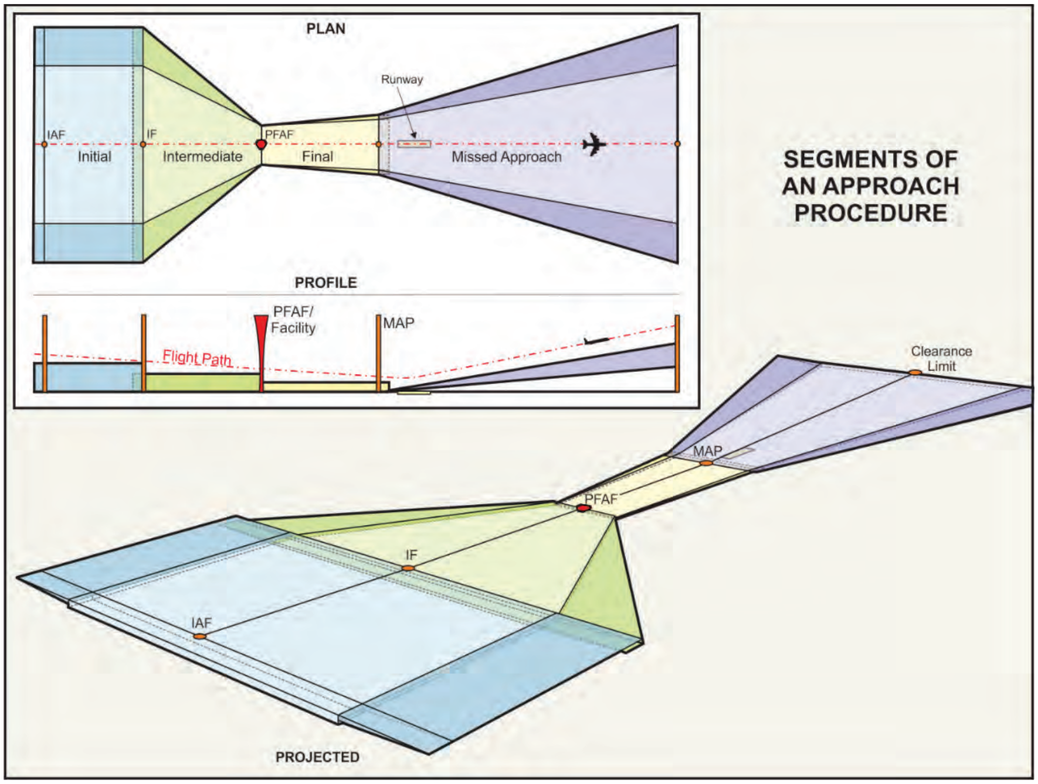
d. Speeds. Aircraft speeds must be expressed in knots indicated airspeed (KIAS).

2-1-6. Positive Course Guidance (PCG). PCG is achieved where pilots receive a continuous display of navigation data which enable the aircraft to be flown along a specific course line or track. For courses based on a ground-based navigation facility, PCG is possible only within the standard or expanded service volume of the facility. PCG must be provided for feeder routes, initial (except as provided for in paragraph 2-4-4), intermediate, and final approach segments.

2-1-7. Approach Categories (CAT). Aircraft performance differences have an effect on the airspace and visibility needed to perform certain maneuvers. Because of these differences, aircraft manufacturer/operational directives assign an alphabetical category to each aircraft (see 14 CFR Part 97). The categories used and referenced throughout this order are CAT A, B, C, D, and E. The authorized CAT must be used to determine obstacle evaluation areas (OEAs) for circling and missed approaches and used to establish landing minimums.

2-1-8. Procedure Construction. An instrument approach procedure (IAP) may have as many as four separate segments. They are the initial, intermediate, final, and missed approach segments. In addition, an area for circling the airport under visual conditions is considered when circling is authorized. An approach segment begins and ends at the plotted position of the fix; however, under some circumstances certain segments may begin at specified points where no fixes are available. The fixes are named to coincide with the associated segment. For example, the intermediate segment begins at the intermediate fix (IF) and ends at the PFAF. The order in which this chapter discusses the segments is the same order in which the pilot would fly them in a completed procedure; that is from an initial, through an intermediate, to a final approach. In constructing the procedure, the FAC should be identified first because it is the least flexible and most critical of all the segments. Then establish the other segments to produce an orderly maneuvering pattern responsive to the local traffic flow and to conserve controlled airspace to the maximum extent possible (see figure 2-1-5).

Figure 2-1-5. Segments of an Approach Procedure



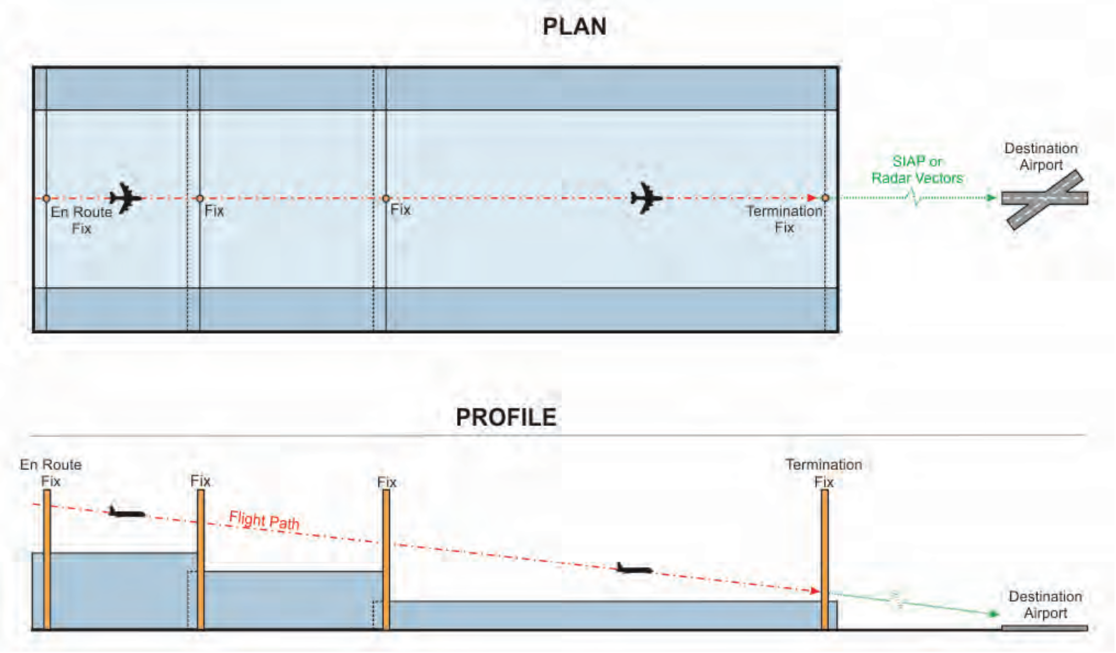
2-1-9. Continuous Descent Approach (CDA). CDA is a procedure that optimizes the aircraft approach from the beginning of its descent to touch-down. With CDA, noise and emission levels are substantially reduced and significant fuel cost savings can be realized by participating aircraft. CDA procedures do not require special instrument approach design criteria; they can be flown using existing instrument approach procedures where “at or above” altitudes are established based on the minimum ROC required for the segment. This allows pilots to descend at the optimum profile for their aircraft while maintaining a safe altitude. Mandatory and/or maximum altitude restrictions severely restrict the use of CDA and should only be implemented where absolutely necessary.

2-1-10. Aircraft Speed. Do not establish speed restrictions that require an aircraft to exceed the restrictions in 14 CFR Part 91.117 (a) and (c).

Section 2-2. Standard Terminal Arrival Procedures

2-2-1. Standard Terminal Arrival. A STAR is a preplanned route designed to facilitate the transition from the en route environment to the terminal environment for landing at one or more airports (see figure 2-2-1).

Figure 2-2-1. STAR



2-2-2. Origination and Termination.

a. A STAR must originate from a fix (see appendix B). The distance between the origination fix and any airport served by the STAR should not exceed 200 NM.

b. A STAR must terminate at a fix. The fix may be:

(1) A point in space.

(2) A fix that is also charted on an IAP.

(a) When charted on an instrument approach procedure, the termination fix must be a feeder fix, IAF, or IF. The termination fix must be the first fix that is common to both the STAR and the IAP (the STAR and the IAP must not share more than one common fix, and that fix must be the last fix on the STAR).

(b) When charted as an IAF or IF on an instrument approach procedure and the approach procedure contains a course reversal, the approach segment following the STAR termination fix must be designated as "no procedure turn" (NoPT).

c. Specify a heading or course to fly after the termination fix when requested by ATC.

2-2-3. Routes and Transitions. A STAR serving a single airport consists of a common route, with optional en route and/or runway transitions. A STAR without a common route (such as a STAR with only a common point) may also be established if it contains at least two en route transitions or at least two runway transitions. STARs serving multiple airports may consist of separate common routes to each airport; however, all common routes must begin at a fix that serves all airports.

a. En route transitions. En route transitions are established prior to the first fix of a common route. An en route transition must terminate at a fix common to all en route transitions on the same STAR.

b. Runway transitions. Runway transitions may only be established for a single airport served by the STAR. They are established between the last fix of a common route and a fix that serves a runway (or multiple runways at the same airport).

2-2-4. Alignment.

a. The angle of intersection between the initial routing of the STAR and the ATS route where it begins (if applicable) must not exceed 120 degrees.

b. When a STAR terminates at a fix located on an approach procedure, the maximum angle of intersection is 90 degrees.

c. The approach procedure segment following a STAR termination fix must meet the minimum length standards required for the magnitude of turn necessary to transition from the STAR.

2-2-5. Area. For routes based on a ground-based navigational aid (NAVAID), apply chapter 15. For RNAV routes, apply Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design.

2-2-6. Obstacle Clearance. Apply criteria in chapter 15.

2-2-7. Altitudes.

a. Minimum en route altitudes (MEAs) and published altitudes must:

(1) Provide at least the minimum ROC. ROC must be provided from each fix with an altitude restriction to the previous altitude restriction except maximum altitude restrictions.

(2) Meet communication and navigational facility requirements.

(3) Be established in 100-foot increments; when necessary round to the next higher 100-foot increment (for example, when obstacle elevation plus ROC equals 3001, round up to 3100).

b. Altitude restrictions above FL 200 should only be published to support an operational requirement.

c. When altitude restrictions are necessary, establish in the following order of preference (see exceptions in paragraphs 2-2-7.e and 2-2-7.f):

(1) Minimum altitudes.

(2) Block altitudes (also referred to as mandatory block altitudes).

(3) Mandatory altitudes. **Exception:** A mandatory altitude is the first preference for the last fix on a STAR if the fix is not shared with an approach procedure.

(4) Maximum altitudes.

d. En route transitions.

(1) Establish a MEA between fixes on the transition.

(2) If applicable, establish a minimum obstruction clearance altitude (MOCA) between fixes on a transition.

(3) Do not apply minimum crossing altitude (MCA) criteria. An MEA or a MOCA must not be higher than the previous MEA or MOCA (as applicable); increase previous MEAs/MOCAs as necessary to comply.

(4) Do not raise an MEA to support ATC operational requirements. An altitude restriction must be used if ATC has an operational requirement for an altitude higher than the MEA.

e. Common route and runway transitions. Establish a mandatory, minimum or block altitude restriction at a fix that represents the lowest altitude authorized by the STAR or STAR runway transition.

(1) Establish additional altitudes as required for obstacle clearance or to support an ATC operational requirement.

(2) When a maximum altitude restriction is established, also establish a minimum altitude at the same fix (a block altitude) or at a subsequent fix to ensure obstacle clearance. The subsequent minimum altitude (or minimum altitude of a block) must also provide obstacle clearance to the previous fix(es) with a maximum altitude. For example, publishing a maximum altitude at CHRLY (as shown in figure 2-2-2) requires the addition of a minimum altitude at CHRLY or the minimum altitude at DELTA must provide obstacle clearance back to the previous minimum altitude (in this example, the minimum altitude of a block) at BRAVO.

(3) Do not establish MEAs or MOCAs for common routes or runway transitions.

f. STAR termination altitude.

(1) An altitude restriction must be established at the termination fix of the STAR if the same fix is charted on an approach procedure. If the approach procedure fix has an altitude

restriction associated with it, then the STAR termination altitude restriction must be identical to it. For example, if the approach procedure's fix is a mandatory altitude, then the STAR must end with an identical mandatory altitude. If the approach procedure's fix is a minimum altitude, then the STAR must end with an identical minimum altitude.

(2) If the STAR authorizes radar vectors after the termination fix, an altitude is required at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable). If the STAR authorizes radar vectors after the termination fix and does not join an approach, then the altitude authorized at the termination fix should be a mandatory altitude.

(3) If the STAR termination fix will be authorized for either joining an approach or for radar vectors, the altitude must be above the MVA/MIA and comply with paragraph 2-2-7. f (1).

2-2-8. Descent Gradient (DG). Calculate DGs between fixes with an altitude restriction by using the guidance in this paragraph and the calculation methods in section 2-9. When deceleration is required, also use paragraphs 2-2-9 and 2-2-10. The DG past the termination fix of the STAR is not calculated as part of the STAR design; the overall airspace design should optimize the location and altitude for the STAR termination fix and that becomes an input to the STAR design.

a. The maximum DG (see figure 2-2-2) is based on altitude, deceleration, and airspeed constraints, as follows:

(1) The maximum permissible DG 10000 feet MSL and above is 330 ft/NM (approximately 3.11 degrees).

(2) The maximum permissible DG below 10000 feet MSL is 318 ft/NM (approximately 3.0 degrees).

(3) When a STAR contains a descent between fixes that passes through 10000 feet MSL, the maximum permissible DG is between 318 ft/NM and 330 ft/NM and is in proportion to the amount of the altitude change that is below/above 10000 feet MSL. Use formula 2-2-1 to determine the maximum DG (DG_{max}) between fixes that contain a descent that passes through 10000 feet MSL.

Formula 2-2-1. Maximum DG Passing Through 10000 Feet MSL (ft/NM)

$$DGmax = \frac{(Alt_1 - 10000) \times 12}{(Alt_1 - Alt_2)} + 318$$

Where:
Alt_1 = Altitude at the fix prior to crossing 10000 feet MSL
Alt_2 = Altitude at the fix after crossing 10000 feet MSL

Example 1: From BRAVO to CHRLY in figure 2-2-2, the altitude of 11000 minimum at BRAVO and 9000 maximum at CHRLY, will have 1/2 of the gradient at 330 ft/NM and 1/2 at 318 ft/NM, Maximum DG $= (11000 - 10000) \times 12 / (11000 - 9000) + 318 = 324.$

Example 2: In the previous example if there were no altitude restrictions at BRAVO, the gradient applies from ALPHA to CHRLY. $\text{Maximum DG} = (19000 - 10000) \times 12 / (19000 - 9000) + 318 = 328.8$.

Example 3: From GOLFF to HOTEL in figure 2-2-3, the mandatory altitude of 15000 at GOLFF and a mandatory altitude of 4000 at HOTEL, will have 5/11 of the gradient at 330 ft/NM and 6/11 at 318 ft/NM, Maximum DG = (15000 – 10000) × 12 / (15000 – 4000) + 318 = 323.45.

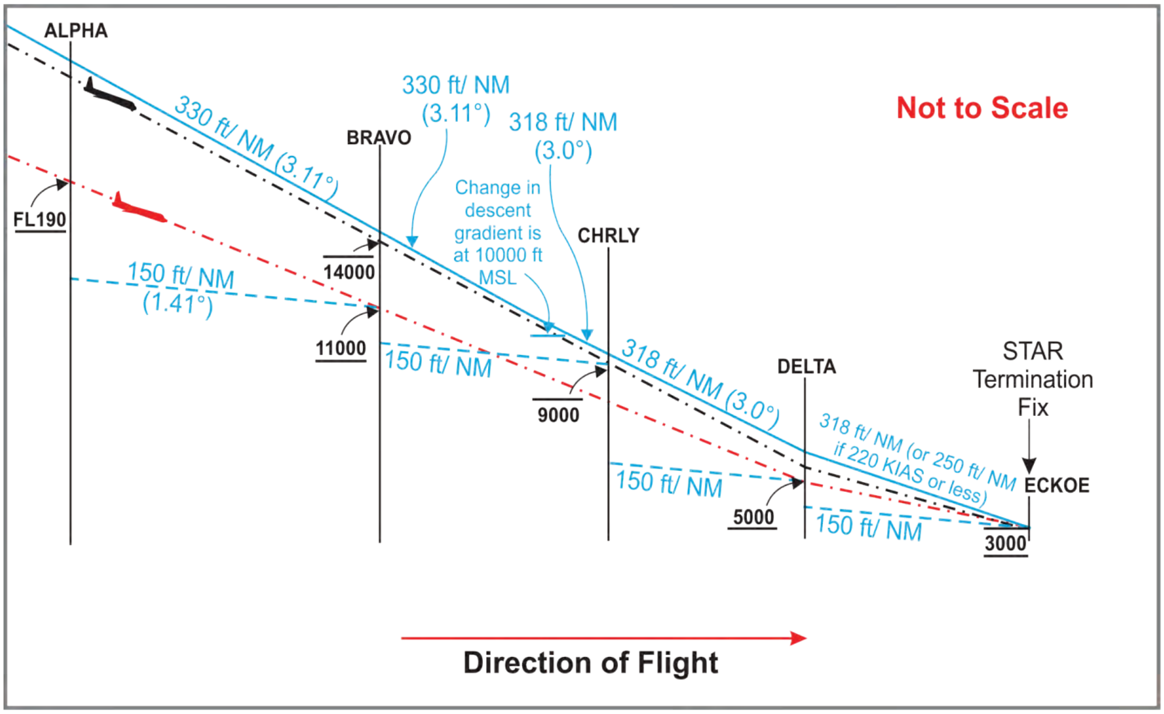
Note: Descent below 10000 feet MSL requires a deceleration calculation unless an airspeed restriction of 250 KIAS or less exists prior to the point where the descent below 10000 feet MSL occurs.

(4) Gradient after deceleration to 220 KIAS. After a speed restriction of 220 KIAS or less is used, for subsequent fixes along the route of the STAR the maximum permissible descent gradient is 250 ft/NM (approximately 2.36 degrees).

(5) Evaluation of a fix with no altitude restriction. The evaluation is done from the previous fix that has an altitude restriction to the subsequent fix that has an altitude restriction using the overall distance between the fixes with the restrictions.

(6) If more than one of paragraphs 2-2-8.a(1) through 2-2-8.a(5) applies, use the lower of the resulting values for the maximum DG.

Figure 2-2-2. Altitude Restrictions and Maximum Descent Gradient

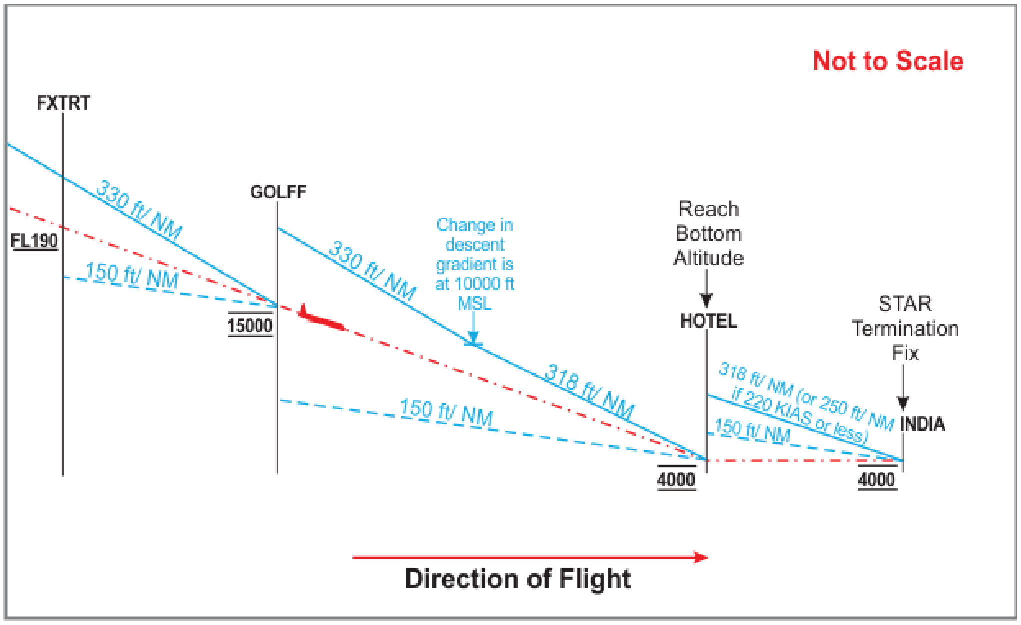


b. When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval (see paragraph 1-4-2).

c. The descent gradient between any two consecutive fixes with an altitude restriction should be at least 150 ft/NM (approximately 1.41 degrees). Descent gradients of less than 150 ft/NM (or no descent as depicted between HOTEL and INDIA in figure 2-2-3) should not be used except to support an operational requirement.

d. Figure 2-2-2 and figure 2-2-3 illustrate examples of STAR design. Figure 2-2-2 shows different flight paths to illustrate the recommended design of allowing some flexibility in the descent, preferably through the use of minimum altitudes. Figure 2-2-2 shows the recommended design of all altitude constraints being on or above the 150 ft/NM line; an ATC and/or airspace requirement is shown in figure 2-2-3 with no descent between HOTEL and INDIA. The solid blue line, depicting the maximum descent gradient, depicts the upper design limit for fixes prior to an altitude constraint. As shown in figure 2-2-3, the use of mandatory altitude constraints reduces the range of altitudes allowed at previous fixes and may result in an inefficient descent for aircraft on the STAR.

Figure 2-2-3. Altitude Restrictions With Mandatory Altitudes



2-2-9. Speed Restrictions. Minimize the use of speed restrictions as much as practicable. Optimum values are 280 KIAS at 10000 feet MSL or above and 240 KIAS below 10000 feet MSL.

a. Speed restrictions above FL 200 should only be published to support an operational requirement. When published, the restriction must allow for Mach transition (see Order 8260.19, chapter 4).

b. Do not establish more than one speed restriction per fix (for example, one speed applicable to jets and one applicable to props).

c. If a STAR terminates at a fix charted on an approach procedure, and the fix has a charted speed restriction, then establish a speed restriction on the STAR with the same numerical airspeed value. The STAR's speed restriction must be a mandatory ("at") speed restriction and the approach procedure must be a maximum ("at or below") speed restriction. For example, if the approach procedure's speed restriction is a maximum airspeed of 210 KIAS, then the STAR's speed restriction at the same fix must indicate a mandatory airspeed of 210 KIAS.

d. If a STAR terminates at a fix charted on an instrument approach procedure, and the fix does not have a speed restriction, then verify if the approach procedure contains a speed restriction located prior to the fix. If the approach procedure contains a speed restriction, then establish a mandatory speed restriction with the same numerical airspeed at or prior to the termination of the STAR.

e. For the portion of a STAR underlying a Class B airspace area, do not establish a speed restriction that requires aircraft to exceed 200 KIAS.

2-2-10. Deceleration. Sufficient distance and a reduced descent gradient are required prior to any fix with a speed restriction.

a. Where deceleration is required but descent is not permitted (for example, between two fixes with the same mandatory altitudes) or is not required (for example, between two fixes with the same minimum altitudes), provide a minimum distance of at least 4 NM prior to a fix with a speed reduction of 40 KIAS or less. For deceleration greater than 40 KIAS, allow 1 NM between fixes for every 10 knots of deceleration required. For example, a deceleration of 10, 20, 30, or 40 KIAS requires a minimum length of 4 NM; a deceleration of 50 KIAS requires a minimum length of 5 NM; a deceleration of 60 KIAS requires 6 NM.

b. When descent is permitted, the descent gradient leading to the fix with the speed restriction must be reduced. Apply formula 2-2-2 to determine the minimum deceleration distance ($Decel_D$) required before the fix; the greater distance leads to a reduced descent gradient.

(1) In determining the applicable formula gradient value, "G," use 330 ft/NM (approximately 3.11 degrees) when the ending speed restriction is greater than or equal to 250 KIAS; use 318 ft/NM (approximately 3.0 degrees) when the ending speed restriction is less than 250 KIAS but greater than 220 KIAS; use 250 ft/NM (approximately 2.36 degrees) when the ending speed restriction is 220 KIAS or less.

(2) In determining "K," use 310 KIAS, or the previous speed restriction if less than 310 KIAS, as the reference speed at or above 10000 feet MSL. For the reference speed below 10000 feet MSL, use 250 KIAS or the previous speed restriction if less. For a block altitude, use the minimum altitude when selecting 310 or 250 to use to determine the "K" value.

(3) The first altitude restriction that is below 10000 feet MSL requires a deceleration evaluation unless an airspeed restriction of 250 KIAS or less exists prior to the point where descent below 10000 feet MSL occurs. If no speed is published at the first altitude restriction that is below 10000 feet MSL, then use the lower of 250 KIAS or the previous speed restriction (if applicable). When the first fix that allows descent below 10000 feet MSL has no charted speed

restriction and the altitude constraint allows continued flight above 10000 feet MSL, the calculation is extended to the subsequent fix using the total descent and total distance for the applicable fixes.

(4) Some examples are as follows: If deceleration from a fix with no speed restriction to 280 KIAS is required above 10000 feet MSL, then “K” is equal to 3 NM$(\mathrm{K} = 310\text{-}280\ /\ 10)$. If an aircraft is decelerating from a fix with a speed restriction of 280 KIAS to a fix with no speed restriction that is below 10000 feet MSL, use 250 KIAS as the reference airspeed; then “K” is equal to 3 NM$(\mathrm{K} = 280\text{-}250\ /\ 10)$. If an aircraft is decelerating from a fix with no speed restriction that is below 10000 feet MSL, use 250 KIAS as the reference airspeed for the deceleration to the next fix; if the deceleration is to a fix with a speed restriction of 230 KIAS, then “K” is equal to 2 NM$(\mathrm{K} = 250\text{-}230\ /\ 10)$.

Formula 2-2-2. Minimum Deceleration Distance (NM)

$$Decel_D = \frac{Alt_1 - Alt_2}{G} + K$$

Where:
Alt_1 = Minimum altitude at the fix prior to the speed restriction
Alt_2 = Minimum altitude at the fix with the speed restriction
$G =$ The applicable gradient value (330/318/250).
K = 1 NM for every 10 KIAS of deceleration required

Example 1: If the termination fix has a mandatory altitude of 3000 and a published speed restriction of 210 KIAS and is preceded by a fix with a minimum altitude of 7500 and a published speed restriction at or before that fix of 230 KIAS, the values are:
Alt_1 - Alt_2 = 4500 (7500-3000); G = 250, based on an ending speed of 220 KIAS or less;
K = 2 NM (K = 230-210 / 10); $Decel_D$ = 20 NM ($Decel_D$ = 4500/250 + 2) and the resulting descent gradient will be no more than 225.0 ft/NM (DG = 4500 / 20).

Example 2: In example 1, if the preceding fix has no speed restriction, use 250 KIAS based on the altitude of 7500 being below 10000 feet MSL (or previous speed restriction if less than 250 KIAS). The values are: Alt_1 - Alt_2 = 4500; G = 250, K = 4 NM (K = 250-210 / 10);
$Decel_D$ = 22 NM ($Decel_D$ = 4500/250 + 4). The resulting descent gradient will be no more than 204.5 ft/NM (DG = 4500 / 22).

Section 2-3. Feeder Routes/Emergency Areas

2-3-1. Feeder Routes. Establish non-radar feeder routes where the IAF is not part of the en route structure and where preferred over other options [for example, radar vectors, terminal arrival area (TAA)]. Limit the number of feeder routes where radar vectoring is provided on a 24-hour basis, but where practical provide at least one route per location to account for radar/communications failure. Feeder routes originate at a navigation facility or named fix on an airway and terminate at another feeder fix or at an IAF. The feeder route must not extend beyond the operational service volume of the facility which provides navigational guidance.

a. Alignment.

(1) The angle of intersection between a ground-based feeder route course and the en route structure must not exceed 120 degrees. For RNAV routes, apply Order 8260.58.

(2) The angle of intersection between a ground-based feeder route course and the next segment (feeder/initial) course must not exceed 120 degrees except when connecting to a course reversal segment. For RNAV routes, apply Order 8260.58.

(3) Do not establish a feeder route that terminate at a course reversal fix if both the angle of intersection between the route and the segment that follows the course reversal fix is 120 degrees or less (90 degrees or less for RNAV), and if the required descent is within initial segment limitations (see paragraph 2-4-3). Under these conditions, the route must be developed as an initial segment based on straight course criteria.

b. Area. For routes based on ground-based NAVAIDs, apply chapter 15. When connecting to a course reversal segment, the area terminates at a line perpendicular to the feeder course through the course reversal fix. For RNAV routes, apply Order 8260.58.

c. Obstacle clearance. Apply criteria in sections 15-2 or 15-5 as appropriate. The published minimum feeder route altitude must provide at least the minimum ROC value and must not be less than the altitude established at the IAF. Establish minimum altitudes in 100-foot increments; when necessary round to the next higher 100-foot increment (for example, when obstacle elevation plus ROC equals 3001, round up to 3100).

d. Descent gradient. The optimum descent gradient in the feeder route is 250 ft/NM. Where a higher descent gradient is necessary, the maximum gradient is 500 ft/NM. The optimum descent gradient for feeder routes associated with high altitude procedures is 800 ft/NM. Where a higher descent gradient is necessary, the maximum gradient is 1000 ft/NM.

2-3-2. Minimum Safe Altitude (MSA). Establish an MSA for all approach procedures within a 25-NM radius of a specified point for use during emergency situations (see figure 2-3-1).

a. Altitude selection. Specify altitudes in 100-foot increments; when necessary round to the next higher 100-foot increment (for example, when obstacle elevation plus ROC equals 1501, round up to 1600).

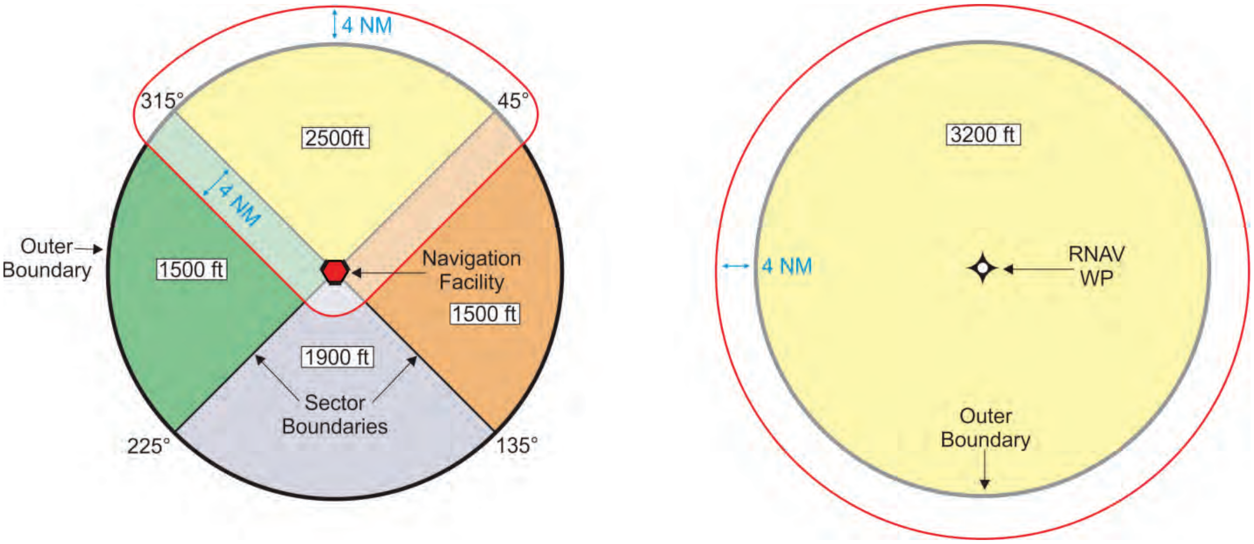
b. Area.

(1) Non-RNAV procedures. Center the MSA on the omni-directional facility upon which the procedure is based. When the distance from the facility to the airport exceeds 25 NM, extend the radius to include the airport landing surfaces up to a maximum distance of 30 NM. When the procedure does not use an omnidirectional facility (for example, an ILS), use the primary omnidirectional facility in the area. If no omni-directional NAVAID is located within 30 NM of the airport landing surfaces, then center the MSA on the airport reference point (ARP). Establish a common area (no sectors) around the facility or ARP. If necessary to offer relief from obstacles, sector divisions may be established for an MSA based on a facility. Sectors must not be less than 90 degrees in spread.

(2) RNAV procedures. For RNAV straight-in approach procedures, establish a common safe altitude within the specified radius of the runway threshold (preferred) or the MAP waypoint (WP); for RNAV circling procedures use the airport waypoint (APT WP).

c. Obstacle clearance. Common safe altitudes and sector altitudes must provide 1000 feet of obstacle clearance to include a 4-NM buffer area beyond the 25-NM radius, and a 4-NM buffer area in any adjacent sector. Sector altitudes should be raised and combined with adjacent higher sectors when the altitude difference is 300 feet or less.

Figure 2-3-1. MSA



2-3-3. Emergency Safe Altitude (ESA). ESAs are applicable to military procedures at the option of the approving authority. Establish ESAs within a 100-NM radius of the navigation facility or WP used as the ESA center, with a common altitude for the entire area. Where ESAs are located in designated mountainous areas, provide at least 2000 feet of obstacle clearance. Paragraph 2-3-2.a applies.

Section 2-4. Initial Approach

2-4-1. Initial Approach Segment. The instrument approach commences at the IAF. In the initial approach, the aircraft has departed the en route phase of flight and is maneuvering to enter an intermediate segment. An initial approach may be made along an arc [distance measuring equipment (DME)], radial, course, heading, radar vector, or a combination thereof. PCG is required except when dead reckoning (DR) courses can be established over limited distances. Although more than one initial approach may be established for a procedure, the number should be limited to that which is justified by traffic flow or other operational requirements. Where practical, establish at least one initial segment that does not require a course reversal. Where alignment and/or descent gradient cannot be met and/or where otherwise operationally advantageous, initial segments requiring a course reversal may be established such as a procedure turn (PT), holding pattern descent, or high altitude teardrop turn.

a. When the IAF is part of the en route structure, the angle of intersection between the en route structure and a ground-based initial approach segment course must not exceed 120 degrees. For RNAV routes, apply Order 8260.58.

b. When the IF is part of the en route structure, it may not be necessary to establish an initial approach segment. In this case, the fix is designated as an IF/IAF and intermediate segment standards apply (see section 2-5).

c. When the IAF is collocated with an IF (for example, in the case of a course reversal over the IF), the fix is also designated as an IF/IAF. The course reversal is considered to be the initial segment.

d. Where holding is required prior to entering the initial approach segment, the holding fix and IAF should coincide. When this is not possible, the IAF must be located within the holding pattern on the inbound holding course.

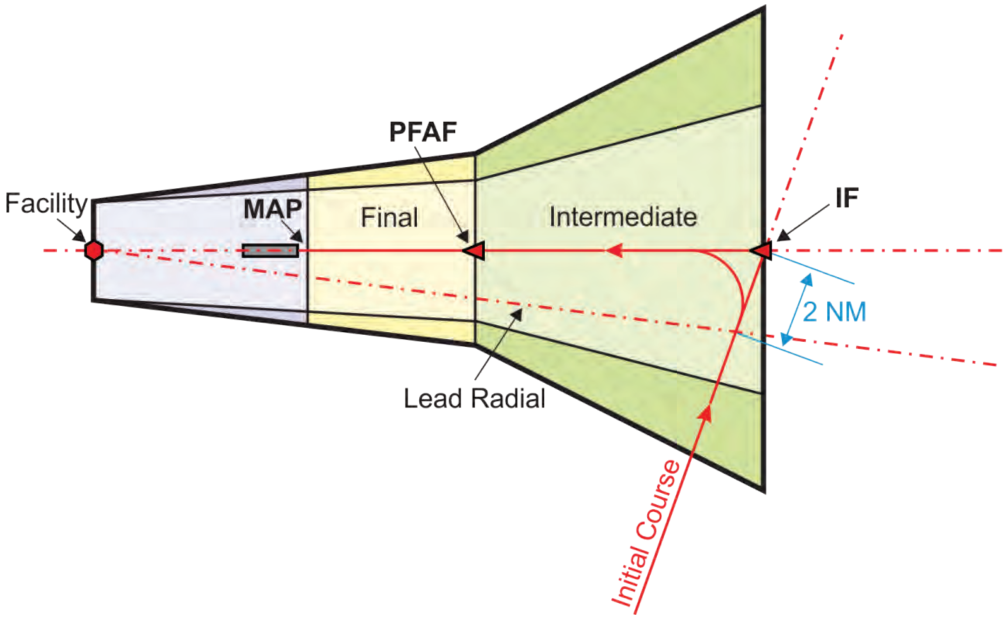
2-4-2. Altitude Selection. Minimum altitudes in the initial approach segment must be established in 100-foot increments. The selected altitude must provide the minimum ROC (plus adjustments as specified by paragraph 3-2-2); for example, when obstacle elevation plus ROC equals 1501, round up to 1600. The altitude selected must not be below the PT altitude where a PT is required. In addition, altitudes specified in the initial approach segment must not be lower than any altitude specified for any portion of the intermediate or final approach segment.

2-4-3. Initial Approach Segments Based on Straight Courses and Arcs with PCG.

a. Alignment.

(1) Straight courses. The angle of intersection between two successive initial approach courses and the angle of intersection between an initial approach course and an intermediate course must not exceed 120 degrees. When the angle between an initial approach course and intermediate course exceeds 90 degrees, a radial or bearing which provides at least 2 NM of lead must be identified to assist in leading the turn onto the intermediate course (see figure 2-4-1).

Figure 2-4-1. Initial Approach Interception Angle Greater than 90 degrees

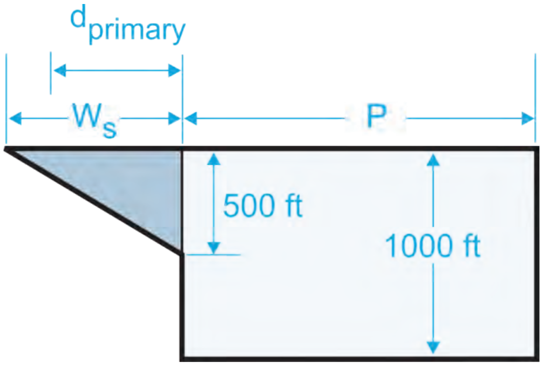


(2) Arcs. A DME arc may provide course guidance for all or a portion of an initial approach. The minimum arc radius is 7 NM. The radius for high altitude procedures should be at least 15 NM unless a reduced descent gradient is used (see paragraph 2-4-3.d). An arc may join a course at or before the IF. When joining a course at or before the IF, the angle of intersection of the arc and the course must not exceed 120 degrees. When the angle exceeds 90 degrees, a radial which provides at least 2 NM of lead must be identified to assist in leading the turn on to the intermediate course. DME arc courses must be predicated on DME collocated with a facility providing omnidirectional course information.

b. Area. The initial approach segment has no standard length. The length must be sufficient to permit the altitude change required by the procedure and must not exceed 50 NM unless an operational requirement exists. The total width of the initial approach segment is 6 NM on each side of the initial approach course. This width is divided into a primary area, which extends laterally 4 NM on each side of the course, and a secondary area, which extends laterally 2 NM on each side of the primary area (see figure 2-4-1). When any portion of the initial approach is more than 50 NM from the navigation facility, the criteria for en route airways applies to that portion.

c. Obstacle clearance. The minimum ROC in the primary area is 1000 feet. The minimum ROC in the secondary area is 500 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 2-4-2). The minimum ROC at any given point in the secondary area is determined by formula 2-4-1. Adjustments for precipitous terrain must be applied as specified in paragraph 3-2-2 (see also paragraph 2-4-2).

Figure 2-4-2. Straight/Arc Initial Segment Minimum ROC



Formula 2-4-1. Straight/Arc Initial Segment Minimum Secondary ROC

$$ROC_{secondary} = 500 \times \left(1 - \frac{d_{primary}}{W_s}\right)$$

Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge
W_S = Total width of the secondary area (feet)

d. Descent gradient. The optimum descent gradient in the initial approach is 250 ft/NM. Where a higher descent gradient is necessary, the maximum gradient is 500 ft/NM. The optimum descent gradient for high altitude procedures is 800 ft/NM. Where a higher descent gradient is necessary, the maximum gradient is 1000 ft/NM. When an arc of less than 15 NM is used in high altitude procedures, the descent gradient along the arc must not exceed the values in table 2-4-1 (values may be interpolated).

Table 2-4-1. Descent Gradient on High Altitude Procedure Arcs 15 NM and Less

Arc Radius (NM)	Max feet/NM
≥15	1000
14	720
13	640
12	560
11	480
10	400
9	320
8	240
7	160

2-4-4. Initial Approach Segment Based on DR.

a. Alignment. Each DR course must intercept the extended intermediate course. For low altitude procedures, the intercept point must be at least 1 NM from the IF for each 2 NM of DR flown. For high altitude procedures, the intercept point may be 1 NM for each 3 NM of DR flown. The intercept angle must:

(1) Not exceed 90 degrees.

(2) Not be less than 45 degrees except when DME is used or the DR distance is 3 NM or less.

b. Area. The maximum length of the DR portion of the initial segment is 10 NM (except paragraph 2-4-3.b applies for high altitude procedures where DME is available throughout the DR segment). Where the DR course begins, the width is 6 NM on each side of the course, expanding by 15 degrees outward until joining the points shown in figure 2-4-3 through figure 2-4-7.

c. Obstacle clearance. The minimum ROC in the DR initial approach segment is 1000 feet. There is no secondary area. Adjustments for precipitous terrain must be applied as specified in paragraph 3-2-2 (see also paragraph 2-4-2).

d. Descent gradient. The optimum descent gradient in the initial approach is 250 ft/NM. Where a higher descent gradient is necessary, the maximum permissible gradient is 500 ft/NM. The optimum descent gradient for high altitude procedures is 800 ft/NM. Where a higher descent gradient is necessary, the maximum permissible gradient is 1000 ft/NM.

Figure 2-4-3. Example DR Segment

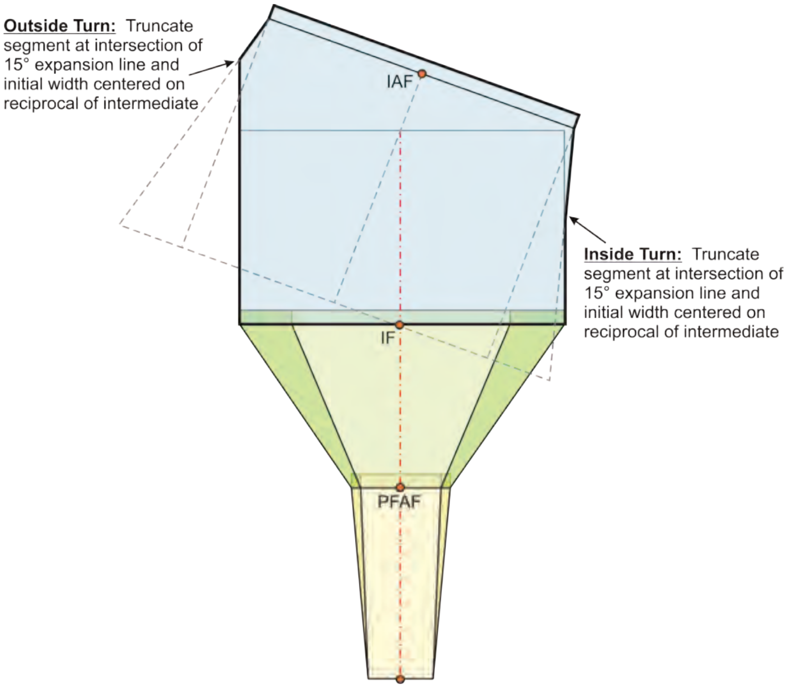
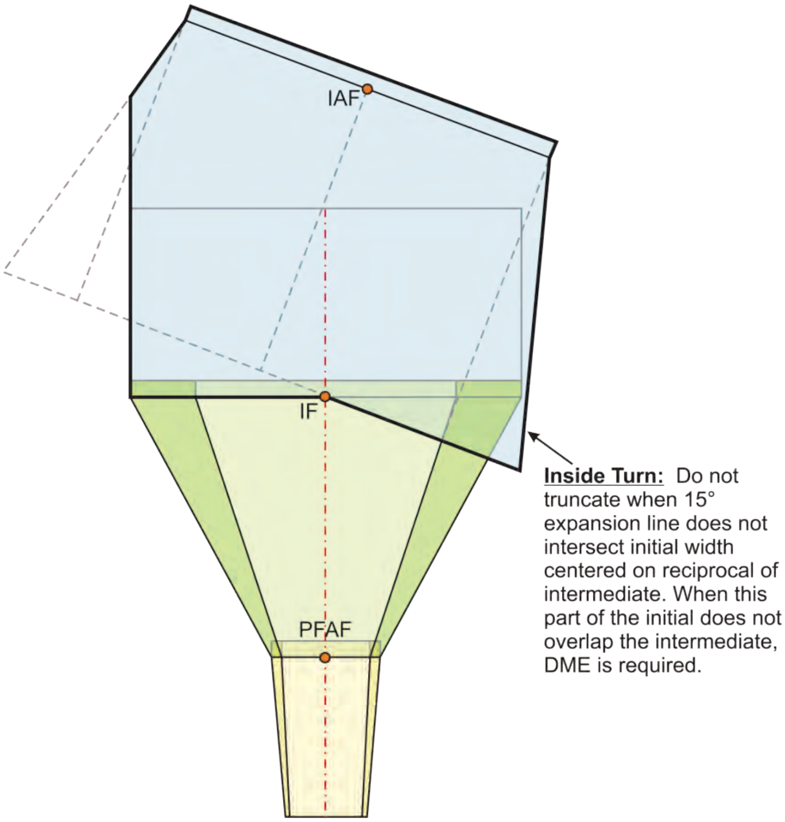
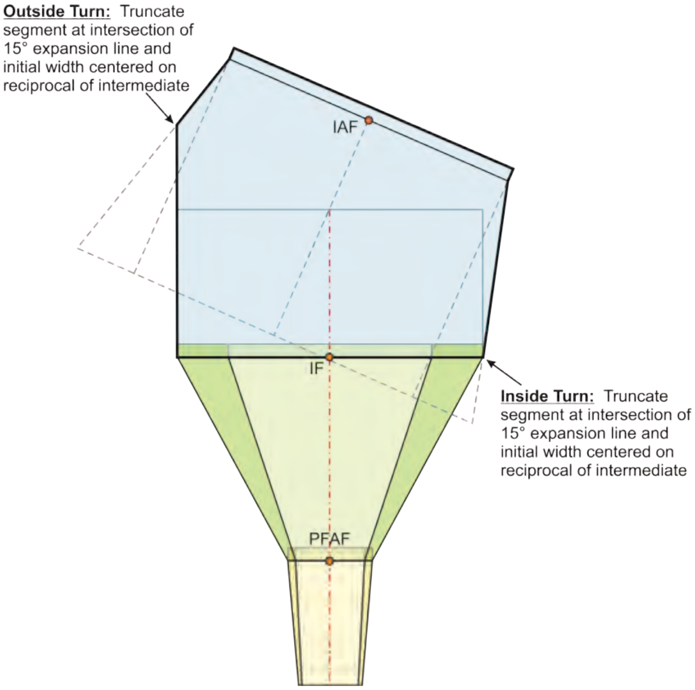


Figure 2-4-4. Example DR Segment



Inside Turn: Do not truncate when 15° expansion line does not intersect initial width centered on reciprocal of intermediate. When this part of the initial does not overlap the intermediate, DME is required.

Figure 2-4-5. Example DR Segment



Outside Turn: Truncate segment at intersection of 15° expansion line and initial width centered on reciprocal of intermediate

Inside Turn: Truncate segment at intersection of 15° expansion line and initial width centered on reciprocal of intermediate

Figure 2-4-6. Example DR Segment

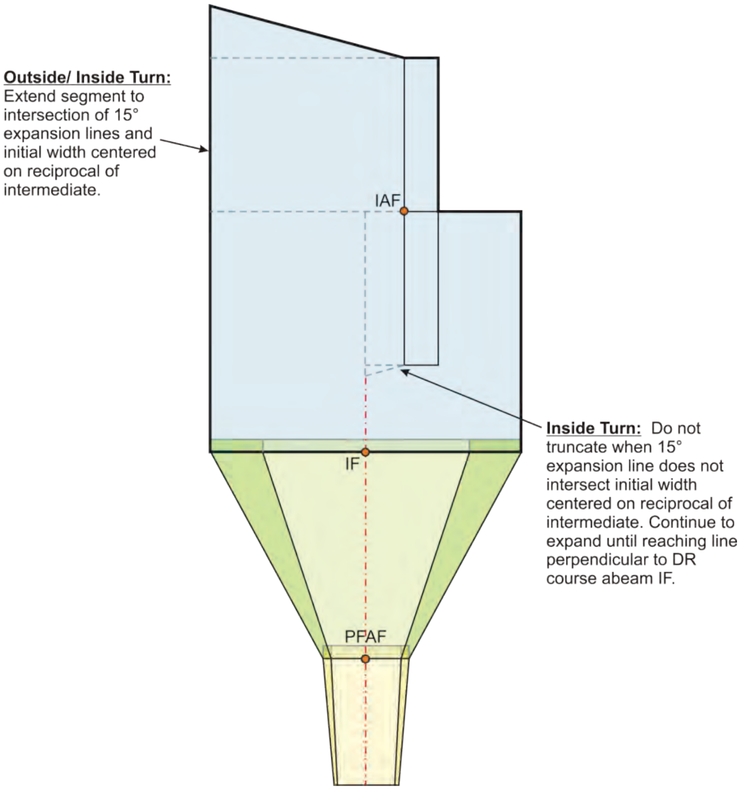
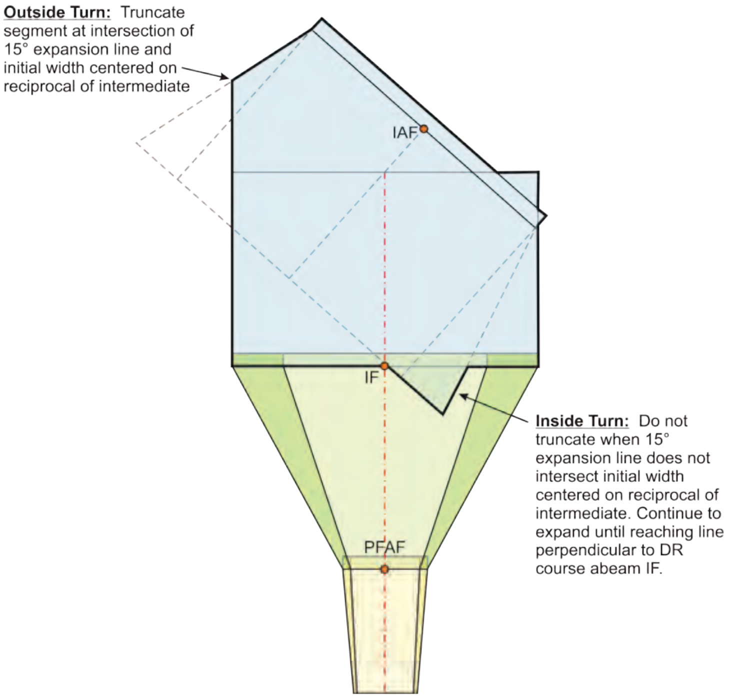


Figure 2-4-7. Example DR Segment



2-4-5. Initial Approach Segment Based on a PT. Establish a PT when it is necessary to reverse direction to establish the aircraft on an intermediate or FAC, except as specified in paragraph 2-4-5.e. A PT begins by overheading a facility, or a fix which meets either the criteria for a holding fix (see paragraph 2-9-8.b) or for a PFAF (see paragraph 2-9-8.c). A PT must not be established over a 75 MHz marker beacon. The procedure must specify the PT fix, the outbound and inbound courses, the distance within which the PT must be completed, and the direction of the PT. When a teardrop turn is used, the angle of divergence between the outbound courses and the reciprocal of the inbound course must be a minimum of 15 degrees or a maximum of 30 degrees (see paragraph 2-4-6.a for high altitude teardrop turn). When the beginning of the intermediate or final approach segment associated with the PT is not marked by a fix, the segment is deemed to begin on the inbound PT course at the maximum distance specified in the procedure. Where neither segment is marked by a fix, the final segment begins at the maximum distance specified in the procedure.

a. Alignment. When the inbound course of the PT becomes the intermediate course, it must meet the intermediate course alignment criteria (see paragraph 2-5-3.a). When the inbound course becomes the FAC, it must meet the FAC alignment criteria (see paragraph 2-6-1). The wider side of the PT area must be oriented in the same direction as that prescribed for the PT.

b. Area. The PT areas are depicted in figure 2-4-8. The minimum PT distance is 10 NM when CAT B, C, or D minimums are authorized. Decrease this distance to 5 NM where only CAT A aircraft or helicopters are to be operating, and increase to 15 NM to accommodate operational requirements, or as specified in paragraph 2-4-5.d. No extension of the PT is permitted without a PFAF. When a PT is authorized for use by approach CAT E aircraft, use a 15-NM PT distance. The PT segment is made up of the entry and maneuvering zones. The entry zone terminates at the inner boundary which extends perpendicular to the PT inbound course at the PT fix. The remainder of the PT segment is the maneuvering zone. The entry and maneuvering zones are made up of primary and secondary areas. The PT primary area dimensions are based on the highest authorized PT entry altitude or the highest feeder route altitude, whichever is greater. To allow additional maneuvering area as the true airspeed increases at higher altitudes, the dimensions of the PT primary area increase; see table 2-4-2 through table 2-4-4. The PT secondary area is 2 NM on the outside of the primary area.

Figure 2-4-8. PT Area
(see table 2-4-2 to determine radius values)

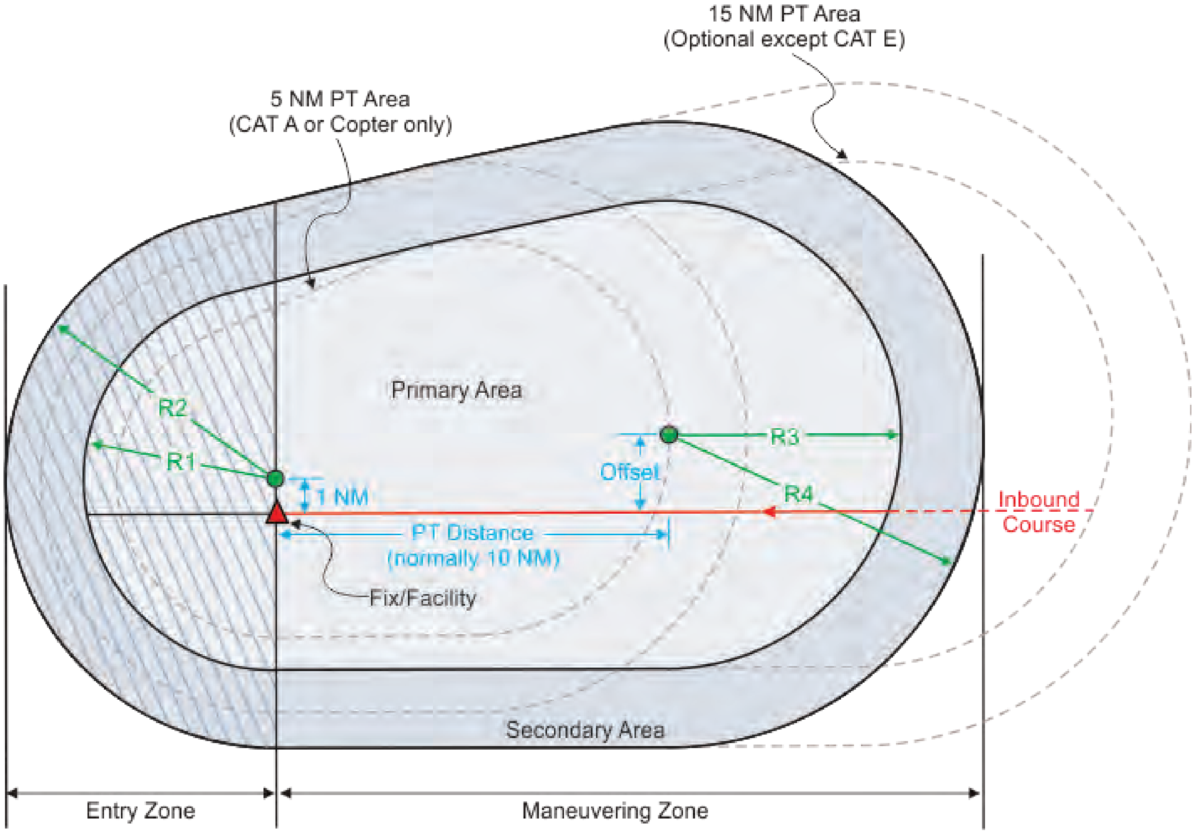


Table 2-4-2. PT Variables (NM) by Altitude ≤ 6000

PT Length	Offset	R_1	R_2	R_3	R_4
5	2	4	6	5	7
>5-10	2	5	7	6	8
>10-15	a - 4	5	7	a	a + 2

Where:
$a = 0.1 \times (b - 10) + 6$
b = Specified PT length

Table 2-4-3. PT Variables (NM) by Altitude > 6000 to ≤ 10000

PT Length	Offset	R_1	R_2	R_3	R_4
5	2	4	6	5	7
>5-10	2	6	8	7	9
>10-15	a - 5	6	8	a	a + 2

Where:
$a = 0.1 \times (b - 10) + 7$
b = Specified PT length

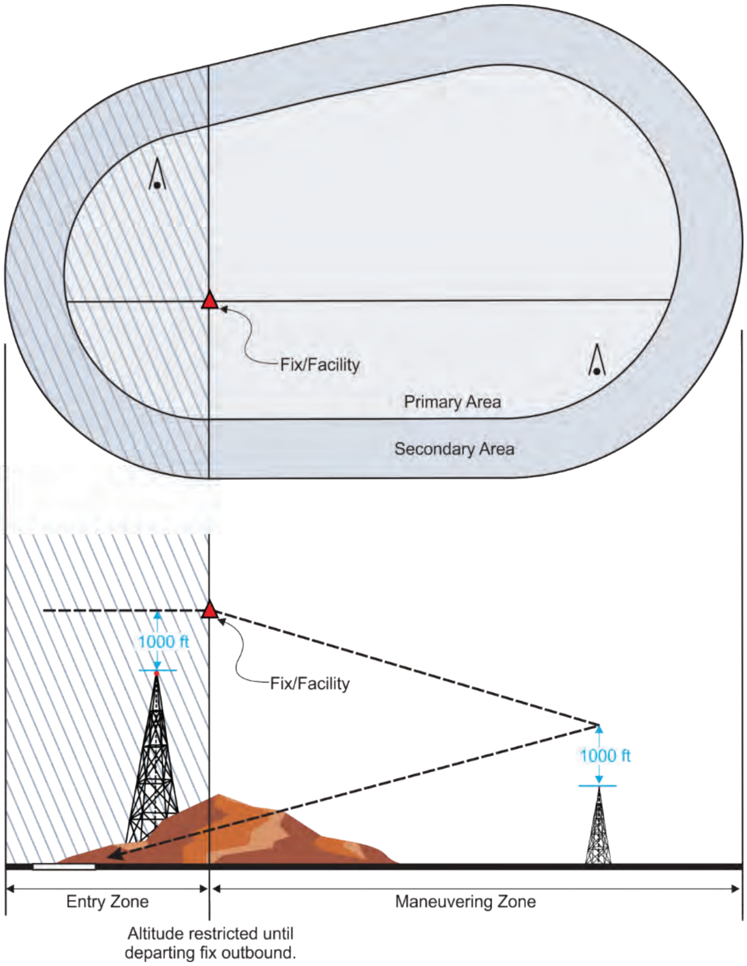
Table 2-4-4. PT Variables (NM) by Altitude > 10000

PT Length	Offset	R_1	R_2	R_3	R_4
5	2	4	6	5	7
>5-10	2	7	9	8	10
>10-15	a - 6	7	9	a	a + 2

Where:
$a = 0.1 \times (b - 10) + 8$
b = Specified PT length

c. Obstacle clearance. Apply paragraph 2-4-3.c. In addition, the primary and secondary areas determine obstacle clearance in both the entry and maneuvering zones. The use of entry and maneuvering zones provides further relief from obstacles. The entry zone is established to control the obstacle clearance prior to proceeding outbound from the PT fix/facility. The maneuvering zone is established to control obstacle clearance after proceeding outbound from the PT fix/facility (see figure 2-4-9).

Figure 2-4-9. PT Initial Approach Area



d. Descent gradient. The optimum descent gradient in the initial approach is 250 ft/NM. Where a higher descent gradient is necessary, the maximum permissible gradient is 500 ft/NM. Where a PT is established over a PFAF, the PT completion altitude should be as close as possible to the PFAF altitude. The difference between the PT completion altitude and the altitude over the PFAF must not be greater than those shown in table 2-4-5. If greater differences are required for a 5-NM or 10-NM PT, the PT distance limits and maneuvering zone must be increased at the rate of 1 NM for each 200 feet of required altitude.

Table 2-4-5. PT Completion Altitude Difference

Type of PT	Altitude Difference
15 NM PT from PFAF	≤ 3000 feet over PFAF altitude
10 NM PT from PFAF	≤ 2000 feet over PFAF altitude
5 NM PT from PFAF	≤ 1000 feet over PFAF altitude
15 NM PT, no PFAF	Not Authorized
10 NM PT, no PFAF	≤ 1500 feet over MDA
5 NM PT, no PFAF	≤ 1000 feet over MDA

e. Elimination of PT. A PT is not required when an approach can be made direct from a specified IF to the PFAF provided the alignment of the initial segment complies with paragraph 2-4-3.a. A PT need not be established when an approach can be made from a properly aligned holding pattern (see paragraph 17-9-2). In this case, the holding pattern in lieu of a PT must be established over a final or intermediate approach fix and the following conditions apply:

(1) If the holding pattern is established over the PFAF (not applicable to RNAV procedures), an intermediate segment is not constructed. Ideally, establish the minimum holding altitude at the PFAF altitude. In any case, the published holding altitude must not be more than 300 feet above the PFAF altitude.

(2) If the holding pattern is established over the IF, the minimum holding altitude (MHA) must permit descent to the PFAF altitude within the descent gradient tolerances prescribed for the intermediate segment (see paragraph 2-5-3.d).

2-4-6. Initial Approach Based on High Altitude Teardrop Turn. A high altitude teardrop turn consists of departure from an IAF on an outbound course, followed by a turn toward and intercepting the inbound course at or prior to the IF or point used in lieu of an IF when no IF exists (see paragraph 2-4-6.c). Its purpose is to permit an aircraft to reverse direction and lose considerable altitude within reasonably limited airspace. Where no IF is available to mark the beginning of the intermediate segment, it must be assumed to commence at a point 10 NM prior to the PFAF. When the facility is located on the airport, and no fix is available to mark the beginning of the final approach segment, the criteria in paragraph 4-3-4 apply.

a. Alignment. The outbound course must be between 18 and 26 degrees to the left or right of the reciprocal of the inbound course. The actual angular divergence between the courses will vary inversely with the distance from the facility at which the turn is made (see table 2-4-6).

b. Area.

(1) Size. The size of the turn area must be sufficient to accommodate both the turn and the altitude loss required by the procedure. The turn distance must not be less than 20 NM from the facility. The turn distance depends on the altitude to be lost in the procedure and the point at which the descent is started (see table 2-4-6). The aircraft should lose half the total altitude or 5000 feet, whichever is greater, outbound prior to starting the turn. The turn area has a width of 6 NM on both sides of the flight track up to the IF (or point used in lieu of the IF), and must encompass all the areas within the turn (see figure 2-4-10).

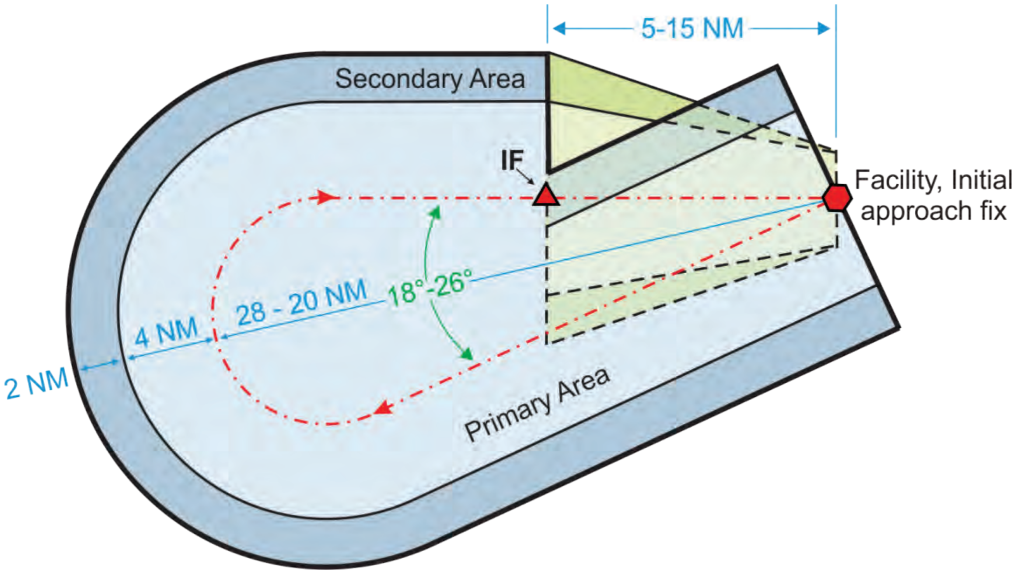
(2) Turn distance table. Use table 2-4-6 to compute the desired course divergence and turn distances which apply when a specific altitude loss outbound is required. It is assumed that the descent begins at the plotted position of fix. When the procedure requires a delay before descent of more than 5 NM, add the distance in excess of 5 NM to the distance the turn commences. Then adjust the course divergence and teardrop turn distance to correspond to the adjusted turn distance. Extrapolations may be made from the table.

(3) Primary and secondary areas. All of the turn area, except the outer 2 NM of the 6-NM obstacle clearance area on the outer side of the turn teardrop track is primary area (see figure 2-4-10). The outer 2 NM is secondary area. The outer 2 NM on both sides of the inbound course should be treated as secondary area (see figure 2-4-12).

Table 2-4-6. High Altitude Turn Distance/Divergence

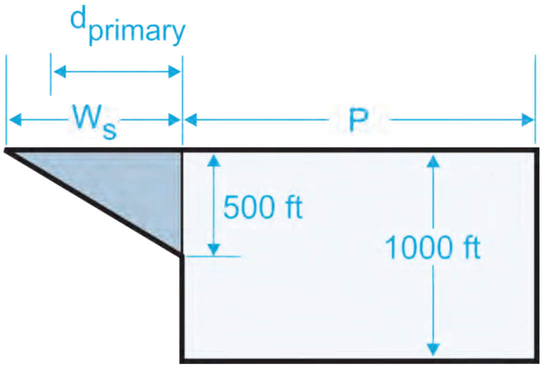
ALT to be Lost Prior to Commencing Turn (feet)	Distance Turn Commences (NM)	Course Divergence (Degrees)	Specified Turn Distance (NM)
12000	24	18	28
11000	23	19	27
10000	22	20	26
9000	21	21	25
8000	20	22	24
7000	19	23	23
6000	18	24	22
5000	17	25	21
5000	16	26	20

Figure 2-4-10. Typical High Altitude Teardrop Turn Initial Approach Area



c. Obstacle clearance. The minimum ROC in the primary area is 1000 feet. The minimum ROC in the secondary area is 500 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 2-4-11). The minimum ROC at any given point in the secondary area is determined by formula 2-4-2. Adjustments for precipitous terrain must be applied as specified in paragraph 3-2-2. Where no IF is available, a 10 NM intermediate segment is assumed and intermediate segment ROC is applied (see paragraph 2-5-3.c). The controlling obstacle, as well as the minimum altitude selected for the intermediate segment, may depend on the availability of an IF (see figure 2-4-12).

Figure 2-4-11. High Altitude Teardrop Initial Segment Secondary ROC



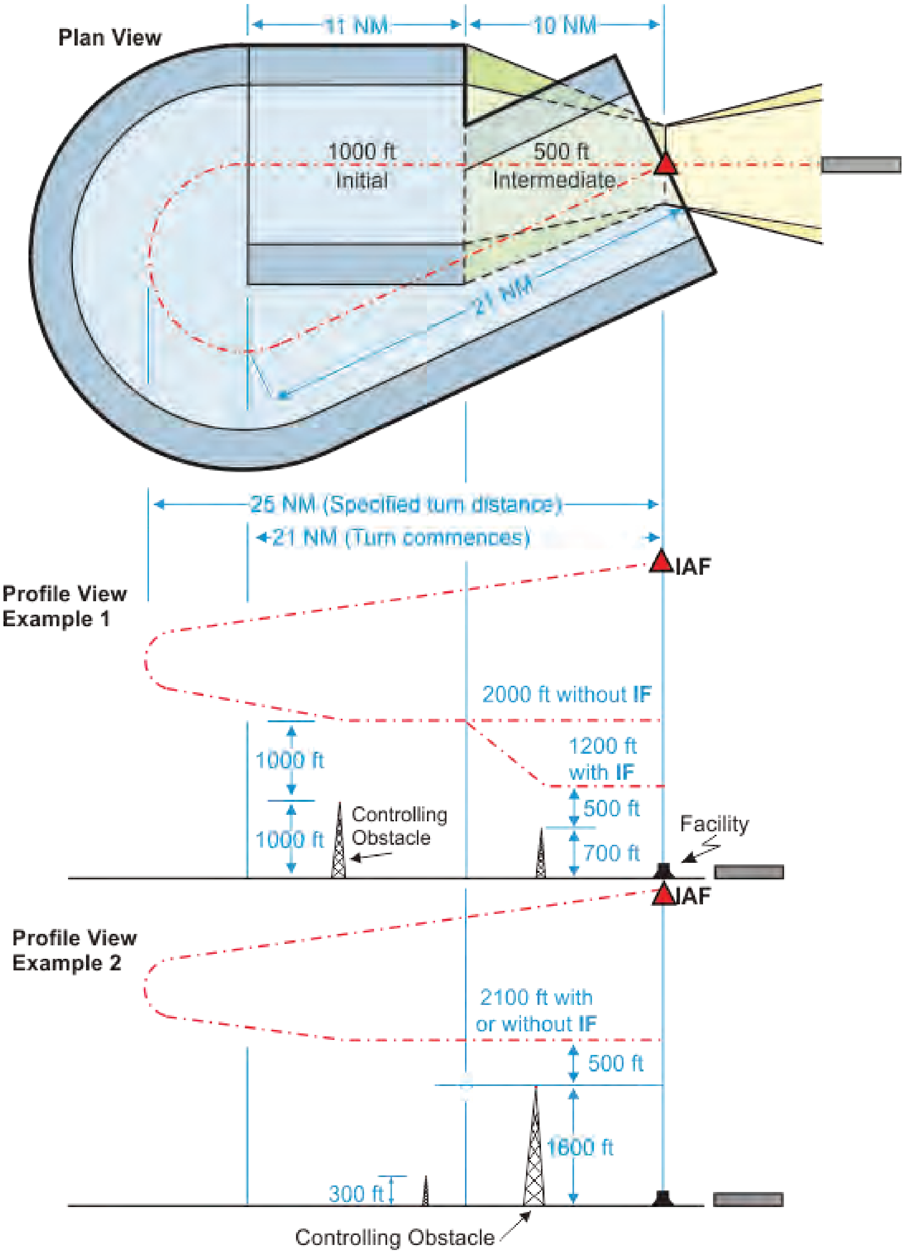
Formula 2-4-2. PT Initial Segment Secondary ROC

$$ROC_{secondary} = 500 \times \left(1 - \frac{d_{primary}}{W_s}\right)$$

Where:

$d_{primary}$= Perpendicular distance (feet) from primary area edge
W_S = Total width of the secondary area (feet)

Figure 2-4-12. High Altitude Teardrop Turn Initial Approach Obstacle Clearance



d. Descent gradient. The optimum descent gradient is 800 ft/NM. The maximum gradient is 1000 ft/NM.

e. Turn altitude. When an IF is not provided, the turn completion altitude must not be more than 4000 feet above the PFAF altitude.

2-4-7. Initial Approach Course Reversal Using Noncollocated Facilities and a Turn of 120 Degrees or Greater to Intercept the Inbound Course (see figure 2-4-13, figure 2-4-14, and figure 2-4-15).

a. Common criteria.

(1) A turn point fix must be established as shown in the figures. The fix error must meet section 2-9 criteria and must not exceed ± 2 NM.

(2) A flight path radius (R) of 2.8 NM must be used for procedures where the altitude at the turn point fix is at or below 10000 feet, or 4 NM for procedures where the altitude at the turn point fix is above 10000 feet MSL.

(3) Construct the primary boundary (and secondary if applicable) of the turn by swinging an arc(s) from the intersection of the bisector line and the turn point's fix error line.

(4) Descent gradient. Apply criteria in paragraph 2-4-3.d.

(5) Obstacle clearance. Apply criteria in paragraph 2-4-6.c.

(6) When the course reversal turn intercepts the extended intermediate course, or when the course reversal turn intercepts a straight segment prior to intercepting the extended intermediate course, the minimum distance between the rollout point and the PFAF is 10 NM.

(7) ROC reduction. No reduction of secondary ROC is authorized in the course reversal area unless the turn point fix is DME.

b. Figure 2-4-13 and figure 2-4-14. The rollout point must be at or prior to the IF/point.

(1) Select the desired rollout point on the inbound course.

(2) Place the appropriate flight path arc tangent to the rollout point.

(3) From the outbound facility**,** place the outbound course tangent to the flight path arc. The point of tangency must be the turn point fix.

Figure 2-4-13. Example Initial Approach Course Reversal Using Noncollocated Facilities and Turn Greater than 120 Degrees

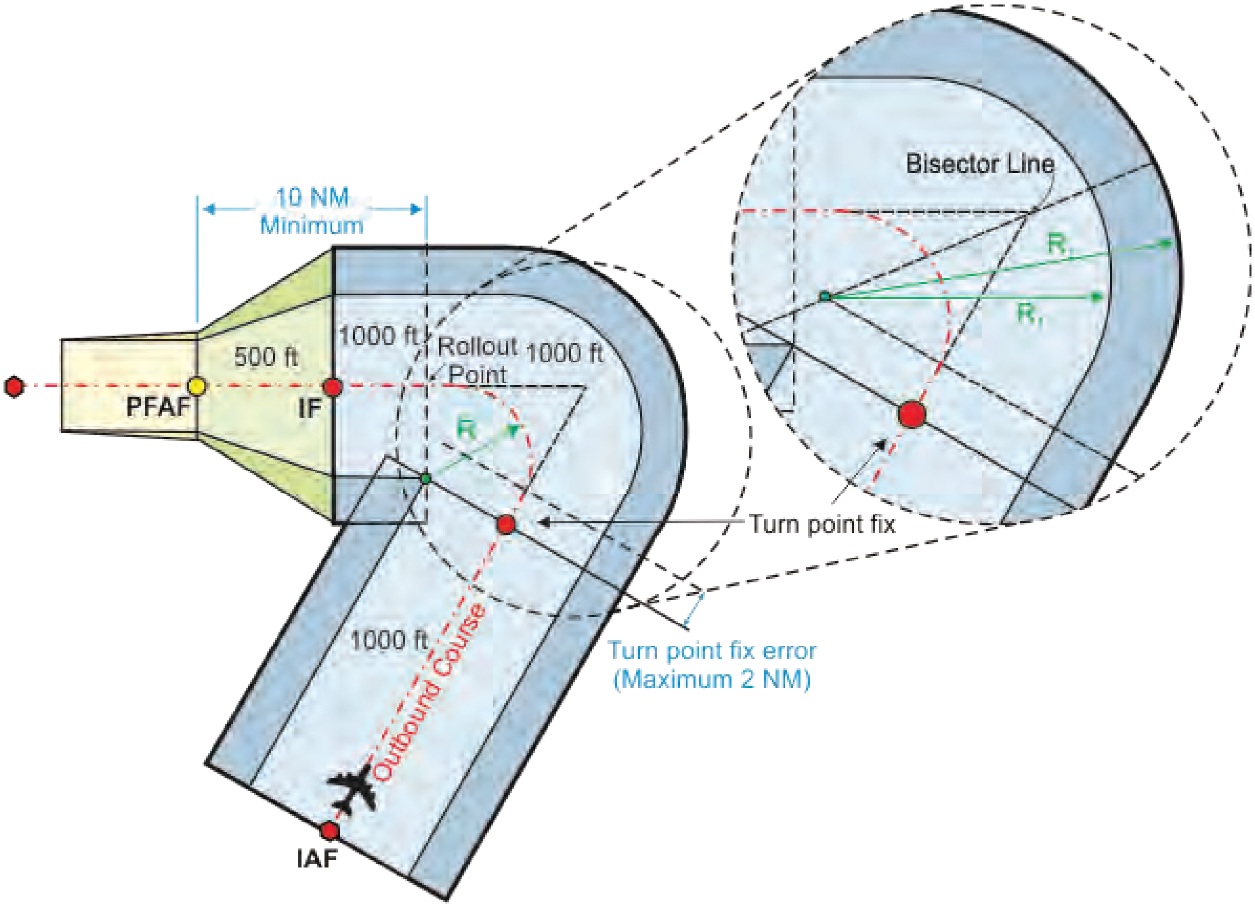
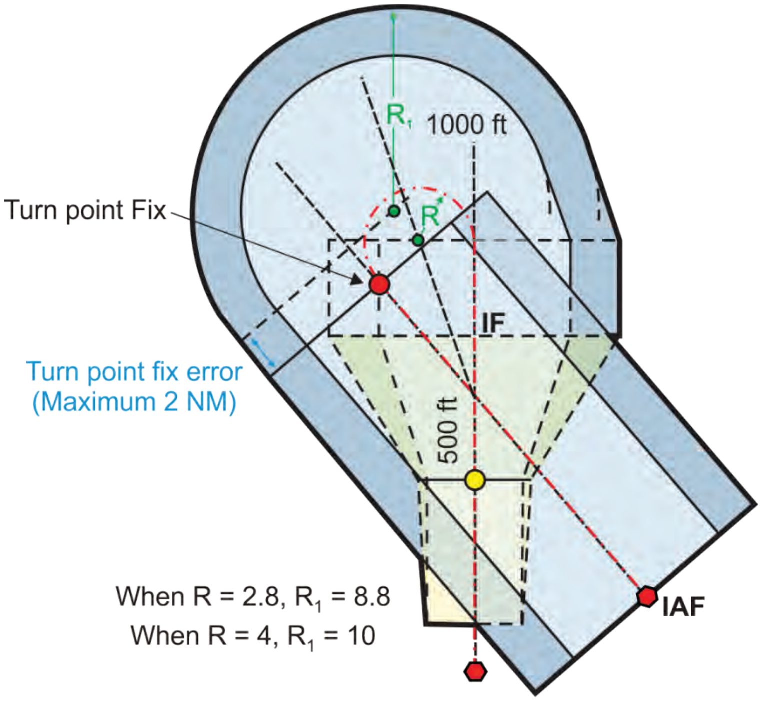


Figure 2-4-14. Example Initial Approach Course Reversal Using Noncollocated Facilities and Turn Greater than 120 Degrees



c. Figure 2-4-15.

(1) The point of intersection must be at or prior to the IF/point (paragraph 2-5-3 applies). The angle must be 90 degrees or less.

(2) The distance between the roll-out point and the point of intersection must be no less than the distance shown in table 2-4-7.

Figure 2-4-15. Example Initial Approach Course Reversal Using Noncollocated Facilities and Turn Greater than 120 Degrees

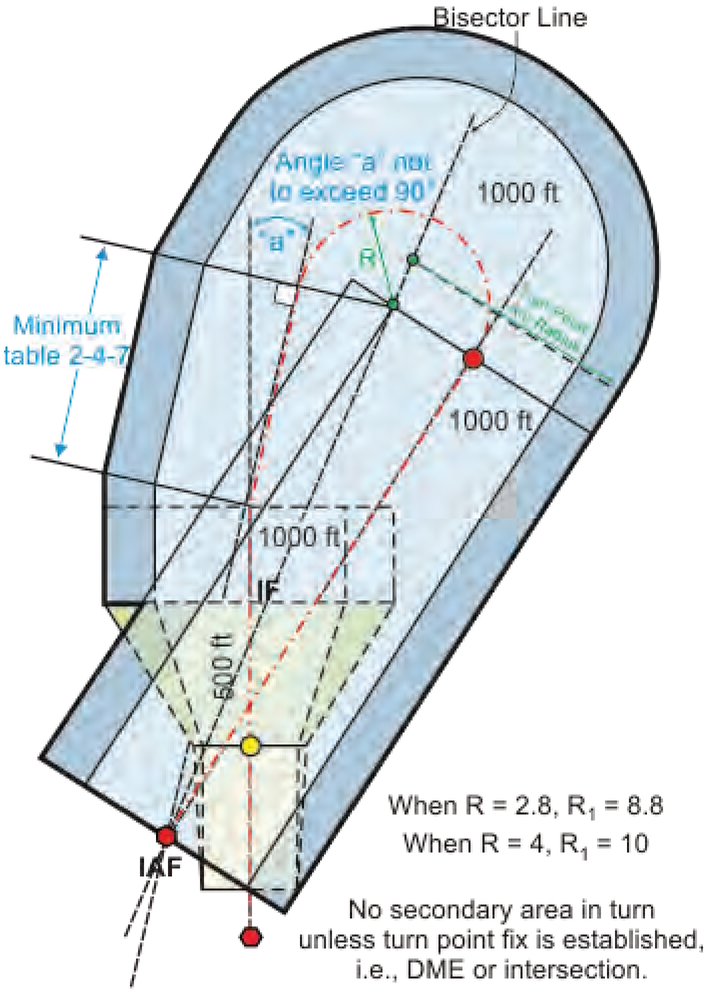


Table 2-4-7. Minimum Distance from Roll Out Point to Point of Intersection

Angle "a" (Degrees)	NM
0 - 15	1
>15 - 30	2
>30 - 45	3
>45 - 60	4
>60 - 75	5
>75 - 90	6

Note: For high altitude procedures, use paragraph 2-4-6 and table 2-4-7 up to the point of intersection of the two inbound courses.

(3) Select the desired point of intersection. From the outbound facility draw a line through the point of intersection.

(4) At the outbound facility, measure the required number of degrees course divergence (may be either side of the line through the point of intersection) and draw the outbound course out the required distance. Connect the outbound course and the line through the point of intersection with the appropriate arc.

(5) Determine the desired rollout point on the line through the point of intersection.

(a) Place the appropriate flight path arc tangent to the rollout point.

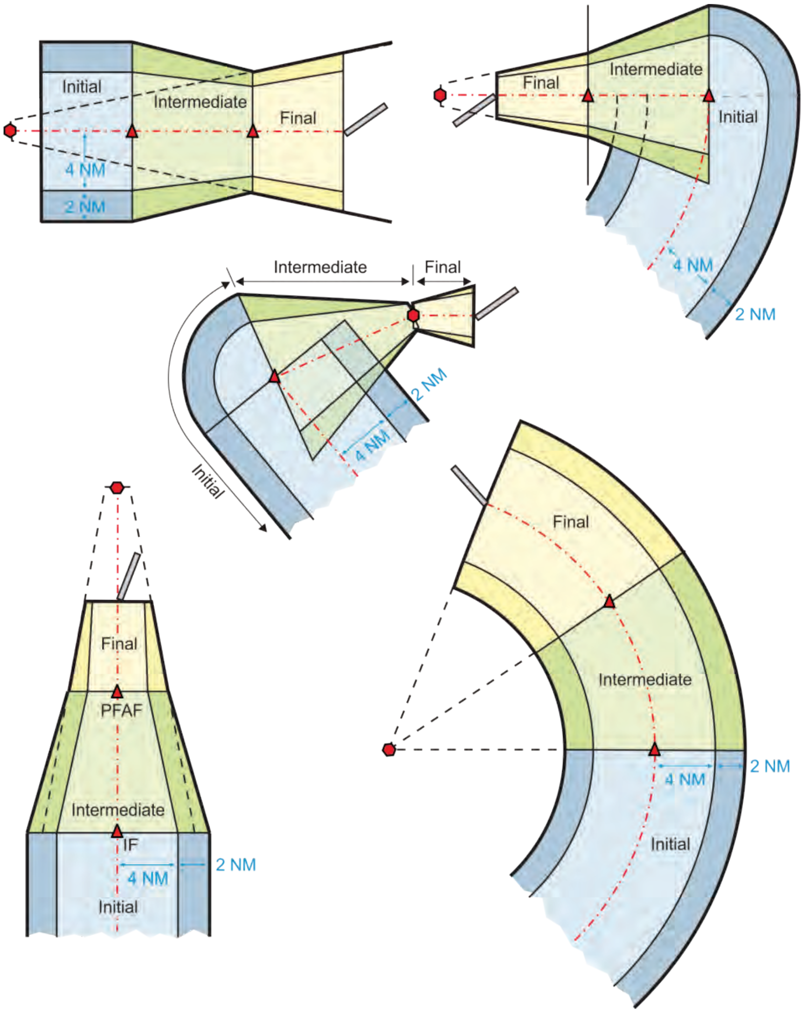
(b) From the outbound facility draw the outbound course tangent to the flight path arc. The point of tangency is the turn point fix.

Section 2-5. Intermediate Approach

2-5-1. Intermediate Approach Segment. This is the segment which blends the initial approach segment into the final approach segment. It is the segment in which aircraft configuration, speed, and positioning adjustments are made for entry into the final approach segment. The intermediate segment begins at the IF (or point used in lieu of) and ends at the PFAF. There are two types of intermediate segments; the "radial" or "course" intermediate segment, and the "arc" intermediate segment. In either case, PCG must be provided. For typical approach segments, see figure 2-5-1.

2-5-2. Altitude Selection. Minimum altitudes in the intermediate segment must be established in 100-foot increments. The selected altitude must provide the minimum ROC (plus adjustments as specified by paragraph 3-2-2); for example, when obstacle height plus ROC and adjustments equals 701, round up to 800 feet. The altitude selected for arrival over the PFAF must be low enough to permit descent from the PFAF to the airport for a straight-in landing whenever possible. In addition, the altitude selected for the PFAF must not be lower than the highest straight-in or circling MDA (CMDA).

Figure 2-5-1. Typical Approach Segments



2-5-3. Intermediate Approach Segment Based on Straight Courses.

a. Alignment. The course to be flown in the intermediate segment must be the same as the FAC, except when the PFAF is the navigation facility and it is not practical for the courses to be identical. In such cases, the intermediate course must not differ from the FAC by more than 30 degrees.

b. Area.

(1) Length. The length of the intermediate segment is measured along the course to be flown. Where the initial segment joins the intermediate segment at angles up to and including 96 degrees, the minimum length is 5 NM for CAT A/B and 6 NM for CAT C/D/E (see chapters 8, 10, 11, and 12 for exceptions). Table 2-5-1 lists the minimum segment length where the initial approach course joins the intermediate course at angles greater than 96 degrees. The maximum segment length is 15 NM. The optimum length is 10 NM. A distance greater than 10 NM should not be used unless an operational requirement justifies a greater distance.

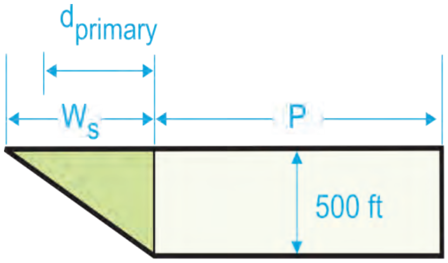
(2) Width. The width of the intermediate segment is the same as the width of the segment it joins. When the intermediate segment is aligned with initial or final approach segments, the width of the intermediate segment is determined by joining the outer edges of the initial segment with the outer edges of the final segment. When the intermediate segment is not aligned with the initial or final approach segments, the resulting gap on the outside of the turn is a part of the preceding segment and is closed by the appropriate arc (see figure 2-5-1). For obstacle clearance purposes, the intermediate segment is divided into a primary and a secondary area.

Table 2-5-1. Minimum Intermediate Course Length

Angle (Degrees)	Minimum Length (NM) based on CAT	
	A/B	C/D/E
0 - 96	5	6
> 96 - 102	6	7
>102 - 108	6	8
>108 - 114	6	9
>114 - 120	7	10

c. Obstacle clearance. The minimum ROC in the primary area is 500 feet. The minimum ROC in the secondary area is 500 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 2-5-2). The minimum ROC at any given point in the secondary area is determined by formula 2-5-1. Apply adjustments as specified in paragraph 3-2-2.

Figure 2-5-2. Intermediate Segment Secondary ROC



Formula 2-5-1. Intermediate Segment Secondary ROC

$$ROC_{secondary} = 500 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge

W_S = Total width of the secondary area (feet)

d. Descent gradients. Because the intermediate segment is used to prepare the aircraft speed and configuration for entry into the final approach segment, the gradient should be as flat as possible. A descent gradient no greater than 150 ft/NM is optimum. The maximum gradient between the IF and the PFAF is 318 ft/NM. When one or more SDFs are established, ensure the gradient from each SDF to the PFAF does not exceed 318 ft/NM. Higher gradients resulting from arithmetic rounding are permissible.

2-5-4. Intermediate Approach Segment Based on an Arc. DME Arcs with a radius of less than 7 NM or more than 30 NM from the navigation facility must not be used. Arc courses must be predicated on DME collocated with a facility providing omnidirectional course information.

a. Alignment. The same arc must be used for the intermediate and the final approach segments. No turns are permitted over the PFAF.

b. Area.

(1) Length. The intermediate segment must not be less than 5 NM or more than 15 NM in length, measured along the arc. The optimum length is 10 NM. A distance greater than 10 NM should not be used unless an operational requirement justifies the greater distance.

(2) Width. The total width of an arc intermediate segment is 6 NM on each side of the arc. For obstacle clearance purposes, this width is divided into a primary and a secondary area. The primary area extends 4 NM laterally on each side of the arc segment. The secondary areas extend 2 NM laterally on each side of the primary area (see figure 2-5-1).

c. Obstacle clearance. Apply criteria in paragraph 2-5-3.c.

d. Descent gradients. Apply criteria in paragraph 2-5-3.d.

2-5-5. Intermediate Approach Segment Within a PT.

a. PT over a PFAF when the PFAF is a facility (see figure 2-5-3).

(1) The maximum intermediate length is 15 NM, the optimum is 10 NM, and the minimum is 5 NM. Its width is the same as the final segment at the facility and expanding uniformly to 6 NM on each side of the course at 15 NM from the facility.

(2) The intermediate segment considered for obstacle clearance must be the same length as the PT distance; for example, if the procedure requires a PT to be completed within 5 NM, the intermediate segment must be 5 NM long, and the intermediate approach must begin on the intermediate course 5 NM from the PFAF.

(3) When establishing a stepdown fix within an intermediate/initial segment underlying a PT area:

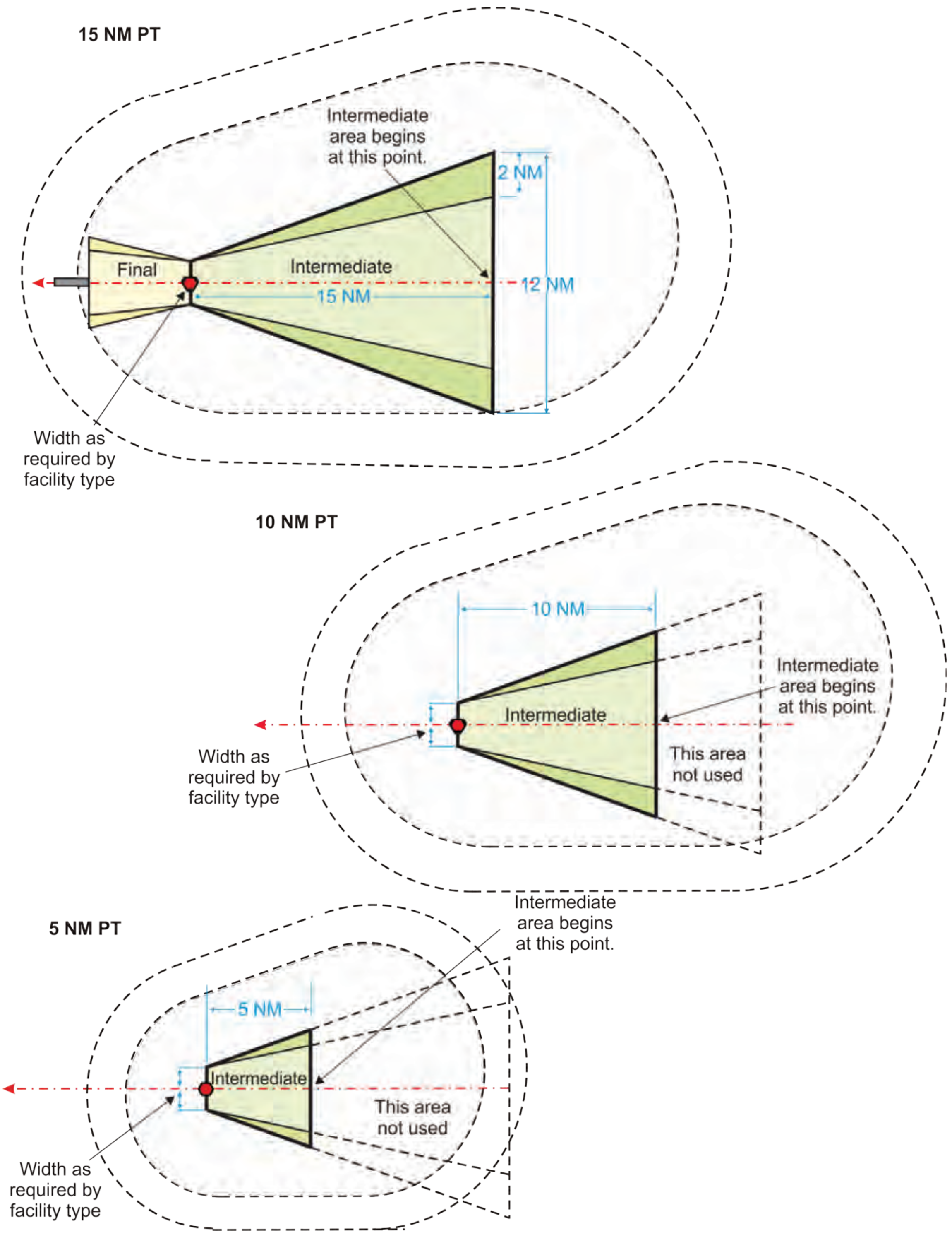
(a) Table 2-4-5, PT Completion Altitude Difference, must be applied.

(b) Only one stepdown fix is authorized within the intermediate segment that underlies the PT maneuvering area.

(c) The distance between the PT fix/facility and a stepdown fix underlying the PT area must not exceed 4 NM.

(d) The maximum descent gradient from the IF point to the stepdown fix is 200 ft/NM. The maximum descent gradient from the stepdown fix to the PFAF is 318 ft/NM.

Figure 2-5-3. Intermediate Area Within a PT Area, PFAF is the Facility



b. PT over a PFAF when the PFAF is not a facility (see figure 2-5-4).

(1) The intermediate segment must be 6 NM wide each side of the intermediate course at the PT distance.

(2) When establishing a stepdown fix within an intermediate/initial segment underlying a PT area:

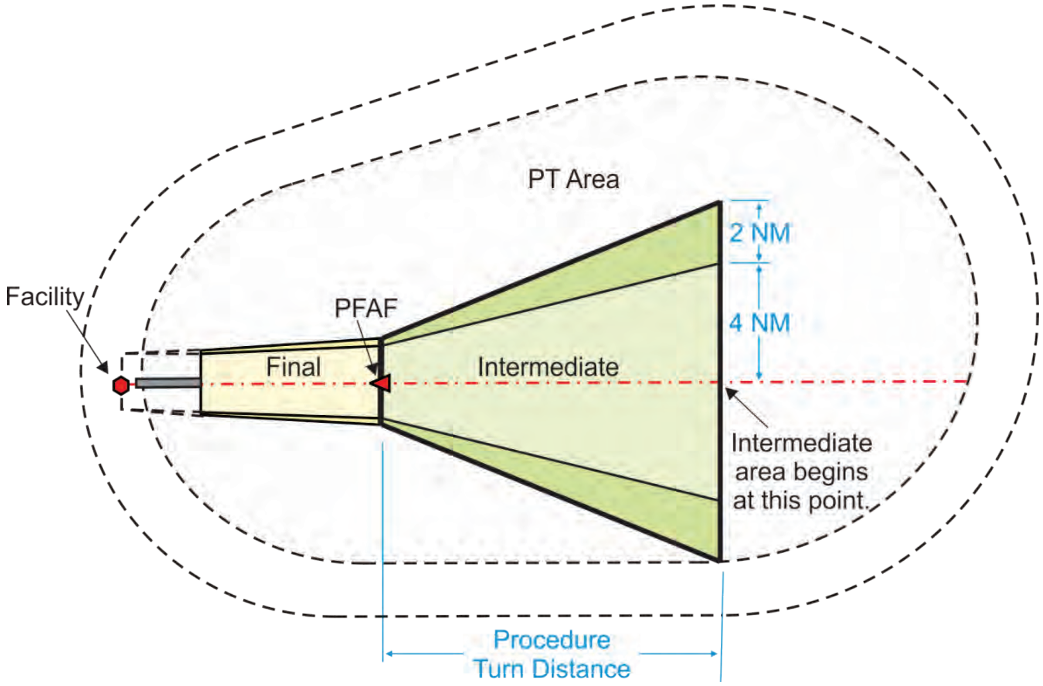
(a) Table 2-4-5, PT Completion Turn Altitude, must be applied.

(b) Only one stepdown fix is authorized within the intermediate segment that underlies the PT maneuvering area.

(c) The distance between the PT fix/facility and a stepdown fix underlying the PT area must not exceed 4 NM.

(d) The maximum descent gradient from the IF point to the stepdown fix is 200 ft/NM. The maximum descent gradient from the stepdown fix to the PFAF is 318 ft/NM.

Figure 2-5-4. Intermediate Area Within the PT Area, PFAF is not the Facility



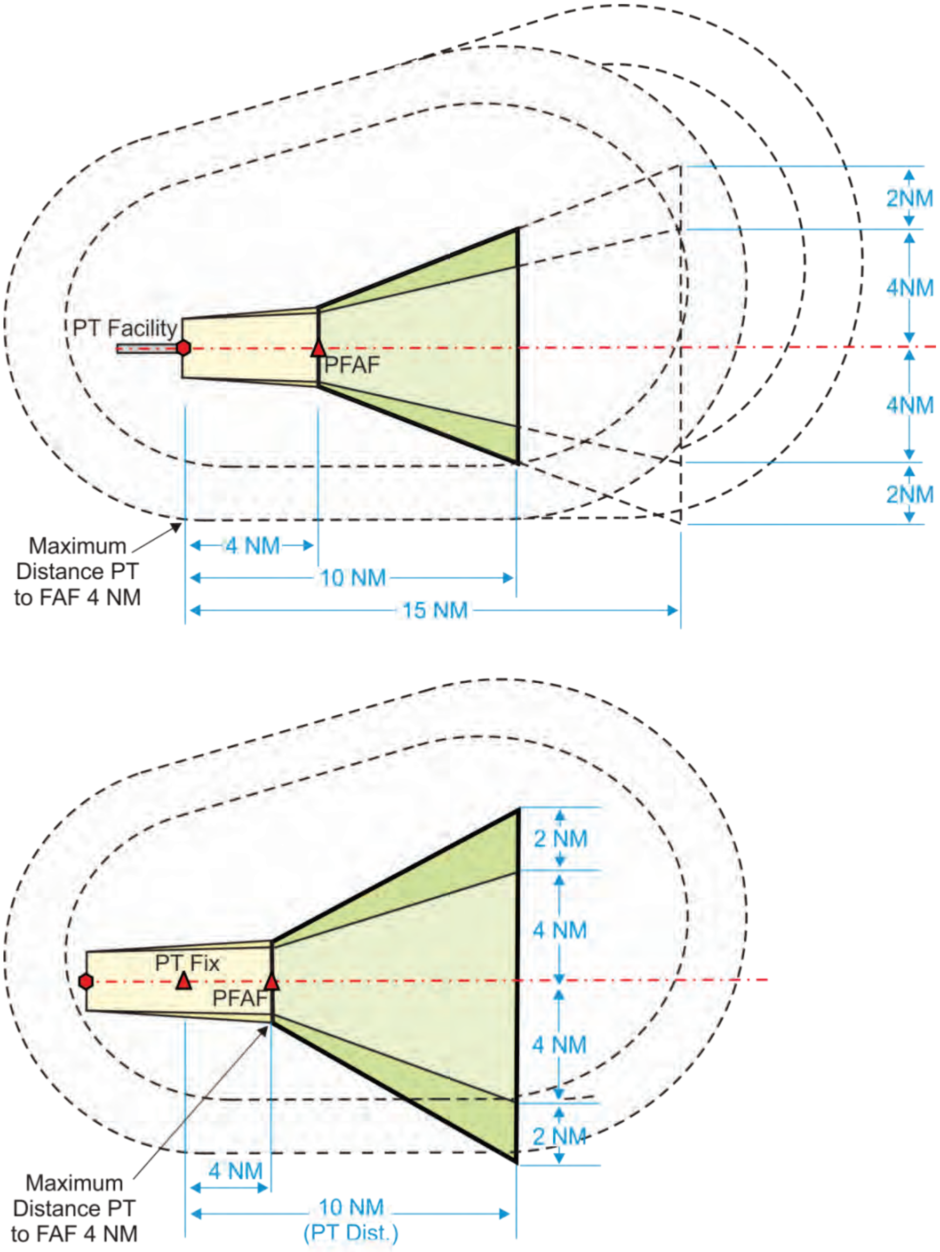
c. PT over a facility/fix after the PFAF (see figure 2-5-5).

(1) The PT facility/fix to PFAF distance must not exceed 4 NM.

(2) The maximum PT distance is 15 NM.

(3) The length of the intermediate segment is from the start of the PT distance to the PFAF and the minimum length must be 5 NM.

Figure 2-5-5. Intermediate Area Within the PT Area, PT Over the Facility/Fix After the PFAF



(4) Intermediate segment area.

(a) PT over a facility. The intermediate segment starts 15 NM from the facility at a width of 6 NM each side of the inbound course and connects to the width of the final segment at the PFAF. The area considered for obstacle clearance is from the start of the PT distance to the PFAF.

(b) PT over a fix (not a facility). The intermediate segment starts at the PT distance at a width of 6 NM each side of the inbound course and connects to the width of the final segment at the PFAF. The area considered for obstacle clearance is from the start of the PT distance to the PFAF.

(5) The maximum descent gradient in the intermediate segment is 200 ft/NM. The PT distance may be increased in 1-NM increments up to 15 NM to meet descent limitations.

(6) When establishing a stepdown fix within an intermediate/initial segment underlying a PT area:

(a) Only one stepdown fix is authorized within the intermediate segment that underlies the PT maneuvering area.

(b) The distance between the PT fix/facility and a stepdown fix underlying the PT area must not exceed 4 NM.

(c) The maximum descent gradient from the IF point to the stepdown fix is 200 ft/NM. The maximum descent gradient from the stepdown fix to the PFAF is 318 ft/NM.

d. PT over a facility/fix prior to the PFAF(see figure 2-5-6 and figure 2-5-7).

(1) The minimum PT distance is 5 NM.

(2) The length of the intermediate segment is from the start of the PT distance to the PFAF and the maximum length is 15 NM.

(3) Intermediate segment area.

(a) PT over a facility. The intermediate segment starts 15 NM from the facility at a width of 6 NM each side of the inbound course and connects to the width of the final segment at the PFAF. The area considered for obstacle clearance is from the start of the PT distance to the PFAF.

(b) PT over a fix (not a facility). The intermediate segment starts at the PT distance at a width of 6 NM each side of the inbound course and connects to the width of the final segment at the PFAF. The area considered for obstacle clearance is from the start of the PT distance to the PFAF.

Figure 2-5-6. Intermediate Area Within the PT Area, PT Over the Facility/Fix Prior to the PFAF

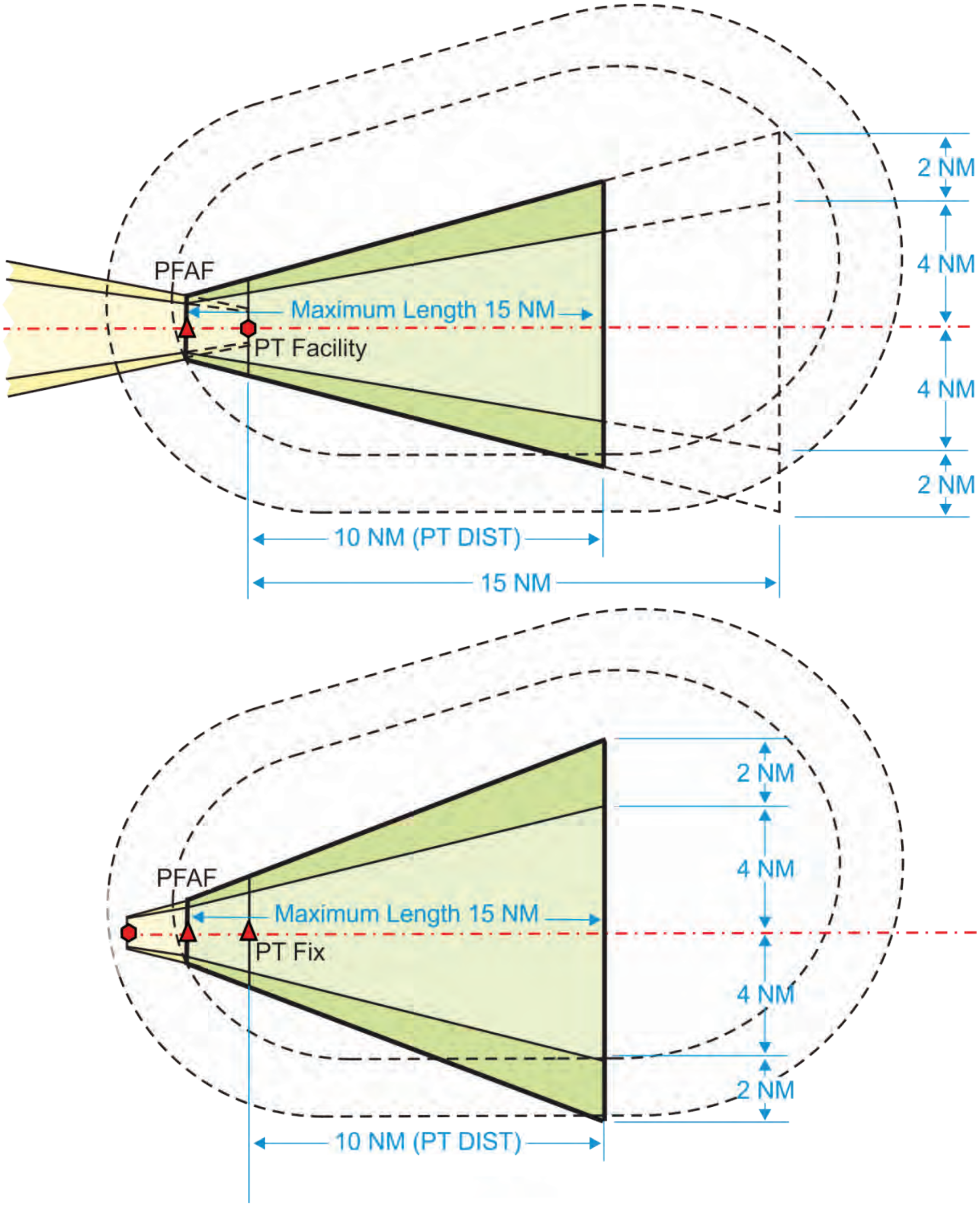
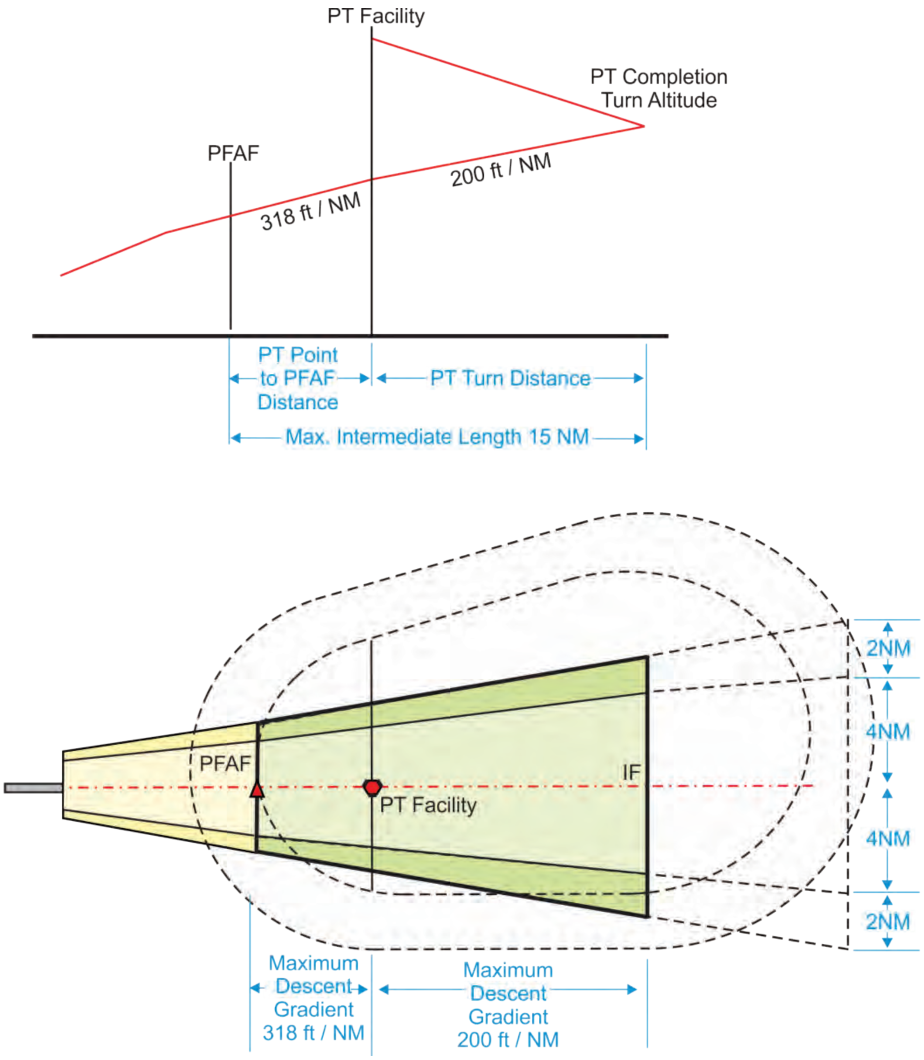


Figure 2-5-7. Intermediate Area Within PT Area, PT Facility/Fix Used as a Stepdown Fix



(4) The maximum descent gradient is 200 ft/NM. If the PT facility/fix is a stepdown fix, the descent gradient from the stepdown fix to the PFAF may be increased to a maximum of 318 ft/NM (see figure 2-5-7). The PT distance may be increased in 1-NM increments up to 15 NM to meet descent limitations.

(5) When establishing a stepdown fix within an intermediate/initial segment underlying a PT area:

(a) When the PT fix is over a facility/fix prior to the PFAF, the facility/fix is the stepdown fix in the intermediate/initial area, and another stepdown fix within this segment is not authorized.

(b) The maximum descent gradient from the IF point to the stepdown fix is 200 ft/NM. The maximum descent gradient from the stepdown fix to the PFAF is 318 ft/NM.

e. PT facility fix used as an IF (see figure 2-5-8).

(1) When the PT inbound course is the same as the intermediate course, either paragraph 2-5-5.d may be used, or a straight initial segment may be used from the start of the PT distance to the PT fix.

(2) When the PT inbound course is not the same as the intermediate course, an intermediate segment within the PT area is not authorized; only a straight initial segment may be used from the start of the PT distance to the PT fix.

(3) When a straight initial segment is used, the maximum descent gradient within the PT distance is 318 ft/NM; the PT distance may be increased in 1-NM increments up to 15 NM to meet descent limitations.

(4) When establishing a stepdown fix within an intermediate/initial segment underlying a PT area:

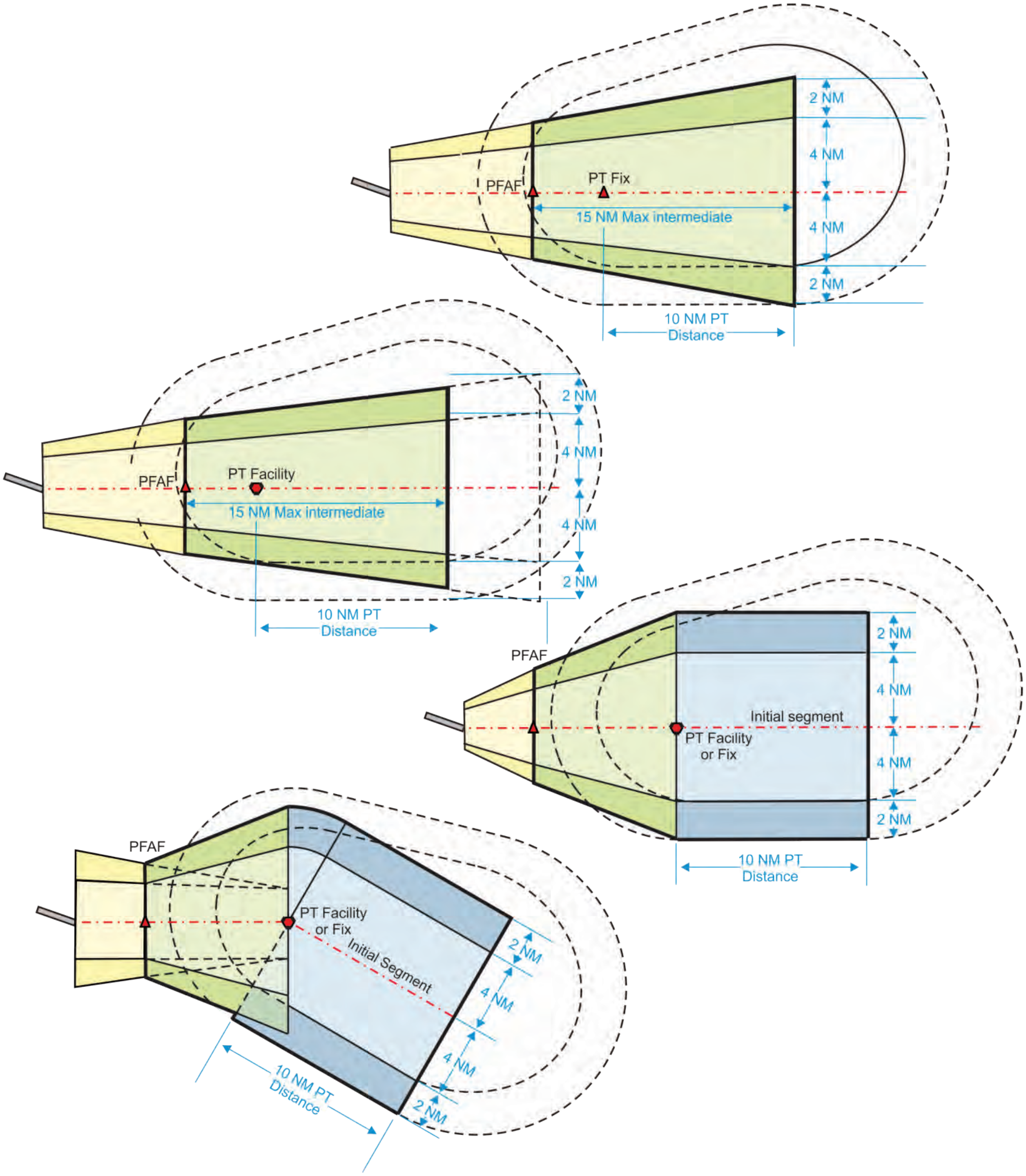
(a) Only one stepdown fix is authorized within the initial segment that underlies the PT maneuvering area.

(b) The distance from the PT facility/fix and a stepdown fix underlying the PT area must not exceed 4 NM.

(c) The maximum descent gradient from the PT completion point (turn distance) to the stepdown fix, and from the stepdown fix to the IF, is 318 ft/NM.

f. When a PT from a facility is required to intercept a localizer course, the PT facility is considered on the localizer course when it is located within the commissioned localizer course width.

Figure 2-5-8. Use of PT Fix for IF



Section 2-6. Final Approach

2-6-1. Final Approach Segment. This is the segment in which alignment and descent for landing are accomplished. Final approach may be made to a runway for a straight-in landing or to an airport for a circling approach. The segment begins at the PFAF and ends at the MAP and/or DA. Criteria for alignment, length, OEA, and OCS evaluation are contained in the chapters/directives specific to the facility/system providing navigation guidance. A visual portion within the final approach segment is also assessed for all approaches (see section 3-3).

2-6-2. Glidepath Angle (GPA) and Vertical Descent Angle (VDA).

a. Approval is required to establish a GPA or a VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed on the same runway (see paragraph 1-4-2).

b. Approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway (see paragraph 1-4-2).

c. GPA/VDA must not exceed the values specified in table 2-6-1.

Table 2-6-1. Maximum VDAs

CAT	Maximum Angle
A (80 knots or less)	6.40
A (81-90 knots)	5.70
B	4.20
C	3.77
D	3.50
E	3.10*

* USAF/USN CAT E maximum is 3.50 degrees.

2-6-3. GPA. Use a standard 3.00 degree GPA where possible. GPAs greater than 3.00 degrees but not more than the maximum (see table 2-6-1) are authorized without approval when needed to provide obstacle clearance or to meet simultaneous parallel approach standards. Other cases or GPAs less than 3.00 degrees require approval (see paragraph 1-4-2). U.S. Air Force (USAF) and U.S. Navy (USN) minimum GPA is 2.50 degrees.

2-6-4. VDA. Determine a VDA for all NPA procedures except those published in conjunction with vertically-guided minimums or no-FAF procedures that do not contain a stepdown fix in the final segment. Optimum VDA is 3.00 degrees. Minimum VDA for a procedure with straight-in minimums is 2.75 degrees (2.50 degrees for USAF and USN); no minimum VDA applies to a procedure with only circling minimums.

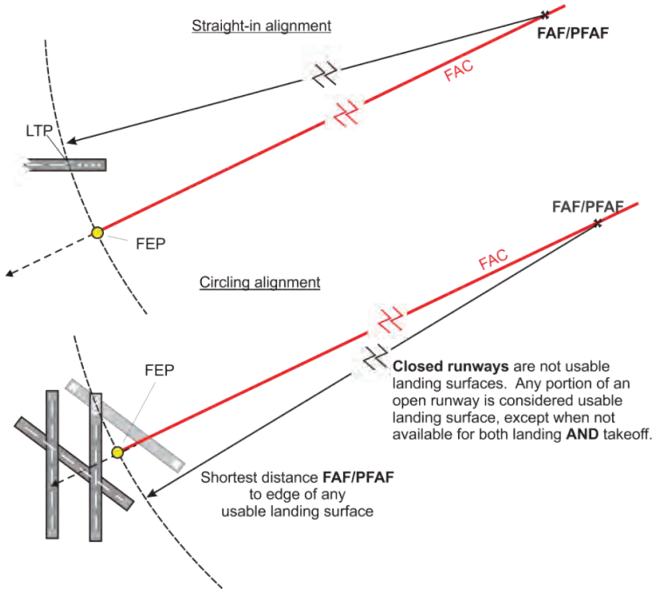
a. Where the FAC is straight-in aligned, design with a VDA equal to or higher than the lowest PA/APV glidepath angle established to the same runway. If no PA/APV procedure is established but a VGSI to the same runway is installed, then design with a VDA that’s at least equal to, but not more than 0.20 degrees greater than the VGSI angle (see paragraph 2-6-2.a).

(1) If the final is circling aligned, or if a VGSI is not installed, then design the procedure at the optimum VDA when possible.

(2) If Flight Inspection Services determines the VDA is unsatisfactory due to obstacles, redesign the procedure using the highest allowable VDA within table 2-6-1. If the highest VDA is still unsatisfactory to flight inspection, then do not publish a VDA (see Order 8260.19).

b. Calculate VDA based on the distance from the plotted position of the PFAF or stepdown fix to the plotted position of the final end point (FEP) (see figure 2-6-1). The FEP is a point on the FAC equal to the distance from the PFAF to the landing threshold point (LTP) or from PFAF to the edge of first usable landing surface for circling only aligned procedures.

Figure 2-6-1. Final End Point



c. VDA for procedures meeting straight-in alignment.

(1) Calculate the VDA from the PFAF altitude (or stepdown fix altitude per paragraphs 2-6-4.e(1) or 2-6-4.f) to threshold crossing height (TCH) using formula 2-6-1. Round results to the nearest 0.01 degrees.

Formula 2-6-1. VDA Calculation for Procedure Meeting Straight-in Alignment

$$VDA = atan\left(\ln\left(\frac{r + alt}{r + THRe + TCH}\right) \times \frac{r}{D_{FIX}}\right)$$

Where:
alt = PFAF altitude in feet (stepdown altitude if applicable)
THRe = Threshold elevation
TCH = Use value that meets minimum and maximum TCH requirements
D_{FIX} = PFAF (stepdown fix if applicable) to FEP distance (feet)

(2) When the maximum VDA calculated in accordance with formula 2-6-1 is exceeded and altitudes/fix locations cannot be modified, straight-in minimums are not authorized. The procedure may be approved when restricted to circling minimums provided the maximum VDA calculated in accordance with paragraph 2-6-4.d is not exceeded. In this case, when VDA is published, specify the VDA calculated in accordance with formula 2-6-1 (published angle may exceed the maximum).

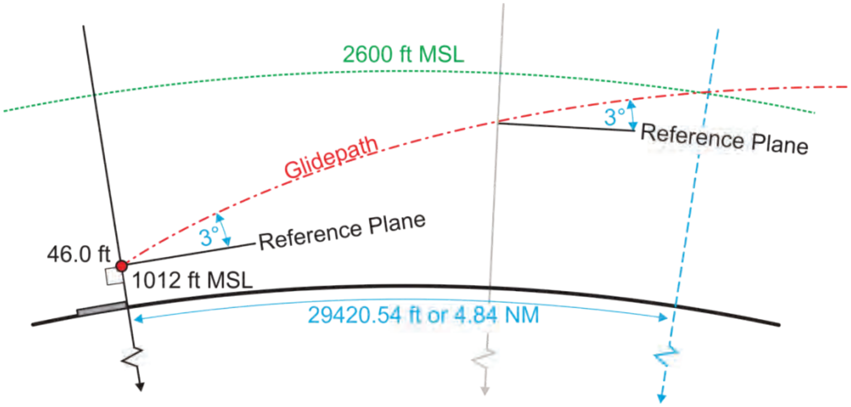
(3) Use formula 2-6-2 to determine a PFAF or stepdown fix location to achieve a specified design angle. Where a VGSI is installed and within the range of minimum/maximum VDAs, select a fix location which permits a VDA equivalent with the VGSI angle. When it is not feasible to achieve equivalency (for example, VGSI is not within the range of acceptable angles, or VGSI is not installed), select a fix location to achieve an optimum VDA when possible or within standard VDA range (see figure 2-6-2).

Formula 2-6-2. Determining PFAF or Stepdown Fix Location

$$D_{FIX} = \frac{\ln\left(\frac{r + alt}{r + THRe + TCH}\right) \times r}{\tan(\theta)}$$

Where:
D_{FIX}= PFAF (stepdown fix if applicable) to FEP distance (feet)
alt = PFAF altitude in feet (stepdown altitude if applicable)
THRe = Threshold elevation
TCH = Use table 10-1-1 value that meets minimum and maximum TCH requirements
θ = VGSI or specified VDA

Figure 2-6-2. Straight-In FAF/PFAF or Stepdown Fix Distance Based on Altitude and Angle



d. VDA for procedures not meeting straight-in alignment or for straight-in aligned procedures not authorized straight-in minimums.

(1) Procedures designed to circling alignment standards are not normally flown using a stabilized descent from the PFAF to landing. Therefore, PFAF location is not predicated on VDA; however, the achieved angle must not exceed the maximum VDA. Establish the PFAF

location in accordance with the alignment and segment length criteria applicable to the final approach navigational aid (NAVAID) or system and calculate the circling VDA.

(2) Calculate the VDA from the PFAF [or stepdown fix altitude per paragraphs 2-6-4.e(2) or 2-6-4.f] to the lowest CMDA using formula 2-6-3. When the maximum VDA is exceeded, relocate the PFAF/stepdown fix and/or raise the CMDA until the angle is compliant.

Formula 2-6-3. VDA Calculation for Procedures Not Authorized Straight-In Minimums

$$VDA = atan\left(\ln\left(\frac{r + alt}{r + CMDA}\right) \times \frac{r}{D_{FIX}}\right)$$

Where:
alt = PFAF altitude in feet (stepdown altitude if applicable)
CMDA = Lowest published circling minimum descent altitude
D_{FIX}= PFAF (stepdown fix if applicable) to FEP distance (feet)

e. Stepdown fixes (with PFAF procedures and/or procedures published w/out PA/APV minimums). Establish stepdown fixes at the lowest altitude possible that also provides obstacle clearance. Determine the altitude of the vertical path at a stepdown fix using formula 2-6-4. When a minimum fix altitude is above the vertical profile of a VDA calculated in accordance with paragraph 2-6-4.c, adjust the stepdown fix location(s) if feasible. When stepdown fix location(s) cannot be modified, change the FAF/PFAF location or raise the FAF/PFAF altitude until stepdown fix(es) are at or below the vertical path of the VDA (must not exceed the maximum angle).

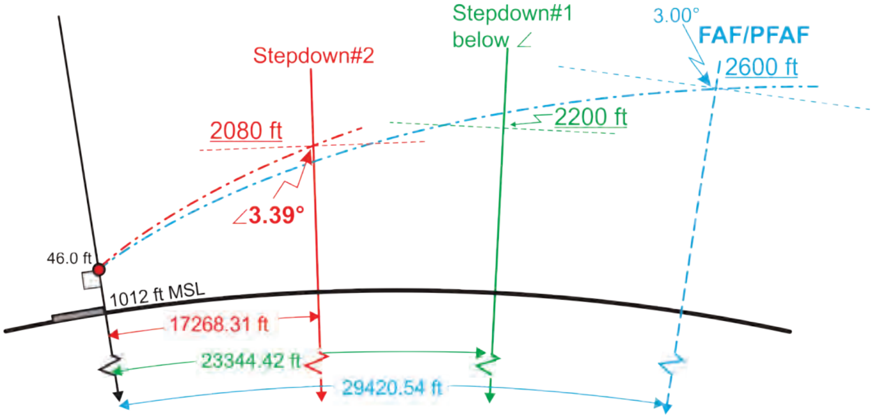
Formula 2-6-4. Vertical Path Elevation at Stepdown Fix

$$Z_{vertpath} = e^{\frac{D_{FIX} \times tan(\theta)}{r}} \times (r + base_{alt}) - r$$

Where:
D_{FIX} = PFAF (stepdown fix if applicable) to FEP distance (feet)
θ = Angle calculated in accordance with paragraph 2-6-4.c or 2-6-4.d
base_{alt} = (THRe + TCH) for paragraph 2-6-4.c calculations; CMDA for paragraph 2-6-4.d calculations

(1) For straight-in aligned procedures only, when no other option is practical, calculate a VDA from each stepdown fix altitude above the vertical path (apply paragraph 2-6-4.c). Publish the greatest VDA and associate it with the applicable stepdown fix (see figure 2-6-3).

Figure 2-6-3. VDA with Stepdown Fixes



(2) For circling aligned procedures, when no other option is practical, calculate a VDA from each stepdown fix altitude above the vertical path (apply paragraph 2-6-4.d) and ensure each angle is less than or equal to the maximum angle.

(3) Do not raise stepdown fix altitudes higher than needed for obstacle clearance solely to achieve coincidence with the VDA vertical path (USN not applicable).

f. Stepdown fixes (no-PFAF procedures). Apply paragraph 2-6-4.c or 2-6-4.d to calculate the VDA from the stepdown fix. When there are multiple stepdown fixes, also apply paragraph 2-6-4.e, except the vertical path is calculated from the first stepdown fix (farthest from LTP) instead of from the PFAF.

g. Do not establish maximum, mandatory, or mandatory block altitudes at any final segment fix (including PFAF) except for where operationally required and approved (see paragraph 1-4-2).

2-6-5. Visual Descent Point (VDP). The VDP defines a point on an NPA procedure from which normal descent from the MDA may be commenced provided the required visual references have been acquired.

a. Establish a VDP for all straight-in NPA procedures (to include those combined with a PA/APV procedure), with the following exceptions/limitations:

(1) Do not publish a VDP when the primary altimeter setting comes from a remote source.

(2) Do not publish a VDP located prior to a stepdown fix.

(3) If the VDP is between the MAP and the runway do not publish a VDP.

(4) Do not publish a VDP when the visual area 20:1 surface is penetrated (see section 3-3).

(5) The VDP should be ≥ 1 NM from any other final segment fix (for example, MAP, stepdown). When not feasible, the VDP must be at least 0.5 NM from any other final segment fix. If < 0.5 NM and the other fix cannot be relocated, do not publish a VDP. Do not increase the MDA to achieve the ≥ 0.5 NM distance.

b. Determine VDP distance (in feet) using formula 2-6-5. When dual or multiple lines of NPA minimums are published, use the lowest minimum descent altitude (MDA) from any CAT to calculate the VDP distance.

(1) For runways served by a VGSI (regardless of coincidence with final VDA), using the VGSI TCH, establish the distance from LTP to a point where the lowest published VGSI glidepath angle reaches the appropriate MDA.

(2) For runways not served by a VGSI, using an appropriate TCH from table 10-1-1, establish the distance from LTP to a point where the greater of a three degree or the final segment VDA reaches the appropriate MDA.

Formula 2-6-5. VDP Distance

$$d_{VDP} = \frac{r \times \pi}{180} \times \left(90 - \theta - asin\left(\frac{\cos(\theta) \times (r + THRe + TCH)}{r + MDA}\right)\right)$$

Where:
MDA =Llowest published MDA
THRe = Threshold elevation
TCH = VGSI or design TCH, see above
θ = VGSI or specified VDA

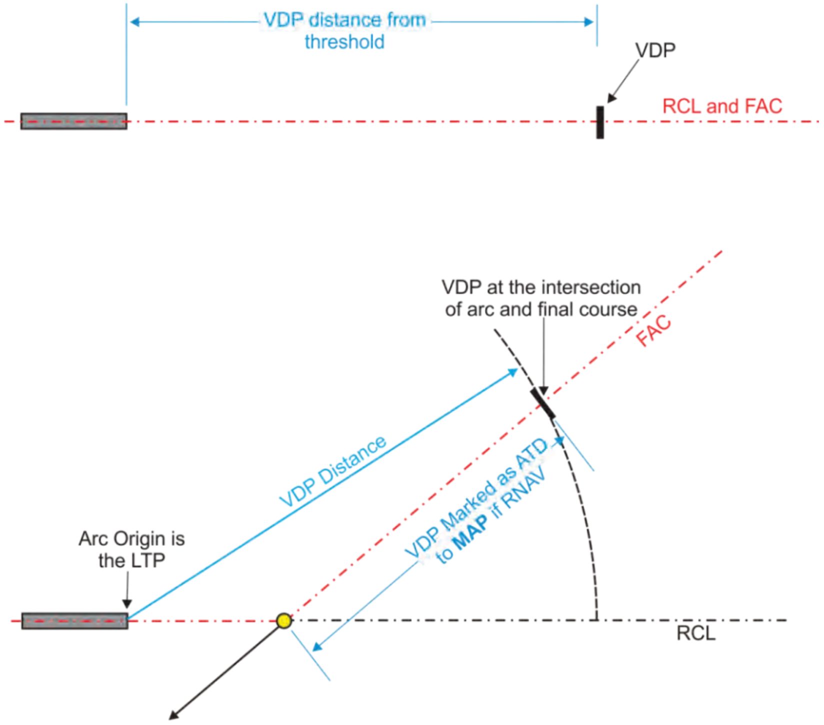
c. Marking VDP location.

(1) For Non-RNAV procedures, mark the VDP location with a DME fix. The DME source must be the same as for other DME fixes in the final segment. If suitable DME is not available, do not publish a VDP. Maximum fix error is ± 0.5 NM.

(2) For RNAV procedures, mark the VDP location with an along track distance (ATD) fix to the MAP. Maximum fix error is ± 0.5 NM.

(3) If the final course is not aligned with the runway centerline (RCL), using the LTP as an arc center, swing an arc of a radius equal to the VDP distance across the final approach course (see figure 2-6-4). The point of intersection is the VDP. For RNAV procedures, the distance from the point of intersection to the MAP is the ATD for the VDP.

Figure 2-6-4. VDP Location



2-6-6. Vertical Guidance Surface (VGS). The VGS must be evaluated for all PA and APV approach procedures. Effective October 1, 2017, the VGS must also be evaluated for all straight-in aligned NPA approach procedures.

a. If evaluation results in a penetration of the VGS, eliminate the penetration by increasing the GPA (PA/APV), VDA, procedure turn completion altitude (no-FAF NPA), or TCH until it no longer penetrates. Offsetting the FAC to achieve a lower DA/MDA (and therefore a shorter VGS) may also be an option to eliminate the penetration. Penetrations caused by airport lighting, airport signage, and their associated equipment may be disregarded when installed in accordance with FAA (or military) standards.

(1) Once the VGS is clear, refer to table 2-6-1 to determine the highest CAT that may be authorized based on the required GPA (PA/APV) to clear the penetration, or the required VDA calculated in accordance with formula 2-6-1.

(2) For a no-FAF NPA without SDF (where a VDA is not normally calculated), apply formula 2-6-1 for the sole purpose of determining an angle, except substitute the procedure turn completion altitude and the maximum procedure turn distance for the PFAF altitude and PFAF distance. Use the greater of 3.00 degrees and the calculated angle for comparison against the table 2-6-1 values, and for use in place of the VDA within formula 2-6-5 and formula 2-6-11.

b. Length. The VGS begins at the LTP and extends to the DA point (highest DA) of a PA or APV. For NPA, determine the length by applying formula 2-6-5 to determine the distance to the

VDP point, except determine a VDP distance for the highest MDA, and always use the specified VDA and design TCH in the calculations (see figure 2-6-5).

Note: For VGS purposes, DA and VDP points must be calculated using primary altimeter minimums only.

c. Width. The beginning width is 100 feet each side of the runway edge. It expands towards the DA/VDP point. Calculate the beginning half-width ("k") by applying formula 2-6-6. Calculate the half-width at the DA/VDP point using formula 2-6-7. Apply formula 2-6-8 to calculate the half-width for any other distance from LTP.

Formula 2-6-6. VGS Half-Width at Origin

$$k = \frac{runway\ width}{2} + 100$$

Formula 2-6-7. VGS Half-Width at DA or VDP Point

$$E = 0.036 \times d + 392.8$$

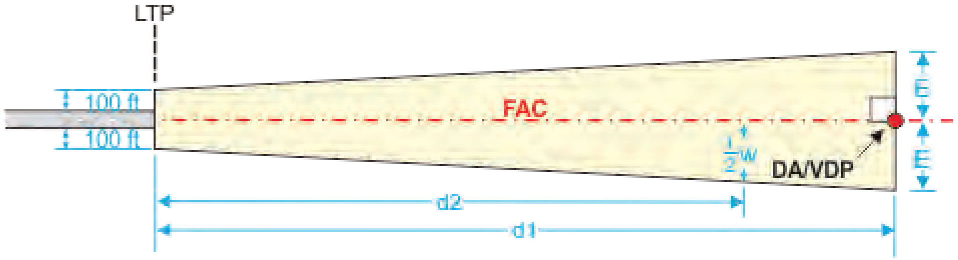
Where:
d = distance (feet) from LTP to DA/VDP point

Formula 2-6-8. VGS Half-Width at Specified Distance

$$\frac{1}{2}w = \left(\frac{E-k}{d1} \times d2\right) + k$$

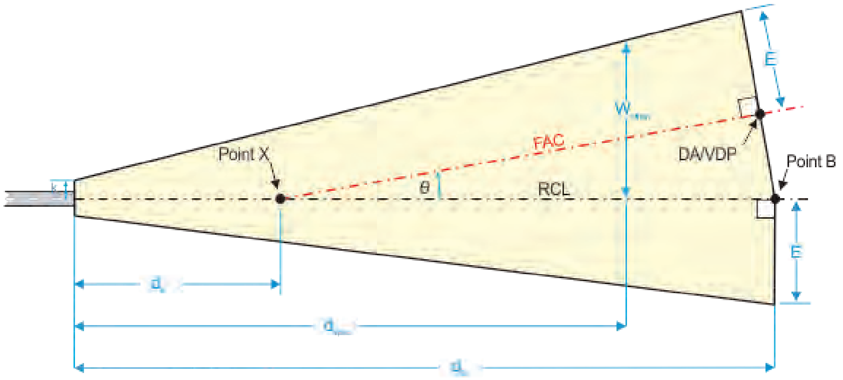
Where:
E = VGS half-width at DA/VDP point (feet) [see formula 2-6-7]
k = VGS half-width at origin (feet) [see formula 2-6-6]
$d1$ = Distance (feet) from LTP to DA/VDP point
$d2$ = Specified distance (feet) from LTP as measured along RCL

Figure 2-6-5. VGS Area



d. Offset area. Expand the VGS area when the FAC is offset from the RCL by more than three degrees. The area at the DA/VDP point extends perpendicularly from the FAC on the side of the offset for distance "E" (see formula 2-6-7). On the side closest to the RCL, the area extends perpendicularly to the FAC until intersecting the RCL. It then extends perpendicularly to the RCL for distance "E" (see figure 2-6-6). Apply formula 2-6-9 to determine the offset side width from RCL for a specified distance from LTP.

Figure 2-6-6. Offset VGS Area Construction



Formula 2-6-9. VGS Offset Side Width as Specified Distance

$$W_{Offset} = d_{spec} \times \left(\frac{\cos(\theta) \times [\sin(\theta) \times (d_B - d_X) + E] - k}{d_B - \sin(\theta) \times [\sin(\theta) \times (d_B - d_X) + E]} \right) + k$$

Where:
d_{spec} = Specified distance (feet) from LTP as measured along RCL
θ = FAC offset in degrees
d_B = Distance (feet) from LTP to point B
d_X = Distance (feet) from LTP to intersection of RCL and FAC (point X)
E = VGS half-width at DA/VDP point (feet) [see formula 2-6-7]
k = VGS half-width at origin (feet) [see formula 2-6-6]

e. VGS Slope Origin. The VGS slope origin and starting elevation is based on TCH (see figure 2-6-7).

(1) Where the TCH is greater than 50 feet, the slope origin is the beginning of the VGS area. Starting elevation is V_{Offset} above THRe. Calculate V_{Offset} by applying formula 2-6-10.

(2) Where the TCH is at least 40 feet but not more than 50 feet, the slope origin is the beginning of the VGS area. Starting elevation is THRe.

(3) Where the TCH is less than 40 feet, the slope origin is X_{Offset} distance from the beginning of the VGS area. Calculate X_{Offset} by applying formula 2-6-11. The VGS area within X_{Offset} distance is a level surface equal to THRe which must be clear of obstacles (see exceptions in paragraph 2-6-6.a).

Formula 2-6-10. V_{Offset} Height for TCH Greater Than 50 Feet

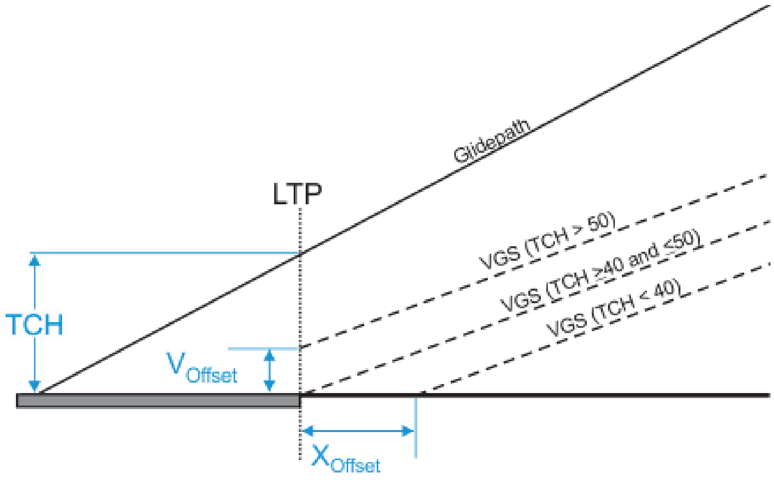
$$V_{Offset} = TCH - 50$$

Formula 2-6-11. X_{Offset} Distance for TCH Less than 40 Feet

$$X_{Offset} = \frac{40 - TCH}{tan(\theta)}$$

Where:
θ = GPA or VDA

Figure 2-6-7. VGS Slope Origin



f. VGS slope elevation. The VGS slope is based on 2/3 x GPA or VDA. Apply formula 2-6-12 to determine the VGS elevation.

Formula 2-6-12. VGS Elevation

$$VGS_{Elev} = tan\left(\theta \times \frac{2}{3}\right) \times \left(d - X_{Offset}\right) + THRe + V_{Offset}$$

Where:
θ = GPA or VDA
d = Distance (feet) from LTP
X_{Offset} = Formula 2-6-11 result for TCH less than 40 feet, else 0.
V_{Offset}= Formula 2-6-10 result for TCH greater than 50, else 0.

Example:

$$\mathrm{VGS_{Elev}} = \tan\left(3.1 \times \frac{2}{3}\right) \times (4991.01 - 0) + 1125.4 + 5$$

$$\mathrm{VGS_{Elev}} \approx 1310.5$$

Section 2-7. Circling Approach and Sidestep Maneuvers

2-7-1. Circling Approach Area. Where circling is authorized, evaluate the circling approach OEA for each CAT published on the procedure. The CMDA is based on the results of the circling approach OEA evaluation and the evaluation of the final segment OEA (also see paragraph 3-2-1.g).

a. Obstacle evaluation area.

(1) The OEA for each CAT is based on true airspeed (V_{KTAS}). The minimum altitude used for true airspeed conversion is 1000 feet above airport elevation. Use formula 2-7-1 to convert indicated airspeed (V_{KIAS}) to true airspeed (V_{KTAS}).

Formula 2-7-1. True Airspeed

$$V_{KTAS} = \frac{V_{KIAS} \times 171233 \times \sqrt{303 - 0.00198 \times (alt + k)}}{\big(288 - 0.00198 \times (alt + k)\big)^{2.628}}$$

Where:
V_{KIAS} = Indicated airspeed [see table 2-7-1]
alt = Airport elevation (MSL)
k = Height above airport (minimum 1000 feet)

(2) Calculate the circling approach radius (CAR) based on true airspeed, bank angle, and straight segment using formula 2-7-2. The minimum CAR is 1.30 NM.

Formula 2-7-2. Circling Approach Radius

$$CAR = 2 \times \frac{(V_{KTAS} + 25)^2}{\tan\big(bank_{angle}\big) \times 68625.4} + S$$

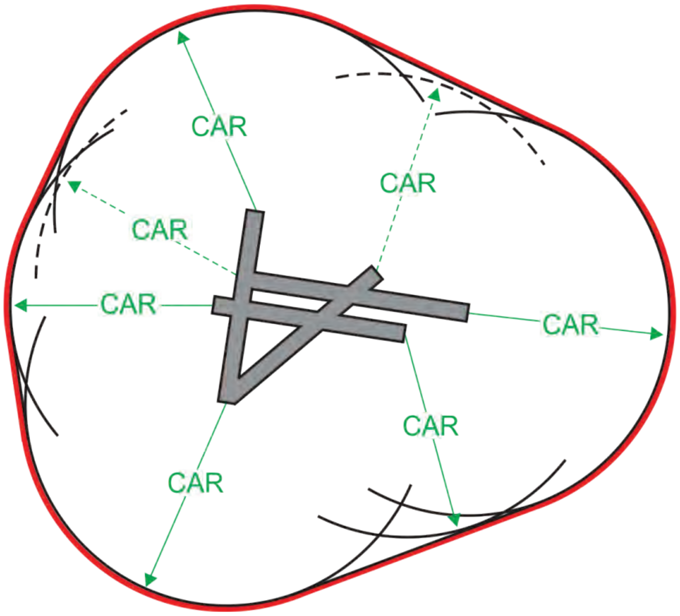
Where:
V_{KTAS} = True airspeed from formula 2-7-1
$bank_{angle}$ = Bank angle (see table 2-7-1)
S = Straight segment length in NM (see table 2-7-1)

Table 2-7-1. Circling Approach Area Parameters

CAT	V_{KIAS}	$Bank_{angle}$	Straight Segment Length (S)
A	90	25	0.4
B	120	25	0.4
C	140	20	0.5
D	165	20	0.6
E	200	22	0.7

(3) Construct the OEA by drawing arcs equal to the CAR for each CAT from the LTP of each runway to which circling will be authorized. However, when only one end of the runway is not authorized for circling, the OEA is based on the CAR from both LTPs. Join the outermost arcs with tangential lines. The resulting enclosed area is the circling OEA [(no secondary area) see figure 2-7-1].

Figure 2-7-1. Construction of Circling Approach OEA



b. Obstacle clearance. The minimum ROC in the circling approach OEA is 300 feet. Adjustments must be applied as specified in paragraph 3-2-2.c.

c. Circling minimum descent altitude (CMDA). Paragraph 3-2-1.g applies. Where the CMDA results in a HAA greater than 1000 feet, recalculate V_{KTAS} by increasing the "k" value within formula 2-7-1 to equal the actual HAA, then recalculate the CAR using formula 2-7-2 and re-evaluate the OEA. If the resulting HAA value increases, recalculate and re-evaluate using the higher value.

Example:

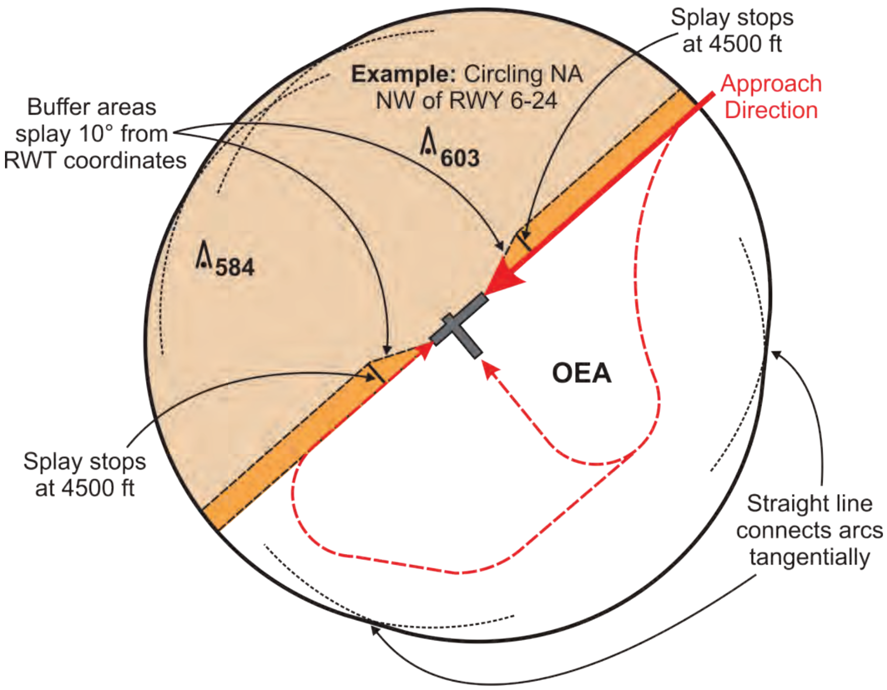
Given
CAT A controlling obstacle: 623 feet
Airport Elevation: 600 feet

Determine CMDA
CMDA based on ROC = 623 feet + 300 feet = 923 feet (rounds to 940)
CMDA based on minimum HAA for CAT A = 600 feet + 350 feet = 950 feet (rounds to 960)
Published CMDA = 960 feet

2-7-2. Restricted Circling Area. The circling OEA may be modified to gain relief from obstacles by establishing a restricted area. This option is only authorized where the restriction can clearly be described as a portion of the airspace where circling is not authorized and the chart is properly annotated. The OEA excludes the restricted area except the portion defined by a line originating at the LTP of each runway used to define the area splaying 10 degrees relative to RCL towards the restricted area. Discontinue the splay when it reaches 4500 feet in width from RCL extended (see figure 2-7-2).

a. Simple restricted area. Establish the restricted area as the right or left half of the OEA relative to RCL(s) extended to the CAR boundary. The chart annotation must include the runway identification number (both ends) and the area's cardinal or intercardinal magnetic direction from RCL [(as in, N, NE, E, SE, S, SW, W, or NW) see figure 2-7-2 and Order 8260.19, chapter 8].

Figure 2-7-2. Simple Restricted Circling Area



b. Complex restricted area. Establish the restricted area as a single contiguous sector bounded by the extended centerlines of intersecting runways, continued outward to the OEA boundary, and truncated (see figure 2-7-3 through figure 2-7-6) or expanded (see figure 2-7-7) by a direct line from each LTP. The chart annotation must include the runway identification numbers and the area's general magnetic or intercardinal magnetic direction from each identified runway (see also Order 8260.19, chapter 8).

Figure 2-7-3. Complex Restricted Circling Area (<180 Degrees)

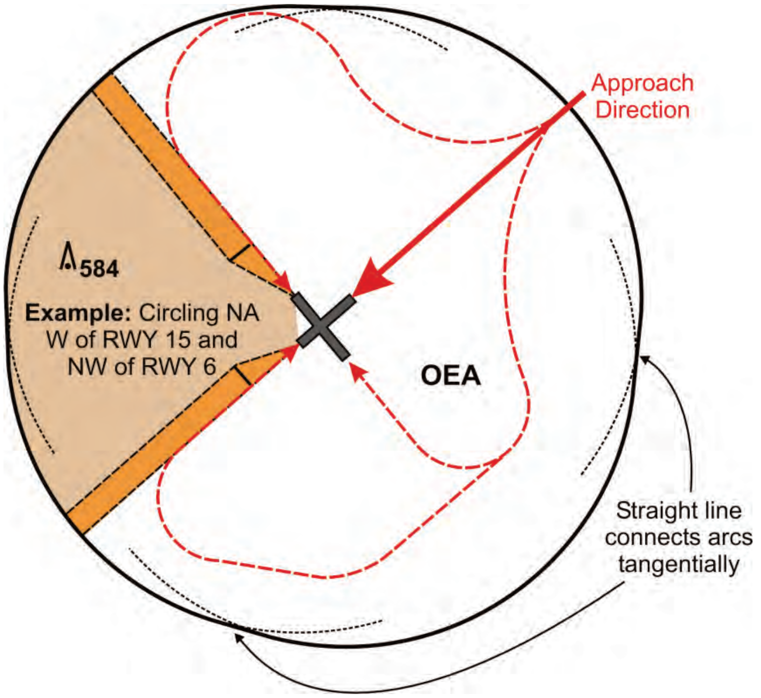


Figure 2-7-4. Complex Restricted Circling Area, Circling Aligned (<180 Degrees)

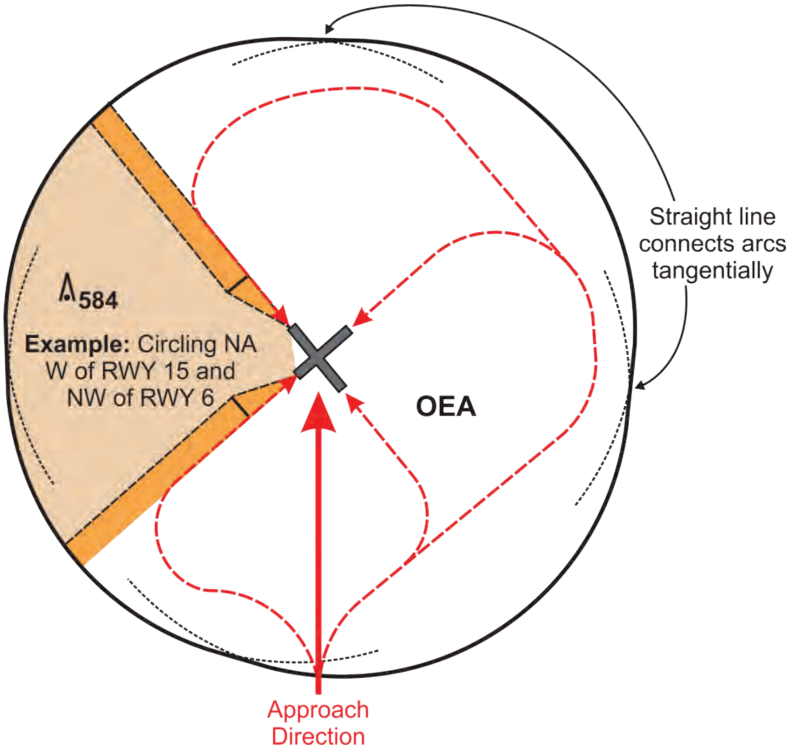


Figure 2-7-5. Complex Restricted Circling Area (<180 Degrees, Intersecting Runways)

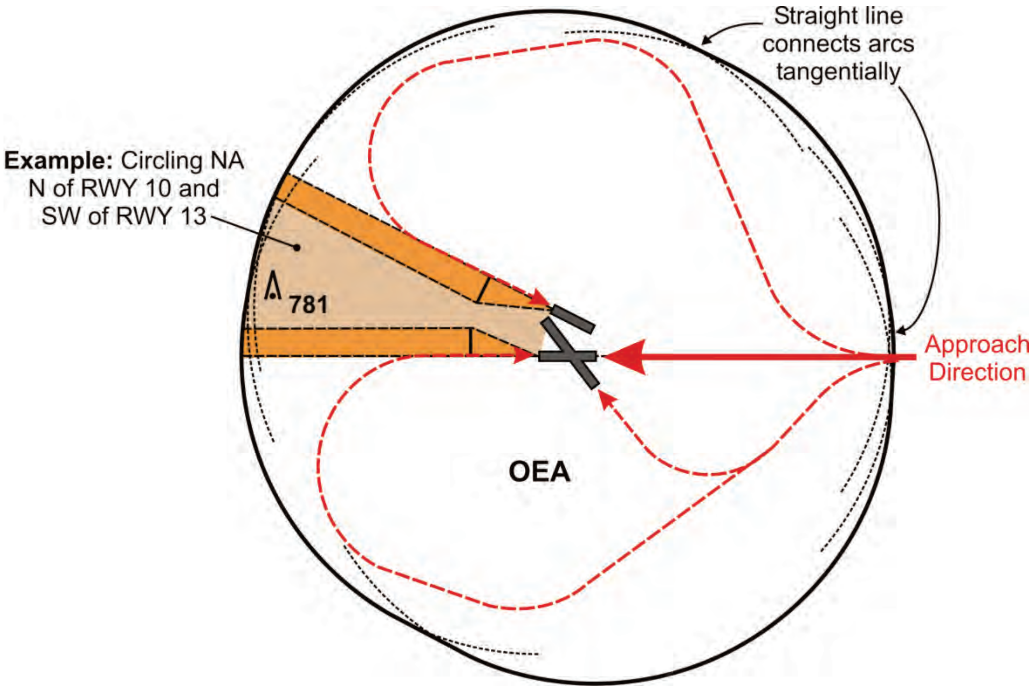


Figure 2-7-6. Complex Restricted Circling Area (<180 Degrees, Parallel Runways)

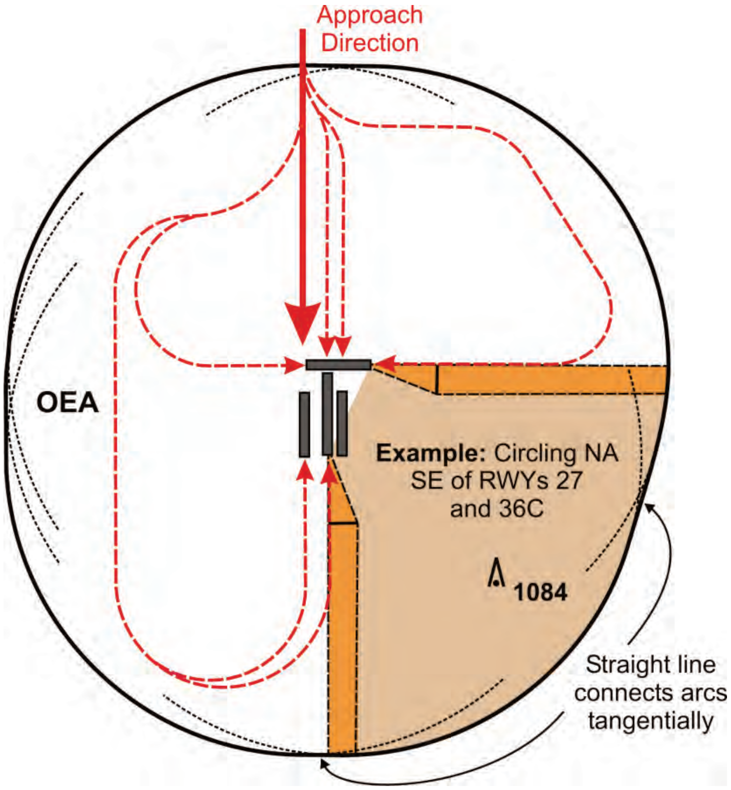
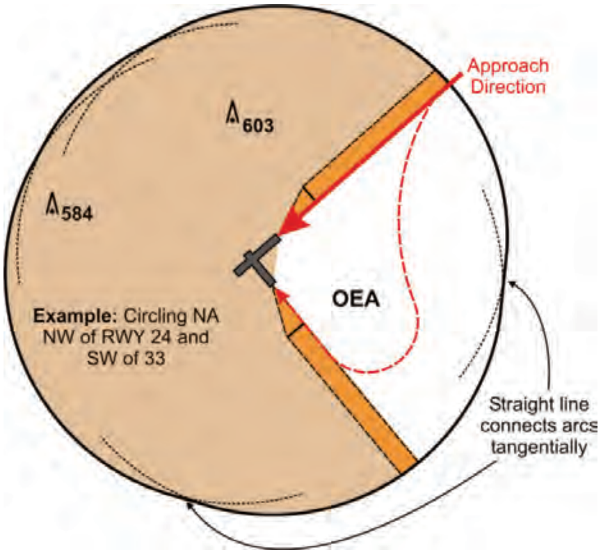


Figure 2-7-7. Complex Restricted Circling Area, Expanded Restricted Area



2-7-3. Sidestep Maneuvers. A sidestep maneuver is a visual alignment maneuver, required by a pilot executing a straight-in approach to one runway, and cleared to land on a parallel runway. The following conditions must exist:

a. RCLs are separated by 1200 feet or less.

b. Only one final approach course is published.

c. The final approach course is aligned within three degrees of the RCL of the primary runway.

d. The procedure is identified in accordance with section 1-6.

e. Establish a non-precision final approach area (using the same navigational guidance as is used on the primary approach) to the sidestep runway extending from the runway threshold to a point abeam the beginning of the primary runway's non-precision final approach area. The area is longitudinally centered on the sidestep runway's extended centerline.

(1) The width of the localizer or simplified directional facility (SDF) final approach area is as specified in chapter 8 (chapter 9 for SDF).

(2) For all other conventional final approach areas; where the approach facility is on the airport, base the width of the sidestep final approach area as if the navigation facility were located on the sidestep threshold. Where the facility is off airport, assume the facility is located abeam the beginning of the primary runway's non-precision final approach area.

(3) For RNAV final approach areas, the width is as specified in the applicable chapter of Order 8260.58. Evaluate both LP and LNAV final approach areas when the procedure contains both lines of minimums. The higher minimums apply for the sidestep maneuver.

f. Utilize the same nonprecision obstacle clearance used for the primary runway to determine the published MDA for the sidestep maneuver. Include adjustments for remote altimeter source setting (RASS) when determining the sidestep MDA; do not apply adjustments for precipitous terrain and excessive length of final (see paragraphs 3-2-2.b and 3-2-2.c). Publish a single MDA to the sidestep runway. The published MDA must not be less than the highest MDA and/or DA for the approach and must provide obstacle clearance throughout the entire sidestep final approach area(s). When a stepdown fix is incorporated into the procedure, the sidestep MDA must only provide obstruction clearance between the last stepdown fix and the sidestep threshold. All stepdown fixes must provide appropriate obstruction clearance within the sidestep final approach area.

g. Calculate the descent angle from the approach PFAF directly to the sidestep runway's visual TCH. When a VGSI is not installed on the sidestep runway, then use an appropriate TCH from table 10-1-1. Calculate descent angles from stepdown fixes as measured along the sidestep runway's extended centerline to the sidestep LTP. The sidestep procedure must not be authorized if any angle exceeds the maximum values within table 2-6-1. Minimum angles do not apply to sidestep maneuvers.

h. Apply the circling visual area [see paragraph 3-3-2.c(1)] to the sidestep runway and assess the 20:1 surface. If penetrated, publish a note denying the sidestep maneuver at night unless the obstacle is lighted. Use of VGSI may be used in lieu of obstruction lighting with approval (see paragraph 1-4-2).

i. Establish published visibility as follows:

(1) Determine visibility without approach lights by applying table 3-3-7.

(a) Substitute the sidestep height above touchdown (HAT) for HAA.

(b) If the HAT is less than 450 feet for CAT B and C, then the minimum visibility is 1 SM for CAT B, and 1 ½ SM for CAT C. If the HAT is less than 550 feet for CAT D and E, then the minimum visibility is 2 SM for both CATs.

(2) One-half SM visibility reduction is authorized when a full approach light system (FALS) is installed to the sidestep runway (see table 3-1-2). The minimum visibility after applying this reduction must not be less than 1 SM.

(3) When the sidestep runway threshold is offset/staggered, and is more than 1000 feet closer to the PFAF than the runway with course guidance, increase the published visibility by an additional one-fourth SM, or by the actual offset distance, whichever is greater.

(4) The published sidestep visibility must not be less than the highest straight-in visibility for the primary approach (for each CAT).

(5) Publish 1 SM visibility as RVR 5500 when the provisions of paragraph 3-1-2.b are met.

Section 2-8. Missed Approach

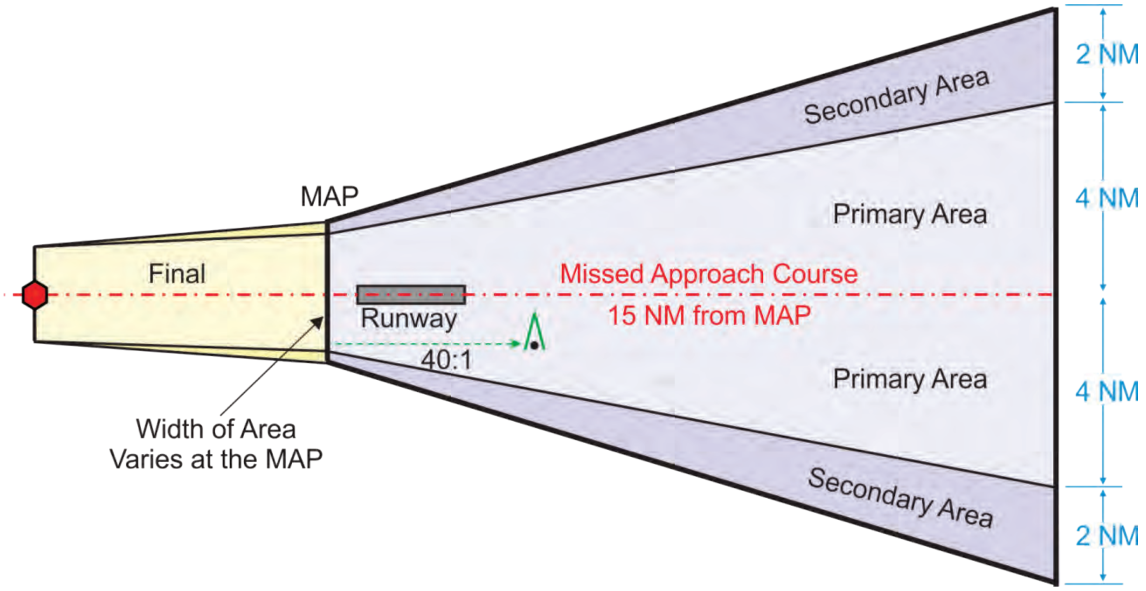
2-8-1. Missed Approach Segment. A missed approach procedure must be established for each instrument approach procedure. The missed approach begins at the DA for PA/APV procedures, and the MAP for NPA procedures. The missed approach procedure must be simple, specify a charted missed approach altitude (altitude at clearance limit), and a clearance limit fix/facility. When required by obstacles or deemed operationally advantageous, the missed approach may also specify an interim “climb-to” altitude to identify a turn point. Any other interim altitude restriction is not permitted. The charted missed approach altitude must not be lower than the highest DA/MDA (including adjustments) and be sufficient to permit holding or en route flight. Design alternate missed approach procedures using the criteria in this section. The area considered for obstacles has a width equal to that of the final approach area at the MAP or DA point and expands uniformly to the width of the initial approach segment at a point 15 NM from the MAP (as measured along flight path). When PCG is available, a secondary area for the reduction of obstacle clearance is identified within the missed approach area. It has the same width as the final approach secondary area at the MAP and expands uniformly to a width of 2 NM at a point 15 NM from the MAP (see figure 2-8-1). Where PCG is not available beyond this point, expansion of the area continues until PCG is achieved or the segment terminates. Where PCG is available beyond this point, the area tapers at a rate of 30 degrees inward relative to the course until it reaches initial segment width.

2-8-2. Missed Approach Alignment. Wherever practical, the missed approach course should be a continuation of the FAC. Turns are permitted, but should be minimized in the interest of safety and simplicity.

2-8-3. MAP. The MAP specified in the procedure may be the point of intersection of a specific glidepath with a DA, a navigation facility, a fix, or a specified distance from the PFAF. A specified distance may not be more than the distance from the PFAF to the usable landing surface. The MAP must not be located prior to a VDP. Specific criteria for the MAP are contained in the appropriate chapters.

2-8-4. Straight Missed Approach Area. When the missed approach course is within 15 degrees of the final approach course, it is considered a straight missed approach (see figure 2-8-1). The area considered for obstacle evaluation is specified in paragraph 2-8-1.

Figure 2-8-1. Straight Missed Approach Area



2-8-5. Straight Missed Approach Obstacle Clearance. Within the primary missed approach area, no obstacle may penetrate the missed approach surface. This surface begins over the MAP at a height determined by subtracting the required final approach ROC and any adjustments to minimums, per paragraph 3-2-2 from the MDA. It rises uniformly at a rate of one-foot vertically for each 40-foot horizontally (40:1) (see figure 2-8-2). Where the 40:1 surface reaches a height of 1000 feet below the missed approach altitude (see paragraph 2-8-1), further application of the surface is not required. In the secondary area, no obstacle may penetrate a 12:1 slope that extends outward and upward from the 40:1 surface at the inner boundaries of the secondary area (see figure 2-8-3). Evaluate the missed approach segment to ensure obstacle clearance is provided.

a. Evaluate the 40:1 surface from the MAP to the clearance limit (end of the missed approach segment). The height of the missed approach surface over an obstacle is determined by measuring the straight-line distance from the obstacle to the nearest point on the line defining the origin of the 40:1 surface. If obstacles penetrate the surface, take action to eliminate the penetration; for example, increase the MDA, adjust the MAP location, etc.

b. The preliminary charted missed approach altitude is the highest of the minimum missed approach obstruction altitude, minimum holding altitude (MHA) established in accordance with paragraph 17-9-5, or the lowest airway minimum en route altitude (MEA) at the clearance limit. To determine the minimum missed approach obstruction altitude for the missed approach segment, identify the highest obstacle in the primary area; or if applicable, the highest equivalent obstacle in the secondary area. Then add the appropriate ROC (plus adjustments) for holding or en route to the highest obstacle elevation. If the resultant altitude is not in a 100-foot increment, then round upward to the next 100-foot value.

c. Determine if a climbing in holding pattern (climb-in-hold) evaluation is required (see section 17-7). If a climb in holding is intended at the clearance limit, a climb-in-hold evaluation is mandatory.

(1) Calculate the elevation of the 40:1 surface at the end of the segment (clearance limit). The 40:1 surface starts at the same elevation as it does for obstacle evaluations. Compute the 40:1 rise from a point on the line defining the origin of the 40:1 surface in the shortest distance and perpendicular to the end-of-segment line at the clearance limit.

(2) Compute the ROC surface elevation at the clearance limit by subtracting the appropriate ROC (plus adjustments) from the preliminary charted missed approach altitude.

(3) Compare the ROC surface elevation at the clearance limit with the 40:1 surface elevation.

(a) If the computed 40:1 surface elevation is equal to or greater than the ROC surface elevation, a climb-in-hold evaluation is not required.

(b) If the computed 40:1 surface elevation is less than the ROC surface elevation, a climb-in-hold evaluation is required. Section 17-7 specifies higher speed groups; therefore, larger template sizes, are usually necessary for the climb-in-hold evaluation. These templates may require an increase to the MHA under paragraph 17-2-4. If this evaluation requires an increase to the MHA, evaluate the new altitude using the higher speed group specified in section 17-7. This sequence of review must be used until the MHA does not increase, then the 40:1 surface is re-evaluated. If obstacles penetrate the 40:1 surface, take action to eliminate the penetration.

(4) The charted missed approach altitude is the higher of the preliminary charted missed approach altitude or the MHA established under paragraph 2-8-5.c(3).

Figure 2-8-2. Straight Missed Approach Obstacle Clearance

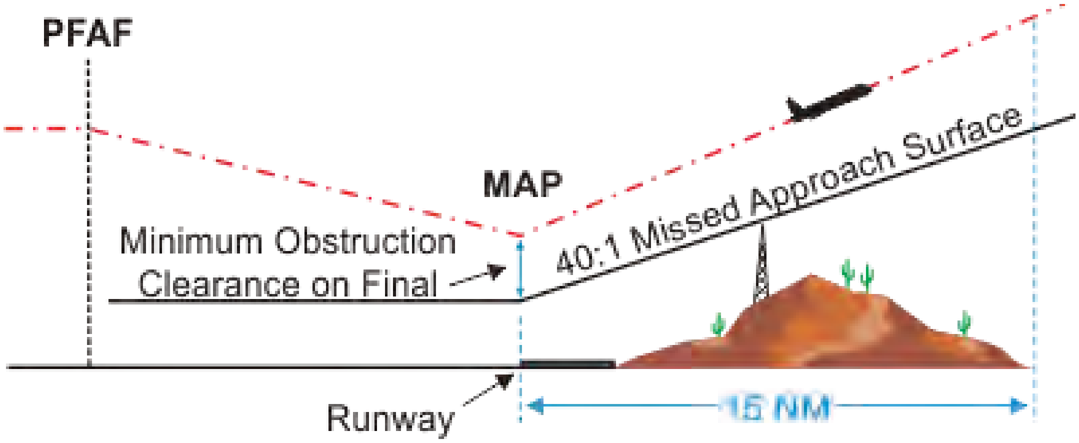
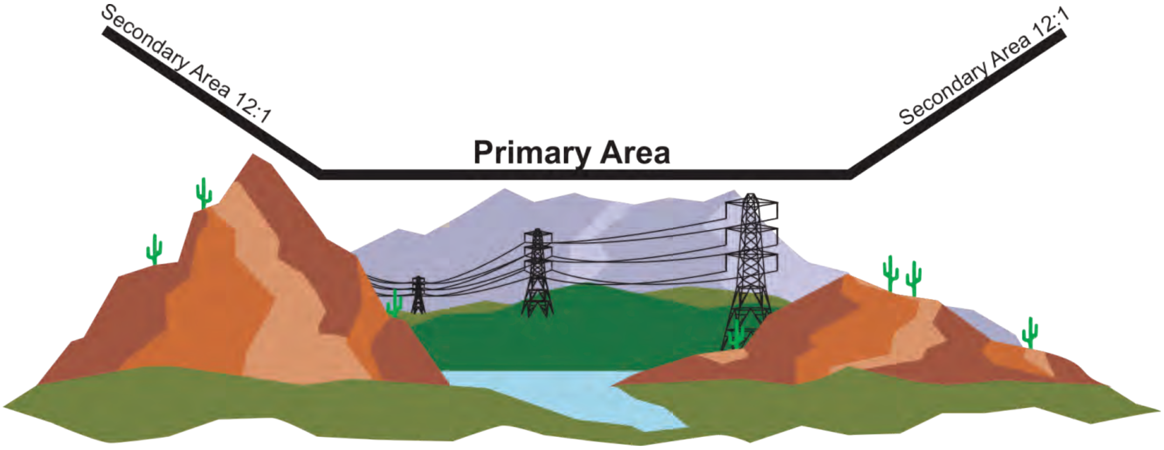


Figure 2-8-3. Missed Approach Cross Section



2-8-6. Turning Missed Approach Area. If a turn of more than 15 degrees from the FAC is required, a turning or combination straight and turning missed approach area must be constructed.

Note: If the HAT or HAA value associated with the DA/MDA is less than 400 feet, construct a combination straight and turning missed approach (see paragraph 2-8-8) to accommodate climb to 400 feet above TDZE/airport elevation prior to turn.

a. The dimensions and shape of this area are affected by three variables:

(1) Width of final approach area at the MAP.

(2) Approach categories of aircraft authorized to use the procedure.

Note: Turning areas must be constructed for each CAT. Plotting only the highest CAT will not assure proper OEA protection for lower CATs.

(3) Number of degrees of turn required by the procedure.

b. Secondary areas for the reduction of obstacle clearance are permitted when PCG is provided. The secondary area begins where a line perpendicular to the straight flight path, originating at the point of completion of the turn, intersects the outer boundaries of the missed approach segment. The width of the secondary area expands uniformly from zero to 2 NM at the 15 NM point (measured along flight path).

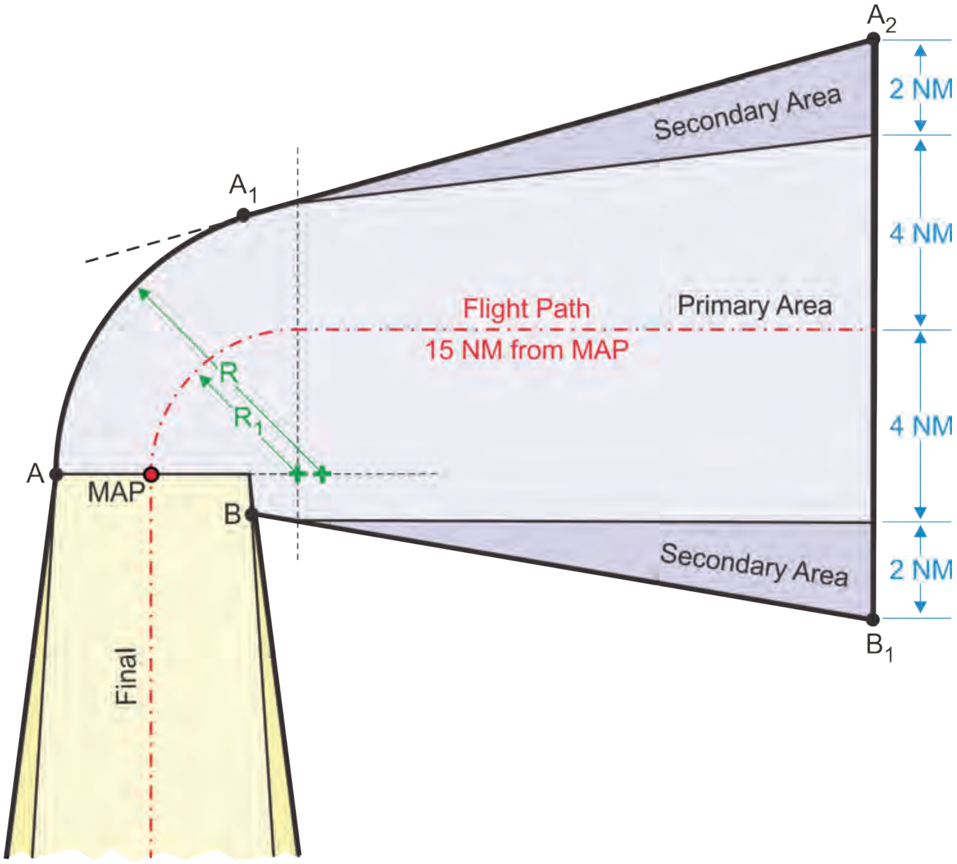
c. Primary areas. Figure 2-8-4 through figure 2-8-9 show the manner of construction of some typical turning missed approach areas. The radii specified in table 2-8-1 are used in the construction of these areas:

Table 2-8-1. Turning Missed Approach Radii (NM)

CAT	Obstacle Clearance Radius (R)	Flight Path Radius (R_1)
A	2.6	1.30
B	2.8	1.40
C	3.0	1.50
D	3.5	1.75
E	5.0	2.50

(1) 90-degree turn or less, narrow final approach area at MAP (see figure 2-8-4). To construct the area:

Figure 2-8-4. Turning Missed Approach Area, 90-Degree Turn or Less, Narrow Final Approach Area at MAP



(a) Draw an arc with the radius (R_1) from the MAP. This line is then extended outward to a point 15 NM from the MAP, measured along the line. This is the assumed flight path (see table 2-8-1).

(b) Establish points “A_2” and “B_1” measuring 6 NM perpendicular to the flight path at the 15 NM point.

(c) Connect “A_2” and “B_1” with a straight line.

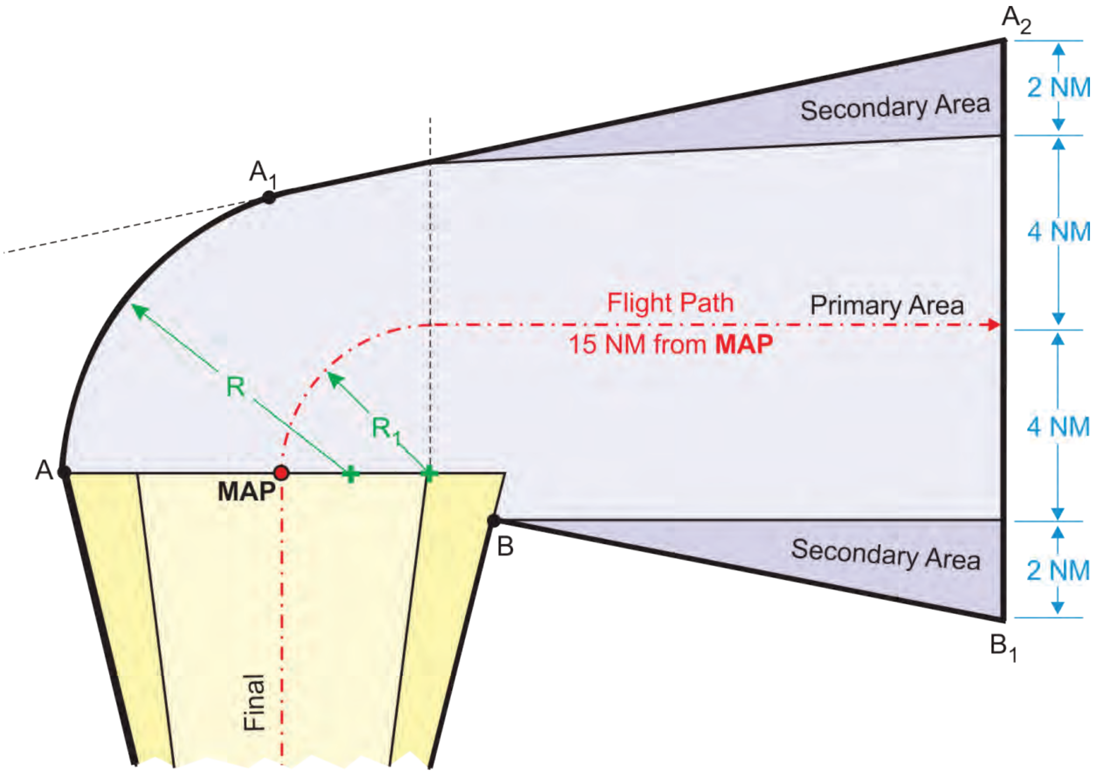
(d) Draw an arc with the radius (R) from point “A” to “A_1.” This is the edge of the obstacle clearance area.

(e) Establish point “B” by measuring backward on the edge of the final approach area a distance of 1 NM or a distance equal to the fix error prior to the PFAF, whichever is greater.

(f) Connect point “A_1” with point “A_2,” and connect point “B” with point “B_1” using straight lines.

(2) 90-degree turn or less, wide final approach area at MAP (see figure 2-8-5). To construct the area:

Figure 2-8-5. Turning Missed Approach Area, 90-Degree Turn or Less, Wide Final Approach Area at MAP



(a) Draw an arc with the appropriate radius (R_1) from the MAP. This line is then extended outward to a point 15 NM from the MAP, measured along the line. This is the assumed flight path.

(b) Establish points “A_2” and “B_1” by measuring 6 NM perpendicular to the flight path at the 15 NM point.

(c) Connect points “A_2” and “B_1” with a straight line.

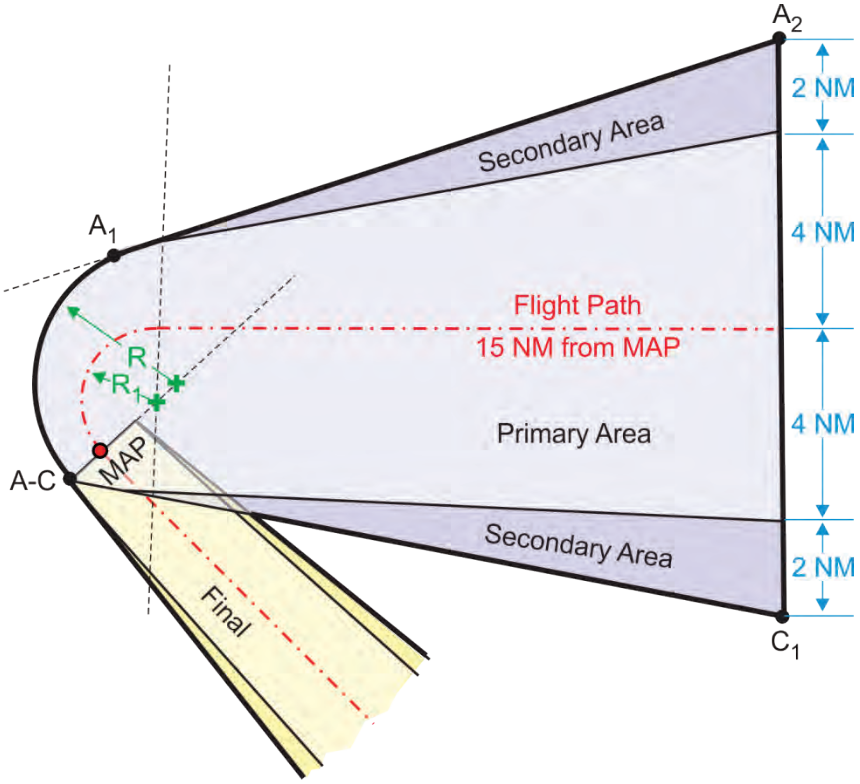
(d) Draw an arc with the appropriate radius (R) from point “A” to point “A_1.” This is the edge of the obstacle clearance area.

(e) Establish point “B” by measuring backward on the edge of the final approach area a distance of 1 NM or a distance equal to the fix error prior to the PFAF, whichever is greater.

(f) Connect point “A_1” with point “A_2,” and connect point “B” with point “B_1” using straight lines.

(3) More than 90-degree turn, narrow final approach area at MAP (see figure 2-8-6). To construct the area:

Figure 2-8-6. Turning Missed Approach Area, More Than 90-Degree Turn, Narrow Final Approach Area at MAP



(a) Draw an arc with the radius (R_1) from the MAP through the required number of degrees and then continue outward to a point 15 NM from the MAP, measured along this line, which is the assumed flight path.

(b) Establish points "A_2" and "C_1" by measuring 6 NM on each side of the assumed flight path and perpendicular to it at the 15-NM point.

(c) Connect points "A_2" and "C_1" with a straight line.

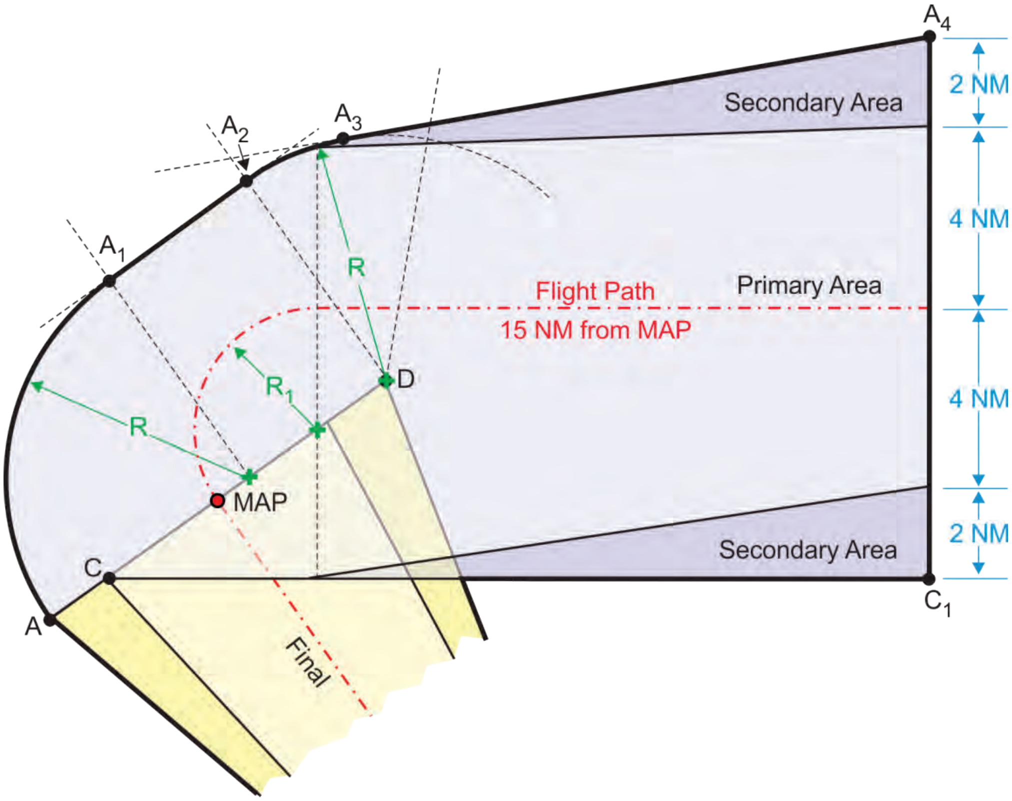
(d) Draw an arc with the radius (R) from point "A" to point "A_1" (figure 2-8-6 uses 135 degrees). This is the outer edge of the obstacle clearance area.

(e) Locate point "C" at the inner edge of the final approach secondary area opposite the MAP. Point "A" and point "C" will be coincident when the MAP is the facility.

(f) Connect point "A_1" with point "A_2" and connect point "C" with "C_1" using straight lines.

(4) More than 90-degree turn, wide final approach area at MAP (see figure 2-8-7). To construct the area:

Figure 2-8-7. Turning Missed Approach Area, More Than 90 Degree Turn, Wide Final Approach Area at MAP



(a) Draw the assumed flight path arc with the radius (R_1) from the MAP the required number of degrees to the desired flight path or course.

(b) Establish points “A_4” and “C_1” by measuring 6 NM on each side of the assumed flight path and perpendicular to it at the 15-NM point.

(c) Connect points “A_4” and “C_1” with a straight line.

(d) Draw a 90-degree arc with the appropriate radius (R) from point “A” to “A_1.” Note that when the width of the final approach area at the MAP is greater than the appropriate radius (R), the turn is made in two increments when constructing the obstacle clearance area.

(e) Draw an arc with the radius (R) from point “D” (edge of final approach secondary area opposite MAP) the required number of degrees from point “A_2” to point “A_3.” Compute the number of degrees by subtracting 90 degrees from the total turn magnitude.

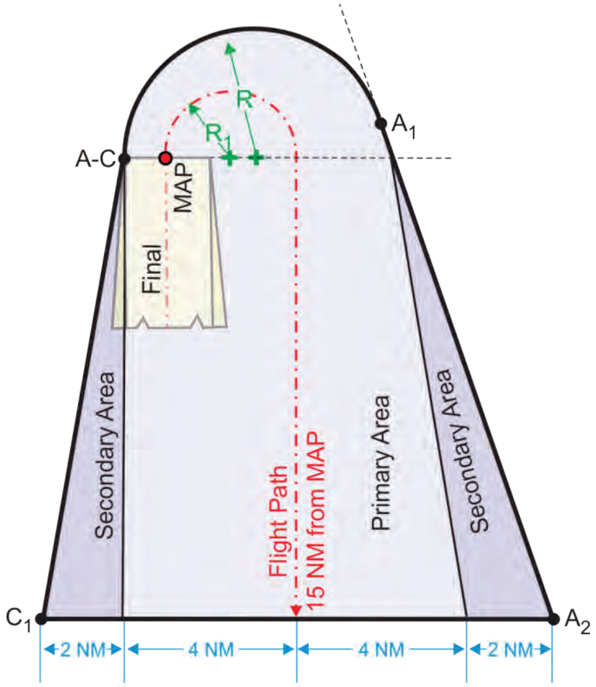
(f) Connect points “A_1” and “A_2” with a straight line.

(g) Locate point “C” at the inner edge of the final approach secondary area opposite the MAP.

(h) Connect point “A_3” with point “A_4” and connect point “C” with point “C_1” using straight lines.

(5) 180-degree turn, narrow final approach area at MAP (see figure 2-8-8). To construct the area:

Figure 2-8-8. Turning Missed Approach Area, 180-Degree Turn, Narrow Final Approach Area at MAP



(a) Draw an arc with the radius (R_1) from the MAP through 180 degrees, and then continue outward to a point 15 NM from the MAP, measured along this line, which is the assumed flight path.

(b) Establish points “A_2” and “C_1” by measuring 6 NM on each side of the assumed flight path, and perpendicular to it at the 15 NM point.

(c) Connect points “A_2” and “C_1” with a straight line.

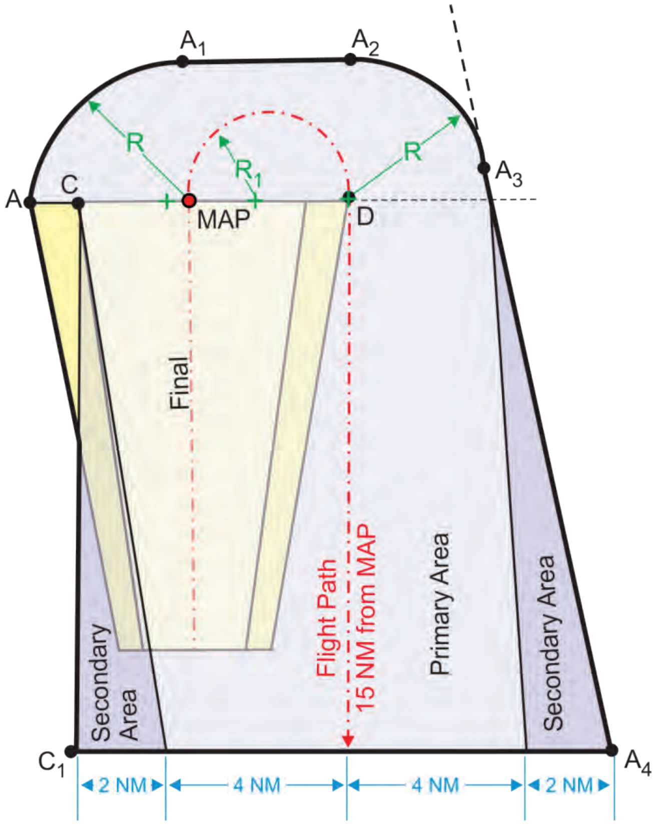
(d) Locate point “C” at the inner edge of the final approach secondary area opposite the MAP. (Point “A” and point “C” will be coincident when the MAP is the facility.)

(e) Draw an arc with the radius (R) from point “A” to point “A_1” (180 degrees). This is the outer edge of the obstacle clearance area.

(f) Connect point “A_1” with point “A_2” and connect point “C” with point “C_1” using straight lines. (The line “A_1-A_2” joins the arc tangentially.)

(6) 180-degree turn, wide final approach area at MAP (see figure 2-8-9). To construct the area:

Figure 2-8-9. Turning Missed Approach Area
180-Degree Turn, Wide Final Approach Area at MAP



(a) Draw the flight path arc with radius (R_1) from the MAP and then continue the line outward to a point 15 NM from the MAP, measured along the assumed flight path.

(b) Establish points "A_4"and "C_1" by measuring 6 NM on each side of the flight path and perpendicular to it at the 15 NM point.

(c) Connect points "A_4" and "C_1" with a straight line.

(d) Draw a 90-degree arc with the appropriate radius (R) from point "A" to point "A_1." Note that when the width of the final approach area at the MAP is greater than the appropriate radius (R), the turn is made in two increments when constructing the obstacle clearance area.

(e) Draw an arc with the radius (R) from point "D" (edge of final approach secondary area opposite MAP) the required number of degrees from point "A_2" to point "A_3." Compute the number of degrees by subtracting 90 degrees from the total turn magnitude.

(f) Connect points "A_1" and "A_2," with a straight line.

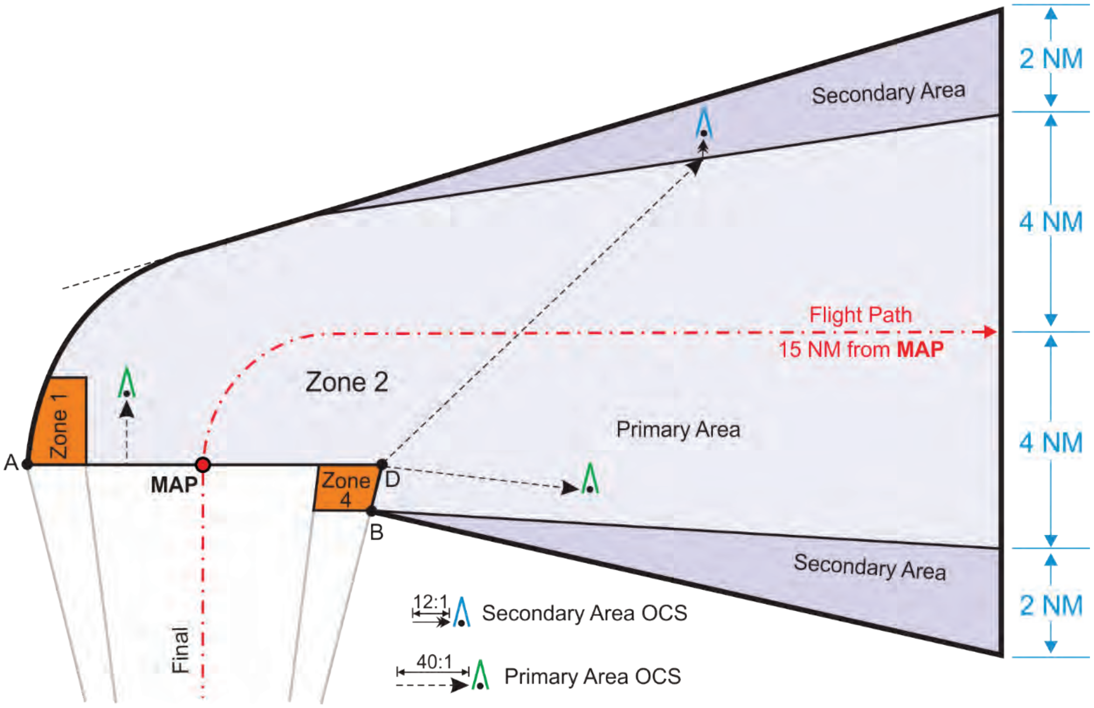
(g) Locate point "C" at the inner edge of the final approach secondary area opposite the MAP.

(h) Connect point "A_3" with point "A_4" and connect point "C" with point "C_1" using straight lines. The line "A_3-A_4" joins the arc tangentially.

2-8-7. Turning Missed Approach Obstacle Clearance. The methods of determining the height of the 40:1 missed approach surface over obstacles in the turning missed approach area varies with the amount of turn involved. Evaluate the missed approach segment to ensure the 40:1 OCS is not penetrated.

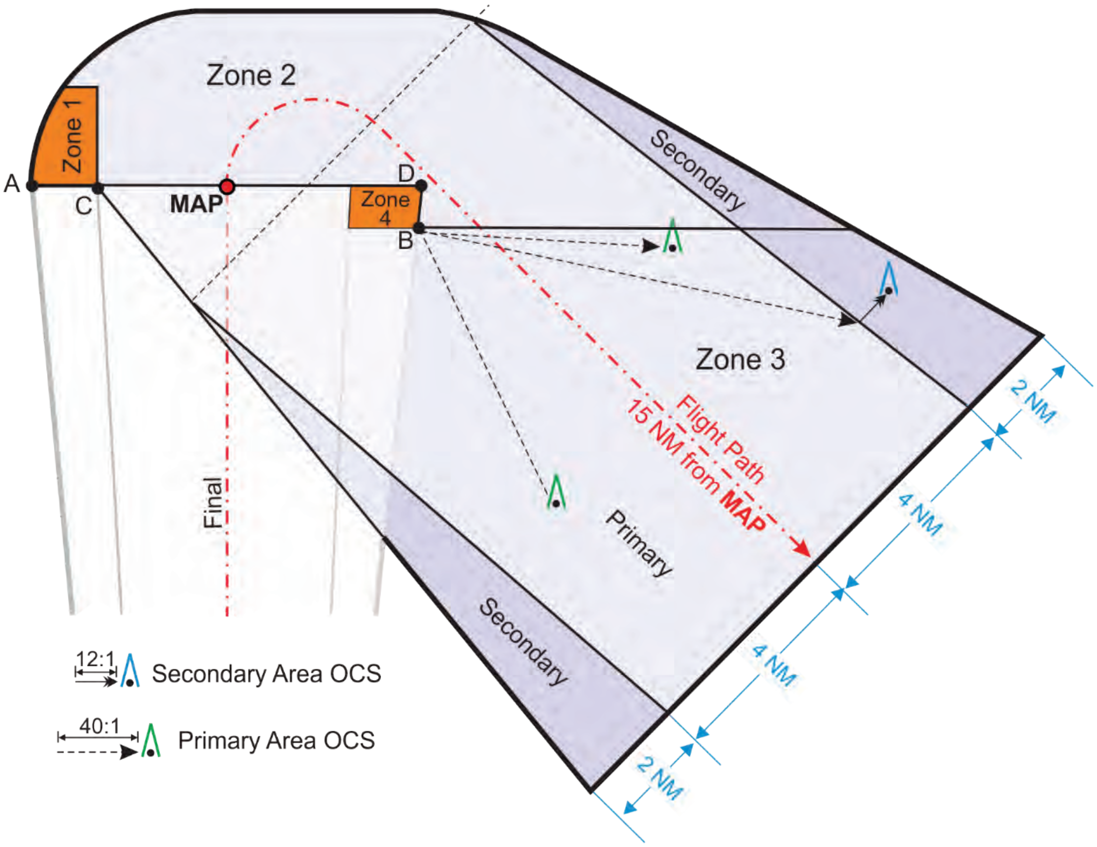
a. 90-degree turn or less (see figure 2-8-10). The height of the missed approach surface over the MAP is the same as specified in paragraph 2-8-5. Zone 1 is a 1.6 NM continuation of the final approach secondary area. The height of the missed approach surface over an obstacle in zone 1 is equal to the height of the missed approach surface over the MAP plus the secondary rise defined for the final approach segment. Zone 2 is the area in which the height of the missed approach surface over an obstacle must be determined. To do this, first identify line "A-D-B." To protect for the short turning aircraft point "B" is located by measuring backward on the edge of the final approach area a distance of 1 NM or a distance equal to the fix error prior to the PFAF, whichever is greater. Zone 4 is part of the missed approach equivalent to a portion of the final secondary OEA on the side of the turn between point "B" and the MAP. The height of the missed approach surface over an obstacle in zone 4 is equal to the height of the missed approach surface over the MAP. Obstacles in zones 1 and 4 need not be evaluated by zone 2. The height of the missed approach surface over an obstacle in zone 2 is determined by measuring the straight-line distance from the obstacle to the nearest point on line "A-D-B" and computing the height based on the 40:1 ratio. When an obstacle is in a secondary area, measure the straight-line distance from the nearest point on the line “A-D-B” to the point on the inner edge of the secondary area which is nearest the obstacle. Compute the height of the missed approach surface at this point, using the 40:1 ratio. Then apply the 12:1 secondary area ratio from the height of the surface for the remaining distance to the obstacle.

Figure 2-8-10. Turning Missed Approach Obstacle Clearance, 90 Degree Turn or Less



b. More than 90-degree turn (see figure 2-8-11). In this case another zone becomes necessary. Zone 3 is defined by extending a line from point “B” to the extremity of the missed approach area perpendicular to the FAC. Zone 3 will encompass all of the missed approach area not specifically within zones 1, 2, and 4. All distance measurements in zone 3 are made from point “B.” The height of the missed approach surface over point “B” for zone 3 computations is equal to the height of the MDA less any RASS and precipitous terrain adjustments. The height of the missed approach surface over an obstacle in zone 3 is determined by measuring the distance from the obstacle to point “B” and computing the height based on the 40:1 ratio. For an obstacle in the secondary area, use the same measuring method prescribed in paragraph 2-8-7.a, except that the original measuring point must be point “B.”

**Figure 2-8-11. Turning Missed Approach
Obstacle Clearance, More Than a 90 Degree Turn**



c. Secondary area. In the secondary area no obstacles may penetrate a 12:1 slope which extends outward and upward from the 40:1 surface from the inner to the outer boundary lines of the secondary area.

d. Evaluate the missed approach segment from the MAP to the clearance limit. Terminate the 40:1 OCS at an elevation corresponding to the en route ROC below the missed altitude.

(1) If the 40:1 OCS terminates prior to the clearance limit, continue the evaluation using a level OIS at the height that the 40:1 OCS was terminated.

(2) If the clearance limit is reached before the 40:1 OCS terminates, continue a climb-in-hold evaluation at the clearance limit.

e. The preliminary charted missed approach altitude is the highest of the minimum missed approach obstruction altitude, MHA established in accordance with paragraph 17-2-4, or the lowest airway MEA at the clearance limit. To determine the minimum missed approach obstruction altitude for the missed approach segment, identify the highest obstacle in the primary area; or if applicable, the highest equivalent obstacle in the secondary area. Then add the appropriate ROC (plus adjustments) for holding or en route to the highest obstacle elevation. If the resultant altitude is not in a 100-foot increment, then round upward to the next 100-foot value.

f. Determine if a climb-in-hold evaluation is required (see section 17-7). If a climb in holding is intended at the clearance limit, a climb-in-hold evaluation is mandatory.

(1) Calculate the elevation of the 40:1 surface at the end of the segment (clearance limit). The 40:1 surface starts at the same elevation as it does for obstacle evaluations. Compute the 40:1 rise from a point on the "A-D-B" line in the shortest distance to the end-of-segment line at the clearance limit.

(2) Compute the ROC surface elevation at the clearance limit by subtracting the appropriate ROC (plus adjustments) from the preliminary charted missed approach altitude.

(3) Compare the ROC surface elevation at the clearance limit with the 40:1 surface elevation.

(a) If the computed 40:1 surface elevation is equal to or greater than the ROC surface elevation, a climb-in-hold evaluation is not required.

(b) If the computed 40:1 surface elevation is less than the ROC surface elevation, a climb-in-hold evaluation is required. Section 17-7 specifies higher speed groups, and; therefore, larger template sizes are usually necessary for the climb-in-hold evaluation. These templates may require an increase in MHA under paragraph 17-2-4. If this evaluation requires an increase in the MHA, evaluate the new altitude using the higher speed group specified in section 17-7. This sequence of review must be used until the MHA does not increase, then the 40:1 surface is re-evaluated. If obstacles penetrate the 40:1 surface, take action to eliminate the penetration.

g. The charted missed approach altitude is the higher of the preliminary charted missed approach altitude or the MHA established under paragraph 2-8-5.c(3)(b).

2-8-8. Combination Straight and Turning Missed Approach Area. If a straight climb to a specific altitude followed by a turn is necessary to avoid obstacles, a combination straight and turning missed approach area must be constructed. The straight portion of this missed approach area is section 1. The portion in which the turn is made is section 2. Evaluate the missed approach segment to ensure obstacle clearance is provided.

a. Straight portion. Section 1 is a portion of the normal straight missed approach area and is constructed as specified in paragraph 2-8-4. Obstacle clearance is provided as specified in paragraph 2-8-5 except that secondary area reductions do not apply. The length of section 1 is determined as shown in figure 2-8-12 and relates to the need to climb to a specified altitude prior to the turn. Point A_1 marks the end of section 1.

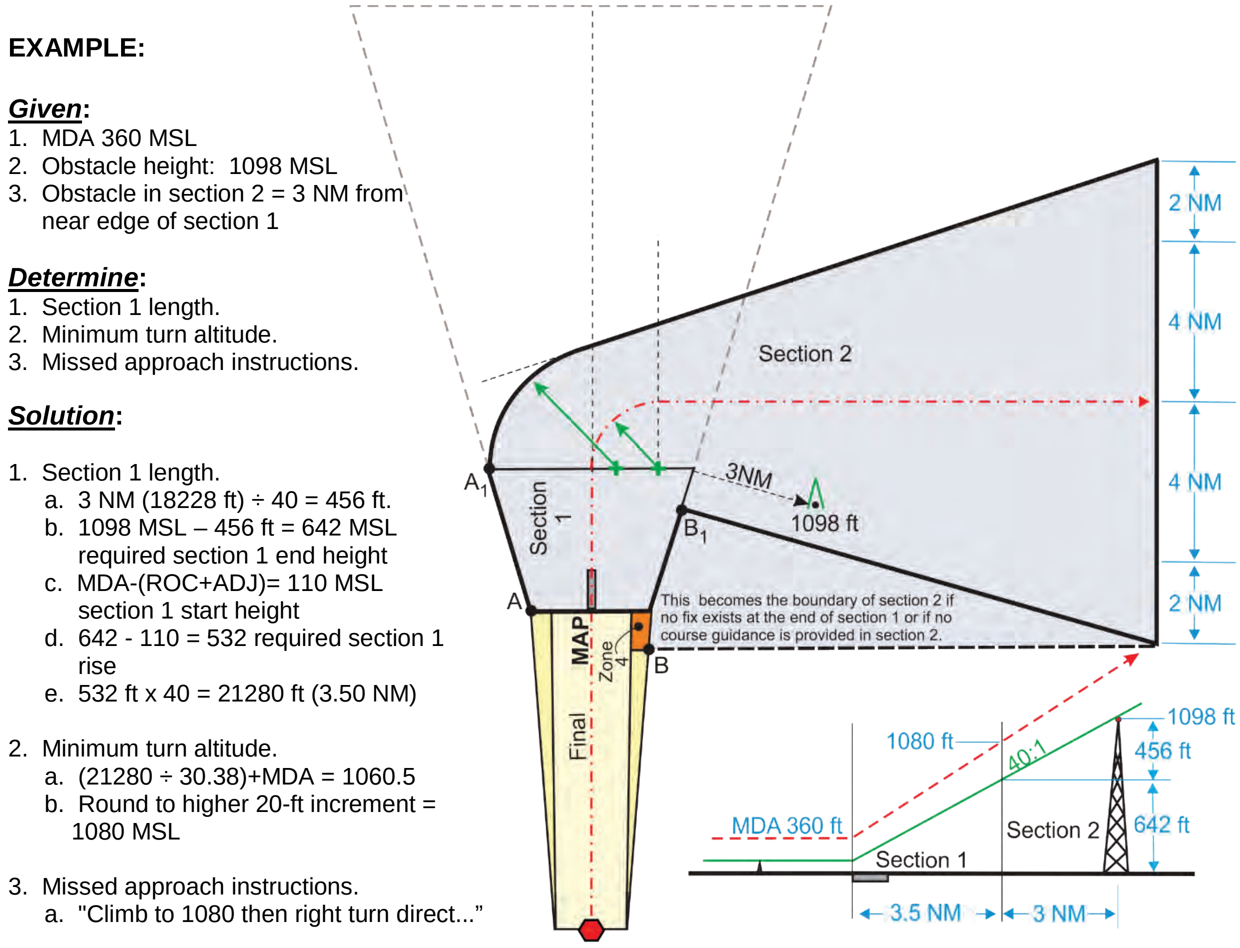
b. Turning portion. Section 2 is constructed as specified in paragraph 2-8-6 except that point "A" is replaced by point "A_1" and unless a fix does not exist at the end of section1, or if positive course guidance is not provided in section 2, point "B" is replaced by a point 1 NM from the end of section 1 (point “B$_1$”) (see figure 2-8-12). Obstacle clearance requirements in section 2 are the same as those specified in paragraph 2-8-7 with the following exemptions:

(1) Zone 1 is not considered.

(2) The height of the missed approach surface over point “B$_1$” or “B” for zone 3 computations is equal to the turn altitude and any RASS and precipitous terrain adjustments for final.

(3) Zone 4 may begin at either point “B$_1$” or “B”, if either are found prior to the MAP. The height of zone 4 is equal to the height of the OCS at the end of section 1.

Figure 2-8-12. Combination Missed Approach Area



EXAMPLE:

Given:
1. MDA 360 MSL
2. Obstacle height: 1098 MSL
3. Obstacle in section 2 = 3 NM from near edge of section 1

Determine:
1. Section 1 length.
2. Minimum turn altitude.
3. Missed approach instructions.

Solution:

1. Section 1 length.
   a. 3 NM (18228 ft) ÷ 40 = 456 ft.
   b. 1098 MSL – 456 ft = 642 MSL required section 1 end height
   c. MDA-(ROC+ADJ)= 110 MSL section 1 start height
   d. 642 - 110 = 532 required section 1 rise
   e. 532 ft x 40 = 21280 ft (3.50 NM)

2. Minimum turn altitude.
   a. (21280 ÷ 30.38)+MDA = 1060.5
   b. Round to higher 20-ft increment = 1080 MSL

3. Missed approach instructions.
   a. "Climb to 1080 then right turn direct..."

This becomes the boundary of section 2 if no fix exists at the end of section 1 or if no course guidance is provided in section 2.

c. Evaluate the 40:1 surface from the MAP to the clearance limit (end of the missed approach segment). If obstacles penetrate the surface, take action to eliminate the penetration.

d. The preliminary charted missed approach altitude is the highest of the minimum missed approach obstruction altitude, MHA established in accordance with paragraph 17-2-4, or the lowest airway MEA at the clearance limit. To determine the minimum missed approach obstruction altitude for the missed approach segment, identify the highest obstacle in the primary area; or if applicable, the highest equivalent obstacle in the secondary area. Then add the appropriate ROC (plus adjustments) for holding or en route to the highest obstacle elevation. If the resultant altitude is not in a 100-foot increment, then round upward to the next 100-foot value.

e. Determine if a climb-in-hold evaluation is required (see section 17-7). If a climb in holding is intended at the clearance limit, a climb-in-hold evaluation is mandatory.

(1) Calculate the elevation of the 40:1 surface at the end of the segment (clearance limit). The 40:1 surface starts at the same elevation as it does for obstacle evaluations. First, compute the 40:1 rise from a point on the line defining the origin of the 40:1 surface at the MAP, in the shortest distance and perpendicular to the end-of-section 1. If there is a remote altimeter setting source (RASS) and the missed approach instructions do not include a parenthetical climb to altitude then the elevation at the end of section 1 is adjusted by subtracting the altitude difference between the RASS adjustments when two remote altimeter sources are used; or subtracting the RASS adjustment for a part-time altimeter source. The resulting altitude at the end of section 1 must not be lower than the 40:1 surface height at the MAP. Second, compute the 40:1 rise from a point on the nearest edge of section 1, in the shortest distance to the end-of-segment line at the clearance limit. Add the two values together and this is the 40:1 surface height at the end of the segment (clearance limit).

(2) Compute the ROC surface elevation at the clearance limit by subtracting the appropriate ROC (plus adjustments) from the preliminary charted missed approach altitude.

(3) Compare the ROC surface elevation at the clearance limit with the 40:1 surface elevation.

(a) If the computed 40:1 surface elevation is equal to or greater than the ROC surface elevation, a climb-in-hold evaluation is not required.

(b) If the computed 40:1 surface elevation is less than the ROC surface elevation, a climb-in-hold evaluation is required. Section 17-7, specifies higher speed groups, and therefore larger template sizes, and are usually necessary for the climb-in-hold evaluation. These templates may require an increase in MHA under paragraph 17-2-4. If this evaluation requires an increase in the MHA, evaluate the new altitude using the higher speed group specified in section 17-7. This sequence of review must be used until the MHA does not increase, then the 40:1 surface is re-evaluated. If obstacles penetrate the 40:1 surface, take action to eliminate the penetration.

f. The charted missed approach altitude is the higher of the preliminary charted missed approach altitude or the MHA established under paragraph 2-8-5.c(3)(b).

2-8-9. End of Missed Approach. Aircraft are assumed to be in the initial approach or en route environment upon reaching minimum obstacle clearance altitude (MOCA) or MEA. Thereafter, the initial approach or the en route clearance criteria apply.

Section 2-9. Terminal Area Fixes

2-9-1. General. Terminal area fixes include, but are not limited to the PFAF, the IF, the IAF, the holding fix, and when possible, a fix to mark the MAP. Each fix is a geographical position on a defined course. Terminal area fixes should be based on similar navigation systems. For example, TACAN, VORTAC, and VOR/DME facilities provide radial/DME fixes. NDB facilities provide bearings. VOR facilities provide VOR radials. The use of integrated (VHF/NDB) fixes must be limited to those intersection fixes where no satisfactory alternative exists.

2-9-2. Fixes Formed By Intersection. A geographical position can be determined by the intersection of courses or radials from two stations. One station provides the course the aircraft is flying and the other provides a crossing indication which identifies a point along the course which is being flown. Because all stations have accuracy limitations, the geographical point which is identified is not precise, but may be anywhere within a quadrangle which surrounds the plotted point of intersection. Figure 2-9-1 illustrates the intersection of an arc and a radial from the same DME facility and the intersection of two radials or courses from different navigation facilities. The area encompassed by the sides of the quadrangle formed in these ways is referred to in this publication as the “fix displacement area.”

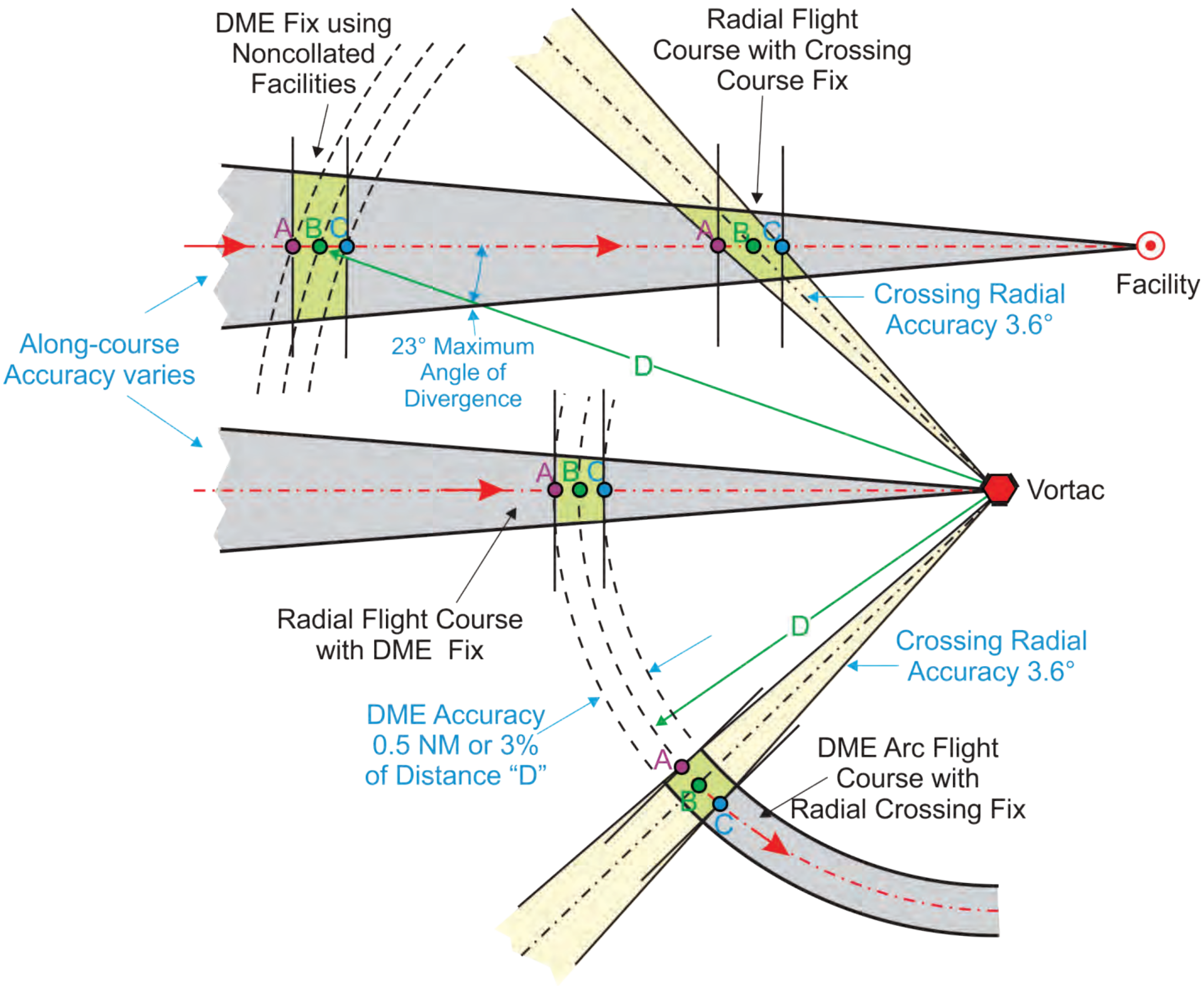
2-9-3. Course/Distance Fixes.

a. DME fixes. A DME fix is formed by a DME reading on a positive navigational course. The information should be derived from a single facility with collocated azimuth and DME antennas. Collocation parameters are defined in Order 6050.32, Spectrum Management Regulations and Procedures Manual. Where operationally required, DME information from a non-collocated facility may be used to identify a fix provided the angular divergence between the signal sources at the fix does not exceed 23 degrees (see figure 2-9-1).

b. ATD fixes. An ATD fix is an along track position defined as a distance in NM, with reference to the next WP along a specified course.

c. Fixes formed by marker beacons. Marker beacons are installed to support certain NAVAIDs that provide course guidance. A marker beacon is suitable to establish a fix only when it marks an along course distance from the NAVAID it is associated with; for example a localizer and outer marker.

Figure 2-9-1. Fix Displacement



2-9-4. Fixes Formed By Radar. Where ATC can provide the service, ASR may be used for any terminal area fix. PAR may be used to form any fix within the radar coverage of the PAR system. Air Route Surveillance Radar (ARSR) may be used for initial approach and intermediate approach fixes. Coordinate with the appropriate ATC facility before establishing a radar fix to ensure the facility agrees to provide the radar fix service.

2-9-5. Fix Displacement Area. The areas portrayed in figure 2-9-1 extend along the flight course from point "A" to point "C." The fix error is a plus-or-minus value, and is represented by the lengths from "A" to "B" and "B" to "C." Each of these lengths is applied differently. The fix error may cause the fix to be received early (between "A" and "B"). Because the fix may be received early, protection against obstacles must be provided from a line perpendicular to the flight course at point "A."

2-9-6. Intersection Fix Displacement Factors. The intersection fix displacement area is determined by the system use accuracy of the navigation fixing systems. The system use accuracy in VOR and TACAN type systems is determined by the combination of ground station error, airborne receiving system error, and flight technical error (FTE). En route VOR data have shown that VOR system use accuracy along radial courses of ± 4.5 degrees, 95 percent of occasions, is a realistic, conservative figure. Thus, in normal use of VOR or TACAN intersections, fix displacement factors may conservatively be assessed as follows:

a. Along-course accuracy.

(1) VOR/TACAN radials, plus-or-minus 4.5 degrees.

(2) Localizer course**,** plus-or-minus 1 degree.

(3) NDB courses or bearing, plus-or-minus 5 degrees.

Note: The plus-or-minus 4.5 degrees (95 percent) VOR/TACAN figure is achieved when the ground station course signal error, the FTE, and the VOR airborne equipment error are controlled to certain normal tolerances. Where it can be shown that any of the three error elements is consistently different from these assumptions (for example, if flight inspection shows a consistently better VOR signal accuracy or stability than the one assumed, or if it can be shown that airborne equipment error is consistently smaller than assumed), VOR fix displacement factors smaller than those shown above may be utilized under paragraph 1-4-2.

b. Crossing course accuracy.

(1) VOR/TACAN radials, plus-or-minus 3.6 degrees.

(2) Localizer course**,** plus-or-minus 0.5 degrees.

(3) NDB bearings**,** plus-or-minus 5 degrees.

Note: The plus-or-minus 3.6 degrees (95 percent) VOR/ TACAN figure is achieved when the ground station course signal error and the VOR airborne equipment error are controlled to certain normal tolerances. Since the crossing course is not flown, FTE is not a contributing element. Where it can be shown that either of the error elements is consistently different, VOR displacement factors smaller than those shown above may be utilized under paragraph 1-4-2.

c. Calculate intersection fix displacement along the track to be flown using formula 2-9-1 and formula 2-9-2 (see figure 2-9-2).

Formula 2-9-1. Fix Displacement Calculations

$$E = \frac{1852 \times D \times \sin(B)}{0.3048 \times \sin([A + B])}$$

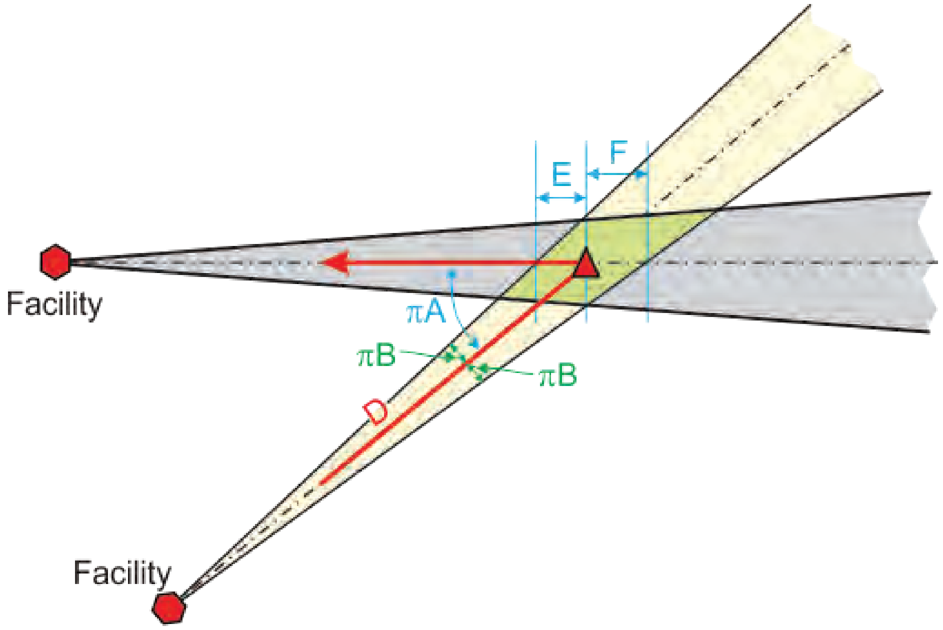
Where:
E = Fix displacement on turn side (feet)
A = Angle between along course track and crossing course
B = Crossing course accuracy
D = Distance (NM) from crossing facility to intersection

Formula 2-9-2. Fix Displacement Calculations

$$F = \frac{1852 \times D \times \sin(B)}{0.3048 \ \times \sin([A - B])}$$

Where:
F = Fix displacement opposite of turn side (feet)
A = Angle between along course track and crossing course
B = Crossing course accuracy
D = Distance (NM) from crossing facility to intersection

Figure 2-9-2. Fix Displacement



2-9-7. Other Fix Displacement Factors.

a. Radar. Plus-or-minus 500 feet or three percent of the distance to the antenna, whichever is greater.

b. DME. Plus-or-minus 0.5 NM or three percent of the distance to the antenna, whichever is greater.

c. 75 MHz marker beacon.

(1) Normal powered fan marker**,** plus-or-minus 2 NM.

(2) Bone-shaped fan marker**,** plus-or-minus 1 NM.

(3) Low powered fan marker, plus-or-minus 0.5 NM.

(4) “Z” marker, plus-or-minus 0.5 NM.

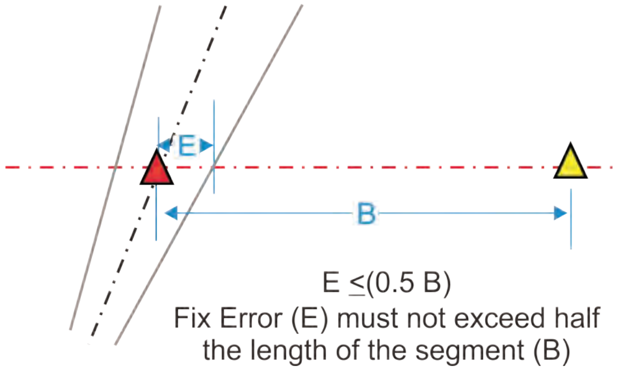
Note: Where these 75 MHz marker values are restrictive, the actual coverage of the fan marker (2 milliamp signal level) at the specific location and altitude may be used instead.

d. Overheading a station. The fix error involved in station passage is not considered significant in terminal applications. The fix is therefore considered to be at the plotted position of the navigation facility. The use of TACAN station passage as a fix is not acceptable for holding fixes or high altitude IAFs.

2-9-8. Satisfactory Fixes.

a. Intermediate, initial, or feeder fix. To be satisfactory as an intermediate, initial, or feeder approach fix, the fix error must not be larger than 50 percent of the appropriate segment distance that follows the fix. Measurements are made from the plotted fix position (see figure 2-9-3).

Figure 2-9-3. Intermediate, Initial, or Feeder Approach Fix Errors



b. Holding fixes. Any terminal area fix, except overheading a TACAN or a 75 MHz marker beacon, may be used for holding. The following conditions must exist when the fix is an intersection formed by courses or radials:

(1) The angle of divergence of the intersecting courses or radials must not be less than 45 degrees.

(2) If the facility which provides the crossing courses is not an NDB, it may be as much as 45 NM from the point of intersection.

(3) If the facility which provides the crossing course is an NDB, it must be within 30 NM of the intersection point.

(4) If distances stated in paragraphs 2-9-8.b(2) or 2-9-8.b(3) are exceeded, the minimum angle of divergence of the intersecting courses must be increased at the following rate:

(a) If an NDB facility is involved, 1 degree for each NM over 30 NM.

(b) If an NDB facility is not involved, 0.5 degree for each NM over 45 NM.

c. PFAF. For a fix to be satisfactory for use as a PFAF, the fix error should not exceed plus-or-minus 1 NM (see figure 2-9-4). It may be as large as plus-or-minus 2 NM when:

(1) The MAP is marked by overheading an air navigation facility (except 75 MHz markers); or

(2) A buffer of equal length to the excessive fix error after the PFAF is provided between the published MAP and the point where the missed approach surface begins. The area between the MAP and the start of the 40:1 surface rise is considered missed approach primary area. When PCG is available, the 12:1 secondary area may begin where the 40:1 surface rise starts (see figure 2-9-5).

Figure 2-9-4. Measurement of PFAF Error

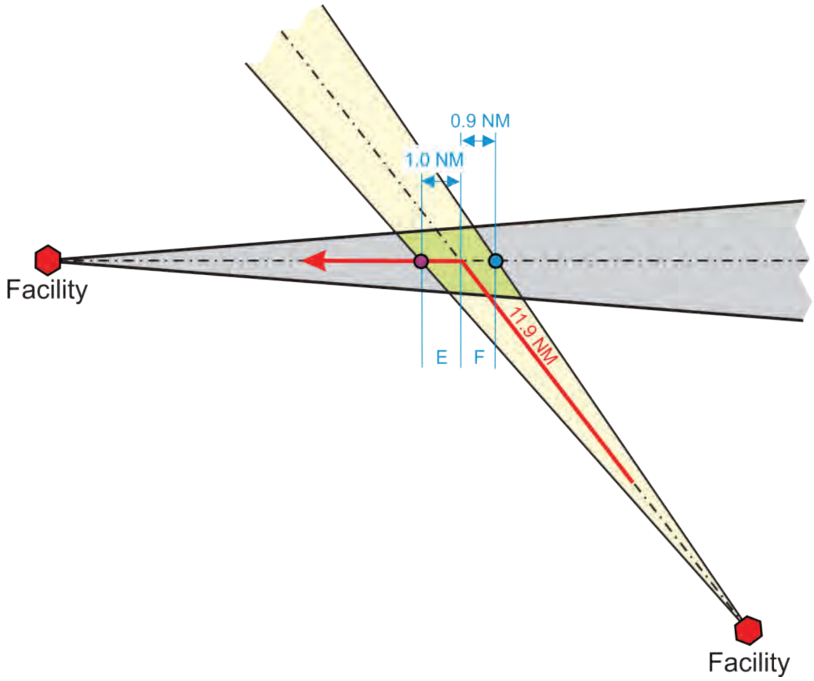
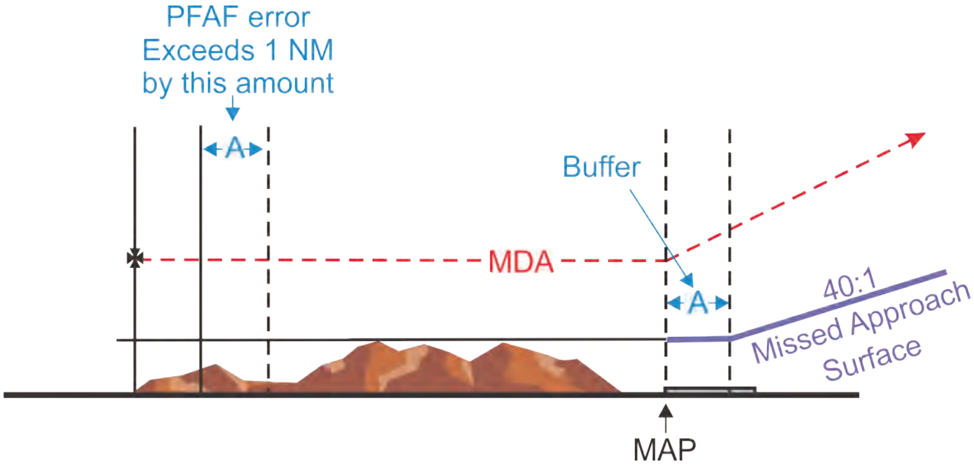


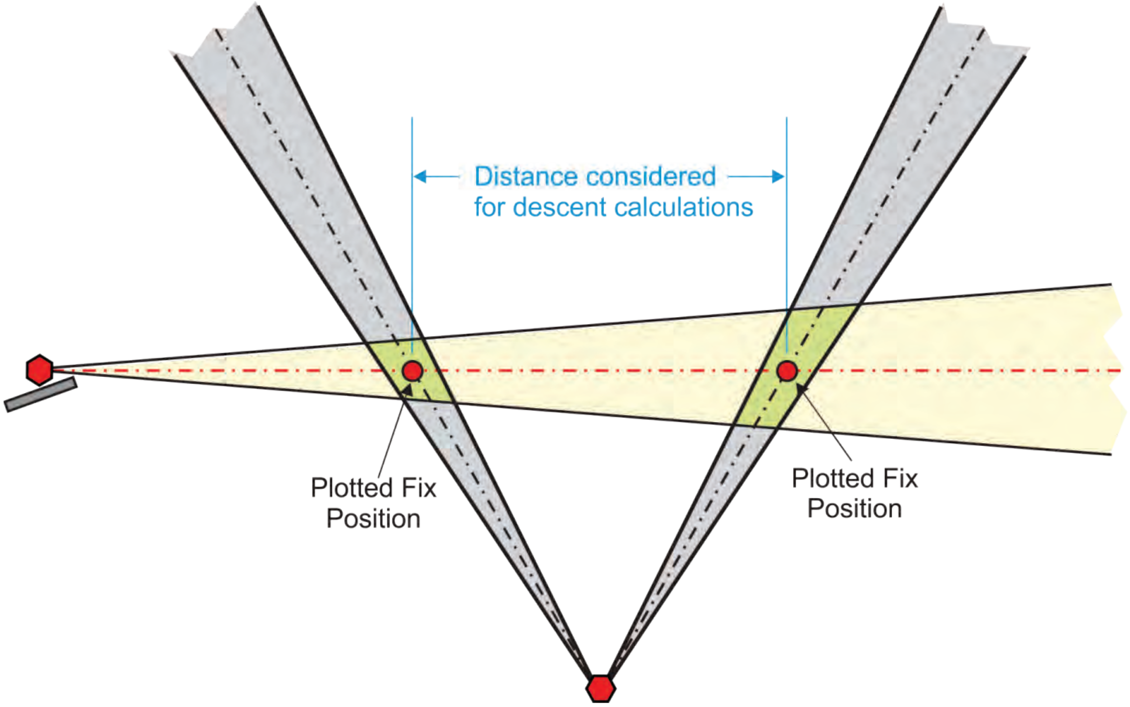
Figure 2-9-5. PFAF Error Buffer



2-9-9. Using Fixes for Descent.

a. Descent gradients. When applying descent gradient criteria applicable to a STAR, feeder, or approach segment (initial, intermediate, or final approach), the measuring points are the plotted position of the fix (see figure 2-9-6) with the lower altitude restriction, and the plotted position of the fix with the higher altitude restriction. Fixes without an altitude restriction are ignored for descent gradient calculations. Calculate using the minimum altitude authorized at each fix for a minimum, mandatory, or block altitude restriction. For maximum altitude restrictions, calculate using the maximum altitude authorized at the fix.

Figure 2-9-6. Distance for Descent Gradient Application



b. Obstacle clearance after passing a fix. Descent is assumed to occur at the earliest point a fix can be received. Full obstacle clearance must be provided from this point to the plotted point of the next fix. Therefore, the altitude to which descent is to be made at the fix must provide the same clearance over obstacles in the fix error area as it does over those in the approach segment which is being entered (see figure 2-9-7 and figure 2-9-8).

Figure 2-9-7. Obstacle Clearance Area Between Fixes

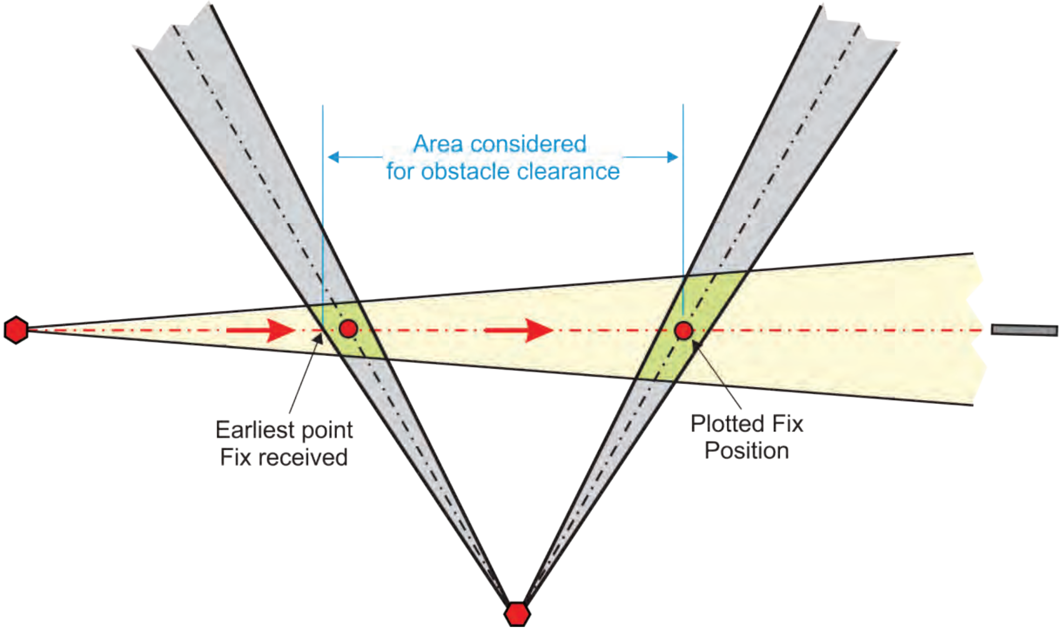
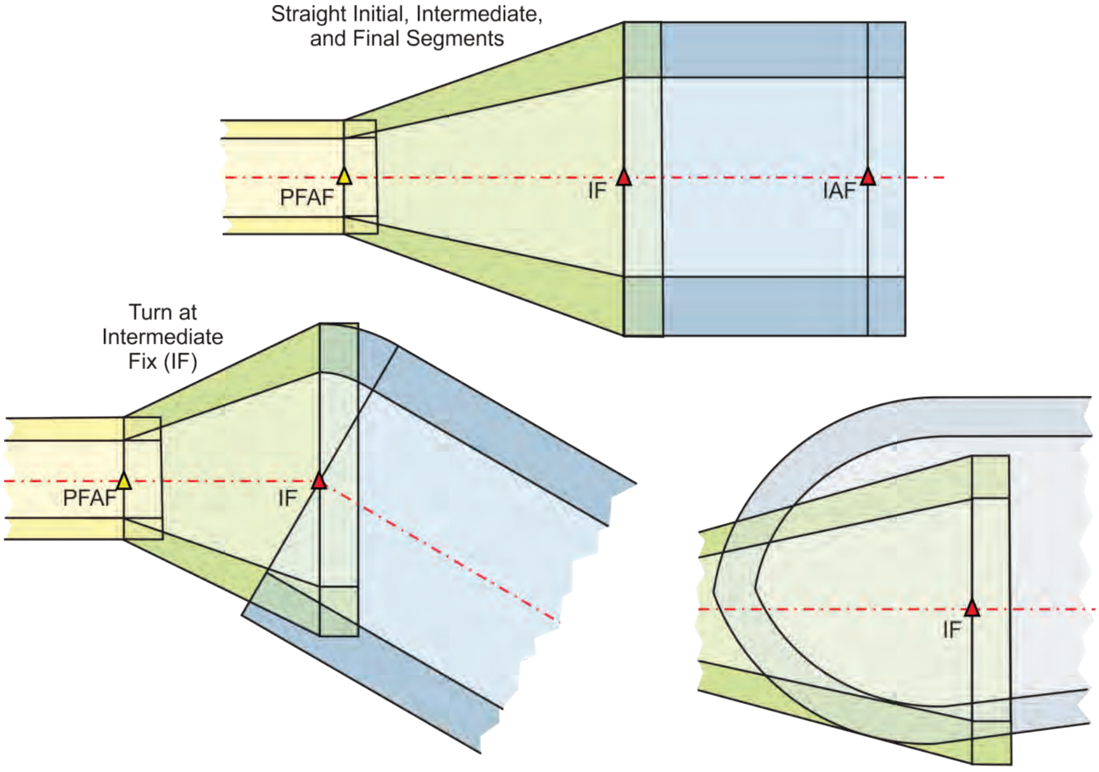


Figure 2-9-8. Construction of Fix Displacement Area for Obstacle Clearance



c. Stepdown fixes (see figure 2-9-9).

(1) DME, ATD, RNAV WP, or radar fixes. Except in the intermediate segment within a PT (see paragraph 2-5-5), there is no maximum number of stepdown fixes in any segment when DME, an RNAV WP, an ATD fix, or radar is used. DME and ATD fixes may be denoted in tenths of a NM. The distance between fixes must not be less than 1 NM.

(2) Intersection fixes.

(a) Only one stepdown fix is permitted in the final and intermediate segments.

(b) If an intersection fix forms a PFAF, IF, or IAF:

1. The same crossing facility must be used for the stepdown fix(es) within that segment.

2. All fixes from the IF to a stepdown fix in final must be formed using the same crossing facility.

(c) Table 2-9-1 must be used to determine the number of stepdown fixes permitted in the initial segment. The distance between fixes must not be less than 1 NM.

(3) Altitude at the fix. The minimum altitude at each stepdown fix must be specified in 100-foot increments, except the altitude of a stepdown fix in the final segment may be specified in a 20-foot increment.

(4) In the final segment:

(a) The altitude at a stepdown fix published in conjunction with vertically-guided minimums (for example, an RNAV with LPV and LNAV minimums or an ILS combined with a LOC) must not exceed the calculated altitude of the glide slope/glidepath at the fix. Calculate the maximum permissible altitude for an SDF by applying formula 2-9-3.

Formula 2-9-3. Maximum SDF Altitude

$$SDF_{max} = \tan(\theta) \times d + TCH$$

Where:
$\theta = GPA$ of PA or APV published on same procedure
d = distance (feet) from LTP to SDF

(b) A stepdown fix must not be established unless a decrease of at least 60 feet in MDA or a reduction in visibility minimums is achieved.

(c) The last stepdown fix error must not exceed plus-or-minus 2 NM or the distance to the MAP, whichever is less. The fix error for other stepdown fixes in the FAS must not exceed 1 NM.

(d) Minimums must be published both with and without the stepdown fix, except for procedures requiring DME or NDB procedures which use a VOR radial to define the stepdown fix.

Figure 2-9-9. Final Segment Stepdown Fix

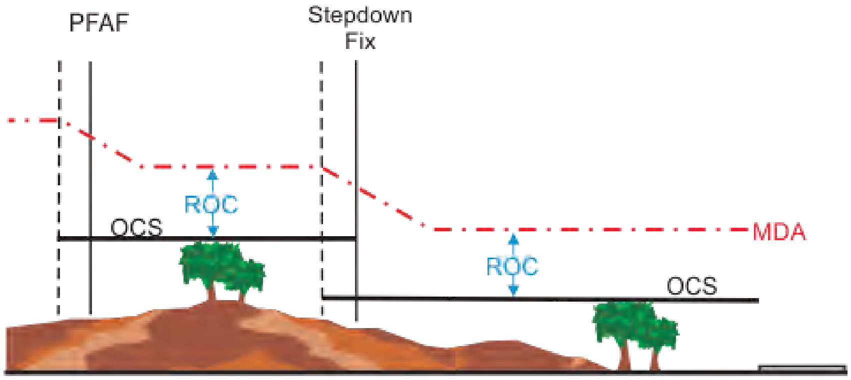


Table 2-9-1. Stepdown Fixes in Initial Segment

Length of Segment	Number of Fixes
5-10 NM	1 stepdown fix
over 10-15 NM	2 stepdown fixes
over 15 NM	3 stepdown fixes

2-9-10. Obstacles Close to a PFAF or a Final Approach Segment SDF. Obstacles close to the PFAF/SDF (located within the FAS) may be eliminated from consideration if the following conditions are met:

a. The obstacle is in the final approach trapezoid within 1 NM past the point the PFAF/stepdown fix can first be received, and

b. The obstacle does not penetrate a 7:1 (fixed-wing) or 3.5:1 (helicopter) OIS. The surface begins at the earliest point the fix can be received and extends toward the MAP 1 NM. The beginning surface height is determined by subtracting the final segment ROC (and adjustments from paragraph 3-2-2 as applicable) from the minimum altitude required at the fix. The surface slopes downward 1-foot vertically for each seven-feet horizontally (fixed-wing) or one-foot vertically for each 3.5-feet horizontally (helicopter) toward the MAP (see figure 2-9-10).

c. Formula 2-9-4 and formula 2-9-5 may be used to determine the OIS height at the obstacle or the minimum fix altitude based on applying the surface to an obstacle which must be eliminated. To determine fix error, see paragraphs 2-9-5, 2-9-6, and 2-9-7.

Formula 2-9-4. OIS Height Calculation

$$OIS_{height} = FixAlt - ROC - \left(\frac{d}{s}\right)$$

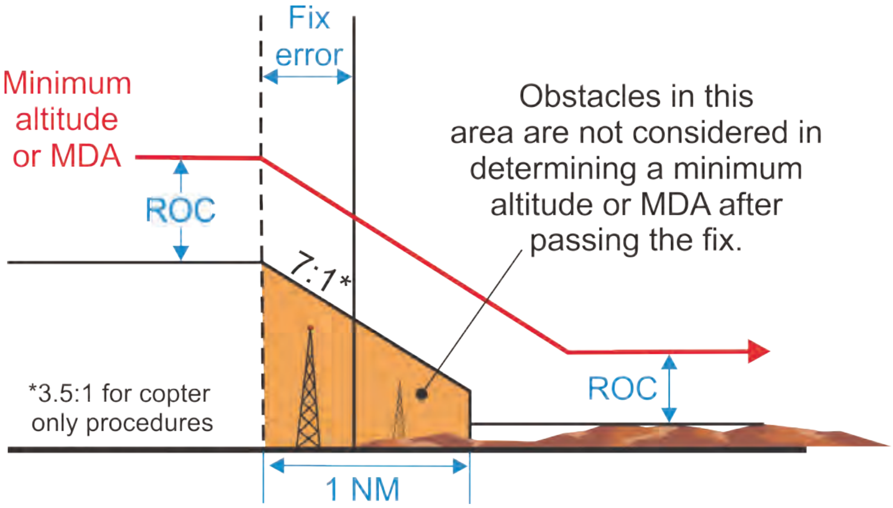
Where:
$FixAlt$ = Published MSL fix altitude
ROC = Required obstacle clearance plus adjustments
d = Distance from earliest fix reception to obstacle (feet)
s = 7 for fixed-wing, 3.5 for helicopter only

Formula 2-9-5. Minimum Fix Altitude Calculation

$$MinFix_{alt} = ObstElev + ROC + \left(\frac{d}{s}\right)$$

Where:
$ObstElev$ = MSL Obstacle elevation
ROC = Required obstacle clearance plus adjustments
d = Distance from earliest fix reception to obstacle (feet)
s = 7 for fixed-wing, 3.5 for helicopter only

Figure 2-9-10. Obstacles Close-In to a Fix



Chapter 3. Takeoff and Landing Minimums

Section 3-1. General Information

3-1-1. Application. The minimums specified in this chapter are the lowest *that can be approved through TERPS application* at any location for the type of navigation facility/system concerned. Category (CAT) II/III visibility minima calculation methods and elements are located in chapter 10.

3-1-2. Establishment. Establish the lowest minimums permitted by the criteria contained in this order. Specify minimums for each condition indicated in the procedure; such as straight-in, circling, alternate, and takeoff, as required. List the following minima elements: DA, decision height (DH), MDA, HAT, HAA, height above landing (HAL), or height above surface (HAS) as appropriate, and RVR or visibility. Specify alternate minimums (when required) as a ceiling and visibility. Specify takeoff minimums when required, as visibility only, except where the need to see and avoid an obstacle requires the establishment of a ceiling value.

Note: Ceiling is specified in 100-foot increments and is equal to DA/MDA/CMDA minus airport elevation. When necessary, round to the next higher 100-foot value. For example, DA 1242-Airport Elevation 214 = 1028 = Ceiling 1100 feet.

a. Publication.

(1) Publish minimums for each approach category accommodated at the airport.

Note: The set of approach category minimums to publish is made on a case-by-case basis through the RAPT or by the appropriate military authority, and must accommodate the approach speed (straight-in and circling) of all aircraft expected to use the procedure.

(2) Annotate the chart appropriately when one or more approach categories are not authorized. Publish minimums for each approach category except those not authorized (for example, publish only CAT A and B straight-in minimums when CAT C and D are not authorized).

b. Runway visual range (RVR). Reported RVR values are determined by instruments located alongside of a runway. It represents the horizontal distance a pilot can expect to see down the runway, based on sighting either the high intensity runway lights (HIRL) or the visual contrast of other targets, whichever yields the greater visual range. RVR may be published with straight-in landing minima when:

(1) RVR equipment is installed to (or shared with) the runway in accordance with the applicable FAA standard (for example, Order 6560.10, Runway Visual Range, or appropriate military directive). Installations must always include a touchdown zone sensor.

(2) HIRLs are installed to the runway in accordance with appropriate FAA or military standards.

(3) Instrument runway markings are available. When required runway markings are not available but touchdown zone (TDZ) and centerline lights (CL) are available, RVR equal to the visibility minimum appropriate for the approach light configuration is authorized.

c. Approach lighting systems. Approach lighting systems extend visual cues to the approaching pilot and make the runway environment apparent with less visibility than when such lighting is not available. For this reason, lower straight-in (not applicable to circling) visibility minimums may be established when standard or equivalent approach lighting systems are present.

(1) Standard lighting systems. Table 3-1-1 provides the types of standard approach and runway lighting systems, as well as the operational coverage for each type. Table 3-1-2 provides lighting system classifications.

Table 3-1-1. Standard Lighting Systems

	APPROACH LIGHTING SYSTEMS	**Operational Coverage (°)**	
		Lateral (±)	**Vertical (above horizon)**
ALSF-1	Standard Approach Lighting System with Sequenced Flashers	21.0* 12.5#	12.0* 12.5#
ALSF-2	Standard Approach Lighting System with Sequenced Flashers & CAT II Modification	21.0* 12.5#	12.0* 12.5#
SALS	Short Approach Lighting System	21.0*	12.0*
SALSF	Short Approach Lighting System with Sequenced Flashers	21.0* 12.5#	12.0* 12.5#
SSALS	Simplified Short Approach Lighting System	21.0*	12.0*
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers	21.0* 12.5#	12.0* 12.5#
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights	21.0* 12.5#	12.0* 12.5#
MALS	Medium Intensity Approach Lighting System	10.0*	10.0*
MALSF	Medium Intensity Approach Lighting System with Sequenced Flashers	10.0* 12.5#	10.0* 12.5#
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	10.0* 12.5#	10.0* 12.5#
ODALS	Omni-Directional Approach Lighting System	360#	2.0-10.0#

***** Steady-burning # Sequenced flashers

Note: Order JO 6850.2, Visual Guidance Lighting Systems, contains descriptions of various approach lighting systems.

Table 3-1-2. Lighting System Classification

Facility Class	Approach Lighting Systems (ALS)	ALS Length (feet)
Full (FALS)	ALSF-1, ALSF-2, SSALR, MALSR High or medium intensity and/or flashing lights	≥ 2400
Intermediate (IALS)	MALSF, MALS, SSALF, SSALS, SALS/SALSF High or medium intensity and/or flashing lights	≥ 1400 – 2399
Basic (BALS)	ODALS High or medium intensity lights and/or flashing lights	≥700 – 1399
Nil (NALS)	No approach lights or length less than 700 feet.	None or < 700

(2) Operational conditions. In order to apply approach light credit to straight-in landing minimums and publish visibility from the FALS, IALS, or BALS column from table 3-3-1, table 3-3-3, or table 3-3-4, the following conditions must exist:

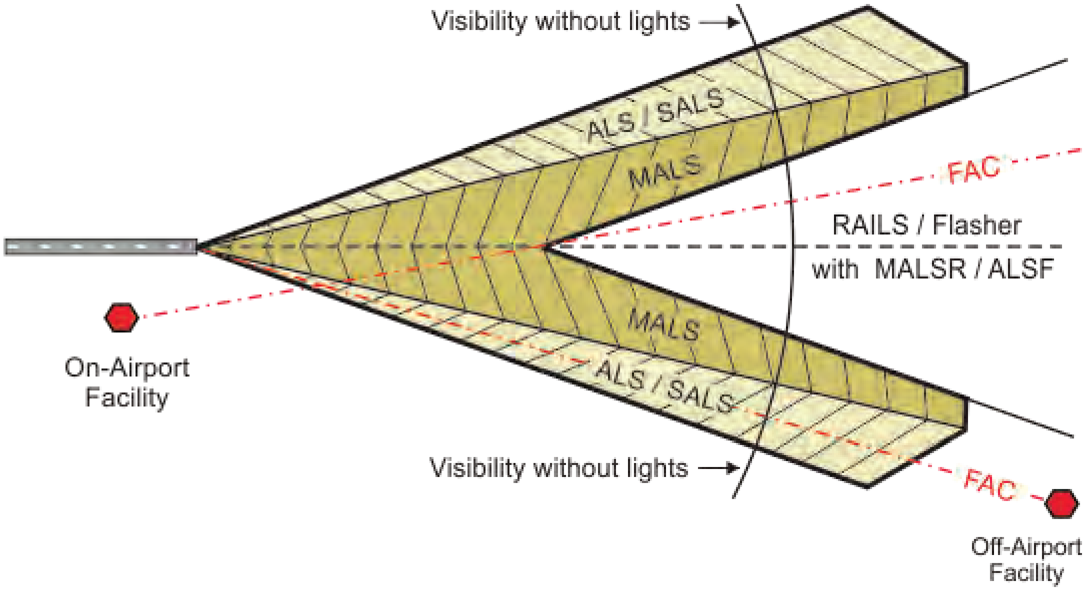
(a) The distance from the MAP/DA to LTP must be less than or equal to 3 SM.

(b) For PA and APV procedures, the published TCH must not exceed the upper limit value specified by table 3-1-3.

(c) The runway must have NPA or PA runway surface marking schemes or both touchdown zone and centerline lights as specified in directives of the appropriate approving authority. Runway marking effectiveness may be degraded when obscured by surface water, snow, ice, or tire marks. All procedures to the affected runway must revert to no-light minimums when required markings are removed, or when it is determined the markings are inadequate for reduced visibility credit. Operational TDZ and CL lights may be substituted for removed, deteriorated, or obscured runway markings to authorize a visibility minimum appropriate for the applicable approach light configuration.

(d) The FAC must place the aircraft within the operational coverage of the approach lighting system at a distance from the landing threshold equal to the standard visibility required *without* lights (NALS column). For example, in figure 3-1-1 the FAC to the on-airport facility transits all approach light operational areas at the limit of the visibility arc and may therefore be authorized light credit for ALS/SALS and MALS. However, the FAC from the off-airport facility transits the operational area for ALS/SALS but not the area for MALS and may therefore be authorized light credit for ALS/SALS only.

Figure 3-1-1. Application of Lateral Coverage Angles



(3) Other lighting systems. Variations of standard systems, and other systems not included in this chapter, must meet the specified operational conditions in paragraph 3-1-2.c(2) to receive visibility reduction credit. The provisions of paragraph 1-4-2, Nonstandard IFPs, govern light credit for civil airport lighting systems which do not meet known standards or for which standards do not exist.

Table 3-1-3. PA/APV TCH Upper Limits for Allowing Approach Lighting Credit

HAT (Feet)	Glidepath Angle (Degrees)	TCH upper limit (Feet)	HAT (Feet)	Glidepath Angle (Degrees)	TCH Upper Limit (Feet)
* 200 to 249	# 2.50 - 3.20	75	300 to 349	# 2.50 - 4.90	75
	3.21 - 3.30	70		4.91 - 5.00	71
	3.31 - 3.40	66		5.01 - 5.10	66
	3.41 - 3.50	63		5.11 - 5.20	61
	3.51 - 3.60	59		5.21 - 5.30	56
	3.61 - 3.70	55		5.31 - 5.40	52
	3.71 - 3.80	50		5.41 - 5.50	48
	3.81 - 3.90	47		5.51 - 5.60	43
	3.91 - 4.00	43		5.61 - 5.70	39
	4.01 - 4.10	39			
	4.11 - 4.20	35	350 and above	# 2.50 - 5.60	75
				5.61 - 5.70	70
250 to 269	# 2.50 - 4.10	75		5.71 - 5.80	65
	4.11 - 4.20	71		5.81 - 5.90	60
	4.21 - 4.30	67		5.91 - 6.00	55
	4.31 - 4.40	62		6.01 - 6.10	50
	4.41 - 4.50	58		6.11 - 6.20	45
	4.51 - 4.60	54		6.21 - 6.30	40
	4.61 - 4.70	50		6.31 - 6.40	35
	4.71 - 4.80	45			
	4.81 - 4.90	41			
	4.91 - 5.00	37			
270 to 299	# 2.50 - 4.40	75			
	4.41 - 4.50	73			
	4.51 - 4.60	68			
	4.61 - 4.70	64			
	4.71 - 4.80	59			
	4.81 - 4.90	55			
	4.91 - 5.00	51			

***** 100 feet – 199 feet HAT for DoD PAR only
\# Approval required for angles less than 3 degrees [(see paragraph 1-4-2) (USAF & USN NA)]

Section 3-2. Establishing Minimum Altitudes/Heights

3-2-1. Establish minimum altitudes/heights for each authorized approach category. Minimum altitudes/height types are:

a. Decision altitude (DA). A DA is a specified minimum altitude (feet MSL) in a PA or APV instrument approach procedure at which a decision is made to either continue the approach or to initiate a missed approach. Determine the DA using the appropriate criteria and specify in a one-foot increment (for example, 234.10 rounds to 235).

b. Decision height (DH). A DH serves the same purpose as a DA for CAT II ILS, but is expressed as a radio altimeter height above terrain.

c. Height above touchdown (HAT). Calculate by subtracting the TDZE (rounded to the nearest foot) from the DA/MDA. For example, if TDZE is 632.6 and MDA is 1040, then the HAT is 407 (1040 – 633 = 407). The minimum HAT for a PA/APV procedure is specified in table 3-2-2 unless otherwise specified in the applicable design chapter. The minimum HAT for an NPA is equal to the minimum ROC applicable to the final approach segment primary area as specified in the applicable design chapter (for example, 300 feet for VOR no FAF, 250 feet for VOR/DME and LOC, etc).

d. Height above airport (HAA). Calculate by subtracting the airport elevation (rounded to the nearest foot) from the CMDA. For example, if airport elevation is 437.4 and CMDA is 920, then the HAA is 483 (920 – 437 = 483). The HAA specified for each aircraft CAT must not be less than those specified in table 3-2-1.

Table 3-2-1. Minimum Authorized HAA

CAT	A	B	C	D	E
HAA	350	450		550	

e. Radio altimeter (RA). When necessary to establish an RA height, first determine the elevation of the terrain directly beneath the DA point along the FAC. The RA is the difference between the DA and the terrain elevation and is calculated by applying formula 3-2-1. Determine the distance from LTP to the DA point by applying formula 3-2-2 (see example in figure 3-2-1).

Formula 3-2-1. Calculating RA

$$RA = DA - terrain_{elev}$$

Where:

$terrain_{elev}$ = Terrain elevation on FAC at DA point

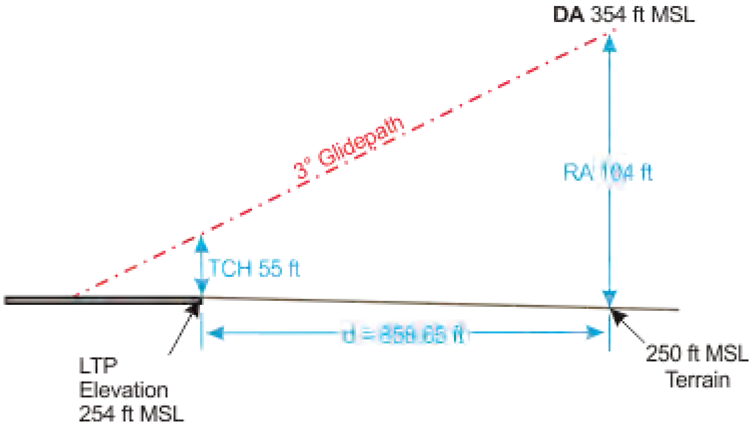
Formula 3-2-2. DA Point Distance from LTP (feet)

$$d_{LTP} = \frac{DA - (LTP_{elev} + TCH)}{\tan \theta}$$

Where:

LTP$_{elev}$ = LTP elevation
TCH = Published TCH
θ = Glidepath angle

Figure 3-2-1. RA Example



f. Minimum descent altitude (MDA). MDA represents the final approach segment minimum altitude for NPA procedures. Each MDA must provide at least the minimum final approach segment (FAS) and missed approach segment (MAS) ROC as specified by the applicable chapter/standard. Express MDAs in 20-foot MSL increments; round upwards when necessary (for example, 820 remains 820, 821 rounds to 840). The MDA must not be higher than the PFAF altitude.

g. Circling MDA (CMDA). In addition to the requirements of paragraphs 3-2-1.d and 3-2-1.f, each CMDA must provide the minimum ROC in the circling maneuvering area and must not be lower than the highest straight-in MDA (same CAT) published on the same chart.

Note: When dual minimums are authorized, the CMDA is compared against the straight-in MDA associated with the corresponding minima set (for example, circling with stepdown minimums checked against straight-in with stepdown minimums).

3-2-2. Adjustments to Minimum Altitudes/Heights. The MDA or DA may require an increase under the conditions described below:

a. PA/APV approaches. Determine the minimum HAT based on glidepath angle and aircraft category using table 3-2-2.

Table 3-2-2. Minimum HAT for PA and APV Approach Procedures

	CAT				
Glidepath Angle	**A**	**B**	**C**	**D**	**E**
2.50° - 2.99°[1]	200[2,3]				
3.00° - 3.10°	200[2,3]				
3.11° - 3.30°	200[3]		250		NA[5]
3.31° - 3.50°	200[3]		270		NA[6]
3.51° - 3.77°	200[3,4]		300	NA	
3.78° - 3.80°	200[3,4]		NA		
3.81° - 4.20°	200[3,4]	250	NA		
4.21° - 5.00°	250	NA			
5.01° - 5.70°	300	NA			
5.71° - 6.40° Airspeed NTE 80 knots	350	NA			

1. Approval required for angles less than three degrees [(see paragraph 1-4-2) (DoD NA)]
2. PAR minimum HAT = 100 (DoD only)
3. LNAV/VNAV, RNP AR, and LDA with GS minimum HAT = 250
4. LPV w/GPA > 3.5° = 250
5. USN and USAF only = 250
6. USN and USAF only = 270

b. Precipitous terrain. In areas characterized by precipitous terrain (in or outside of designated mountainous areas) consideration must be given to induced altimeter errors and pilot control problems.

(1) Precipitous terrain adjustments must be accomplished using software implementing the algorithms in appendix C paragraph 1 for instrument approach procedure segments and level holding associated with a DP.

(a) Precipitous terrain identified in the final segment**.**

1. NPA. Increase ROC values by the amount specified by the software.

2. PA and APV. For approaches that permit precipitous terrain in the final segment, increase the HAT by 10 percent of the value determined by evaluation of the final and missed segments; for example, 200-foot HAT increases to 220 feet, 350-foot HAT increases to 385 feet. Do not include adjustments for remote altimeter setting source (RASS) before determining the precipitous terrain adjustment.

(b) Precipitous terrain identified in initial, intermediate, missed approach and departure level surface holding segments. Increase ROC by the amount specified by the software.

(2) Determination of precipitous terrain should be accomplished using the algorithms in appendix C or other methods for other evaluations such as radar vectoring altitude charts, STAR, feeder routes, TAA, and ATS routes.

(3) Where operationally advantageous the Precipitous Point Value (PPV) algorithms in appendix C paragraph 2 may be used with approval (see paragraph 1-4-2).

c. Remote altimeter setting source (RASS). Not applicable to MSAs, initials, en route, feeder routes, or segment/areas based on en route criteria. When the altimeter setting is obtained from a source more than 5 NM from the ARP for an airport, or the heliport reference point (HRP) for a heliport or vertiport, a RASS adjustment must be considered. A RASS is not authorized for a remote distance greater than 75 NM or for an elevation differential between the RASS and the landing area that is greater than 6000 feet. To determine which formula applies, evaluate the terrain between the RASS and the airport/heliport/vertiport for adverse atmospheric pressure pattern effect. Solicit the best available climatological information from the Aviation Weather Center, National Weather Service (NWS), and/or the Center Weather Service Unit (CWSU).

Note: When a secondary altimeter source must be specified and either the primary or secondary altimeter source (or both) is considered remote (more than 5 NM from the ARP), establish separate landing minima. If establishing separate minima is impractical, publish a chart note specifying the difference between the MDA/DA for primary and secondary sources.

(1) Where intervening terrain does not adversely influence atmospheric pressure patterns, use formula 3-2-3 to compute the basic RASS adjustment in feet (see figure 3-2-2).

Formula 3-2-3. Basic RASS adjustment (no intervening terrain)

$$Adjustments = 2.30 \times D_r + 0.14 \times E_1$$

Where:

D_r = Horizontal dist (NM) altimeter source to ARP/HRP*

E_1 = Elevation differential (feet) between RASS elevation and airport/heliport/vertiport elevation

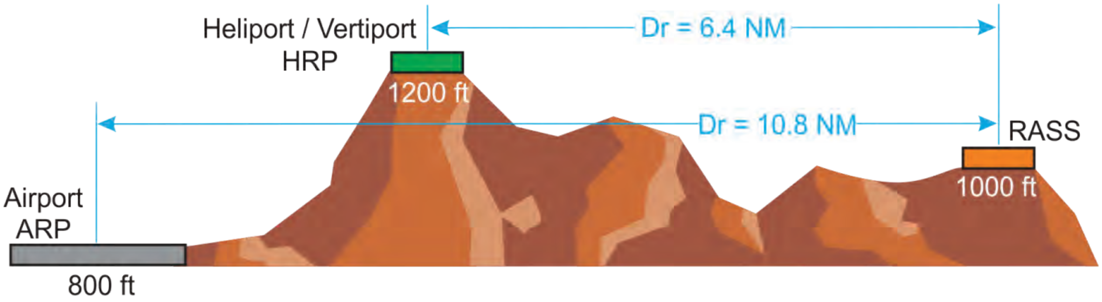
***** Copter PinS Approaches. When annotated “Proceed Visually”: D_r = Horizontal distance from altimeter source to HRP. When annotated “Proceed VFR”: D_r = Horizontal distance from altimeter source to MAP.

Examples:

Airport
D_r = 10.8 NM
E_1 = 1000 - 800 = 200 feet
$(2.30 \times 10.8) + (0.14 \times 200) = 52.84$ feet basic RASS adjustment
In intermediate segment: $52.84 \times 0.6 < 200$ (no ROC increase)
In PA/APV final segment: DA = 200 + 52.84 = increase DA to 253
In NPA final segment: 1225 (Controlling obs) + 250 ROC + 52.84 = 1540 MDA

Heliport
D_r = 6.4 NM
E_1 = 1200 - 1000 = 200 feet
$(2.30 \times 6.4) + (0.14 \times 200) = 42.72$ feet basic RASS adjustment
In intermediate segment $42.72 \times 0.6 < 200$ (no ROC increase)
In PA/APV final segment: DA = 200 + 42.72 = increase DA to 243
In NPA final segment: 1225 (Controlling obs) + 250 ROC + 42.72 = 1520 MDA

Figure 3-2-2. Basic RASS adjustment (no intervening terrain)



(2) Where intervening terrain adversely influences atmospheric pressure patterns, an Elevation Differential Area (EDA) must be evaluated. The EDA is defined as an area 5 NM each side of a line connecting the ARP/HRP and the RASS, and includes a circular area enclosed by a 5 NM radius at each end of this line. Use formula 3-2-4 to compute the basic adjustment in feet (see figure 3-2-3).

Formula 3-2-4. RASS Adjustment Adverse Terrain

$$Adjustments = 2.30 \times D_r + 0.14 \times E_2$$

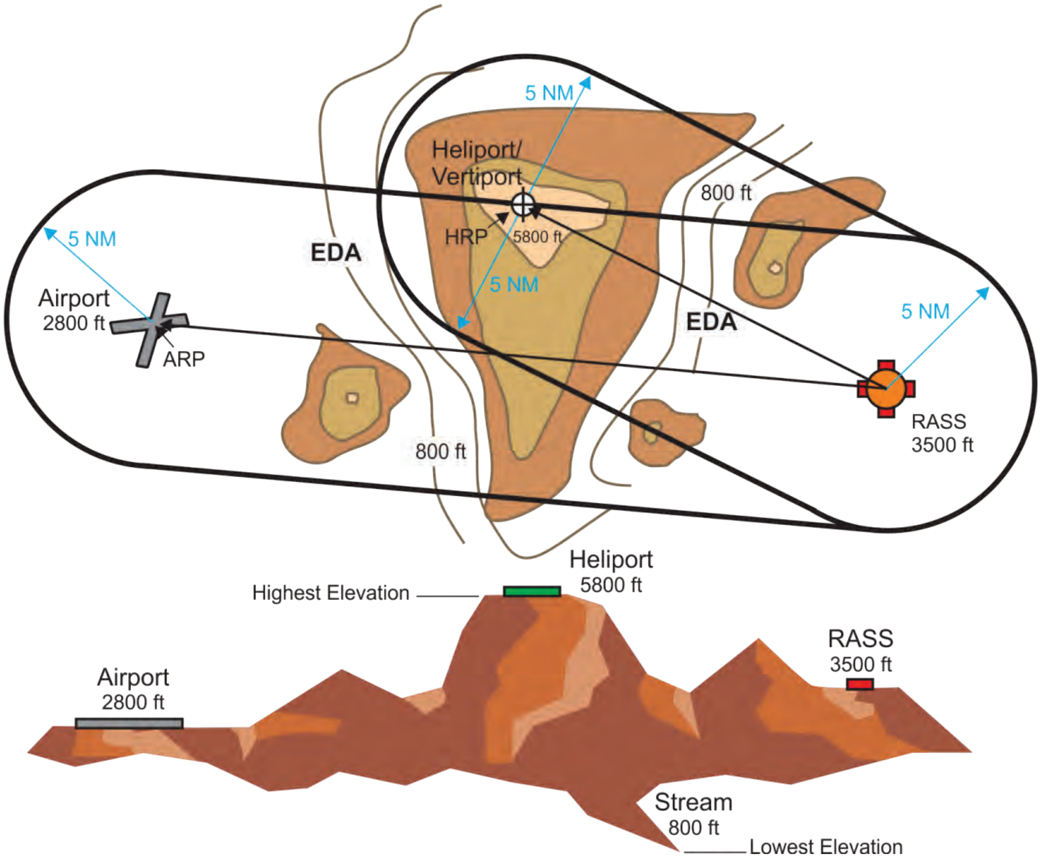
Where:
D_r = Horizontal dist (NM) altimeter source to ARP/HRP*
E_2 = The elevation differential (feet) between lowest and highest elevation points within the EDA

* Copter PinS Approaches. When annotated “Proceed Visually”: D_r = Horizontal distance from altimeter source to HRP. When annotated “Proceed VFR”: D_r = Horizontal distance from altimeter source to MAP.

Examples:
Airport
D_r = 25 NM
E_2 = 5800 - 800 = 5000 feet
$(2.30 \times 25) + (0.14 \times 5000) = 757.5$ feet basic RASS adjustment
In intermediate segment $757.5 \times 0.6 = 454.5 - 200$ (254.5 feet ROC increase)
In PA/APV final segment: DA = 350 + 757.5 = increase DA to 1108
In NPA final segment: 3052.2 (Controlling obs) + 250 ROC + 757.5 = 4060 MDA

Heliport
$D_r = 15$ NM
$E_2 = 5800 - 800 = 5000$ feet
$(2.30 \times 15) + (0.14 \times 5000) = 734.5$ feet basic RASS adjustment
In intermediate segment $734.5 \times 0.6 = 440.7 - 200$ (240.7 feet ROC increase)
In PA/APV final segment: DA = 294 + 734.5 = increase DA to 1029
In NPA final segment: 6000 (Controlling obs) + 250 ROC + 734.5 = 7000 MDA

Figure 3-2-3. Elevation Differential Area (EDA)
Intervening Terrain Influences Atmospheric Pressure Patterns



(3) NPA final segments (including the circling maneuvering area). Increase primary area ROC by the full basic RASS adjustment.

(4) PA/APV final segments. Increase the DA (prior to rounding) by the full basic RASS adjustment.

(5) For the intermediate segment, use 60 percent of the basic RASS adjustment from formula 3-2-3 or formula 3-2-4, and increase the intermediate segment primary area ROC by the amount this value exceeds 200 feet.

(6) When the missed approach design utilizes a turn at altitude prior to the clearance limit and a part-time altimeter source is specified, decrease the turning section OCS starting height by the difference between RASS adjustments for the two remote altimeter sources. Where one altimeter source is local, subtract the full RASS adjustment. Do not decrease these surface starting heights to less than the OCS at the MAP. If this results in an OCS penetration that cannot be resolved by other methods, provide a second climb-to-altitude determined by adding the difference between the RASS adjustments to the climb-to-altitude and rounding to the next higher appropriate increment. This application must not produce a turn altitude above the missed approach clearance-limit altitude.

Example: “MISSED APPROACH: Climb to 6000 (6100 when using Denver Intl altimeter setting) then…”

Note: Combination straight-portion length extension is not required to accommodate the worst-case altimeter source.

(7) Helicopter point-in-space (PinS) approach. When the MAP is more than 5 NM from the PinS approach altimeter-setting source for a PinS-VFR approach, or the HRP is more than 5 NM from altimeter-setting source for a PinS-Special IFR approach to a VFR heliport (IVH) approach, RASS adjustment must be applied. For application of the RASS formula, define “Dr” as the distance from the altimeter-setting source to the MAP/HRP accordingly, and define “E_1,” or “E_2, as specified by formula 3-2-3 or formula 3-2-4 whereas E_1 = the heliport elevation for both PinS-IVH and PinS-VFR.

(8) Minimum reception altitude (MRA). Where a minimum altitude is MRA based, increase the MRA by the required RASS adjustment.

(9) Where the altimeter setting is based on a remote source(s), annotate the procedure and/or publish the appropriate minima lines in accordance with Order 8260.19.

d. Excessive length, nonprecision final approach. When a procedure incorporates a PFAF, and the PFAF-to-MAP length exceeds 6 NM (plotted positions), increase the final segment primary area ROC five feet for each one-tenth NM over 6 NM.

Exception: If a stepdown fix exists and the remaining segment length is less than 6 NM, the basic ROC may be applied between the stepdown fix and the MAP (see formula 3-2-5).

Formula 3-2-5. Excessive Length Adjustment

$$Adjustments = 50\left(Length_{final} - 6\right)$$

Where:

$length_{final}$ = Horizontal distance (NM) from PFAF to MAP (plotted position)

Example:

Distance PFAF to MAP = 6.47
Adjustment = 50(6.47- 6) = 23.5
250 ROC + 23.5 = 273.5 adjusted ROC

Section 3-3. Visibility Minimums

3-3-1. Visibility Minimums Authorization.

a. Straight-in visibility minimums are authorized when:

(1) Applicable straight-in alignment standards are met, and

(2) The final approach segment VDA (when applicable) does not exceed tolerances (see paragraphs 2-6-2 and 2-6-4).

b. Circling visibility minimums are authorized when:

(1) Straight-in alignment requirements cannot be met, or

(2) Straight-in alignment requirements are met, but descent angle precludes publication of straight-in minimums [see paragraph 2-6-2.c], or

(3) Published in conjunction with straight-in NPA minimums.

Note: Do not establish circling minimums when PA or APV procedures are established without accompanying straight-in NPA minimums.

3-3-2. Establishing Straight-in Visibility Minimums. Establish as RVR where applicable, otherwise as a statute mile (SM) value. Meter (M) values are for locations outside the U.S.

a. Visibility without approach lights. Determine visibility without approach lights as the highest of:

(1) The value specified in the applicable row and the NALS column of table 3-3-1, table 3-3-2, table 3-3-3, or table 3-3-4 (as applicable) for the type approach and CAT.

(a) Use table 3-3-1 for all procedures and CATs except for CAT A and B NPA, CAT II/III ILS, Special Authorization (SA) CAT I/II ILS and helicopter approaches.

(b) Use table 3-3-3 for CAT A straight-in NPA procedures.

(c) Use table 3-3-4 for CAT B straight-in NPA approaches.

(2) The MAP-to-LTP distance [(NPA only, and only if MAP is located prior to LTP) (see figure 3-3-1)].

(a) Determine the MAP-to-LTP distance in feet.

(b) Regardless of approach CAT for which visibility is being determined, convert the distance to a SM or M value contained within the NALS column of table 3-3-1; round upwards when necessary. For example, if the MAP-to-LTP distance is 5121.44 feet (converts to

0.97 SM), select 1 SM from table 3-3-1 since it is the next value contained on the table greater than 0.97 SM.

(c) For RVR minimums, use the RVR value associated with the SM visibility selected in paragraph 3-3-2.a(2)(b). Use RVR 5000 for 1 SM.

(d) If the MAP-to-LTP distance is greater than 3 SM, then round to the next whole mile increment (1000 M increments when meters are applicable).

(3) The DA point-to-LTP distance (PA/APV only and only if greater than 3 SM).

(a) Determine the DA point-to-LTP distance in feet by applying formula 3-2-2.

(b) Convert the distance to a SM value (or M when applicable); if not in a whole SM increment, then round upwards to the next whole SM (1000 M increment for meters). For example, use 4 SM if the DA point-to-LTP distance is 19694 feet (converts to 3.73 SM).

(4) The minimum visibility based on the visual portion of the final approach (see paragraph 3-3-2.c).

(5) The minimum visibility based on runway requirements (see paragraph 3-3-2.d).

b. Visibility with approach lights. When authorized approach light credit [see paragraph 3-1-2.c(2)], determine visibility with approach lights as the highest of:

(1) The value specified in the applicable row and column of table 3-3-1, table 3-3-2, table 3-3-3, table 3-3-4, and table 3-3-5 (as applicable) for the type approach and CAT.

(a) Use table 3-3-1 for all procedures and CATs except for CAT A and B NPA, CAT II/III ILS, Special Authorization (SA) CAT I/II ILS and helicopter approaches.

(b) Use table 3-3-3 for CAT A straight-in NPA procedures. Use table 3-3-4 for CAT B straight-in NPA approaches.

(c) Use table 3-3-5 for CAT C/D/E straight-in NPA procedures to runways with FALS after determining the visibility minimums prescribed by table 3-3-1.

(2) The MAP-to-LTP distance [(NPA only, and only if MAP is located prior to LTP) (see figure 3-3-1)].

(a) Determine the MAP-to-LTP distance in feet, then subtract 2400 feet for a FALS, 1400 feet for an IALS, or 700 feet for a BALS.

(b) Convert the distance to a SM or M value (as appropriate) contained within the appropriate ALS column of table 3-3-1 (regardless of approach CAT for which visibility is being determined); round upwards when necessary. For example, if the MAP-to-LTP distance is 5186.23 feet, and a FALS system is applicable, subtract 2400 feet for the FALS to arrive at

2786.23 feet (converts to 0.53 SM). Then select 5/8 SM from table 3-3-1 since it is the next incremental value greater than 0.53 SM found on the table.

(c) For RVR minimums, use the RVR value associated with the SM visibility selected in paragraph 3-3-2.b(2)(b). Use RVR 2400 for ½ SM, RVR 3000 for 5/8 SM, and RVR 5000 for 1 SM.

(3) The minimum visibility based on the visual portion of the final approach (see paragraph 3-3-2.c).

(4) The minimum visibility based on runway requirements (see paragraph 3-3-2.d).

Table 3-3-1. Minimum Visibility Values, All Procedures/CATs (except CAT A and B NPA, SA CAT I/II, CAT II/III, and helicopters)

HAT Range			FALS			IALS			BALS			NALS		
			RVR	SM	M	RVR	SM	M	RVR	SM	M	RVR	SM	M
		200	1800[1], 2400	1/2	550[1], 750	4000	3/4	1200	4000	3/4	1200	4000	3/4	1200
201	-	210	1800[2], 2400	1/2	550[2], 750	4000	3/4	1200	4000	3/4	1200	4000	3/4	1200
211	-	220	1800[2], 2400	1/2	550[2], 750	4000	3/4	1200	4000	3/4	1200	4000	3/4	1200
221	-	230	1800[2], 2400	1/2	550[2], 750	4000	3/4	1200	4000	3/4	1200	4000	3/4	1200
231	-	240	1800[2], 2400	1/2	550[2], 750	4000	3/4	1200	4000	3/4	1200	4000	3/4	1200
241	-	250	1800[2], 2400	1/2	550[2], 750	4000	3/4	1200	4000	3/4	1200	4000	3/4	1300
251	-	260	1800[2], 2400	1/2	600[2], 750	4000	3/4	1200	4000	3/4	1200	4000	3/4	1300
261	-	280	2000[2], 2400	1/2	600[2], 750	4000	3/4	1200	4000	3/4	1200	4500	7/8	1300
281	-	300	2200[2], 2400	1/2	650[2], 750	4000	3/4	1200	4000	3/4	1200	4500	7/8	1400
301	-	320	2400	1/2	700[2], 750	4000	3/4	1200	4000	3/4	1200	4500	7/8	1400
321	-	340	2600	1/2	800	4000	3/4	1200	4500	7/8	1300	5000	1	1500
341	-	360	3000	5/8	900	4000	3/4	1200	4500	7/8	1400	5500	1	1600
361	-	380	3500	5/8	1000	4000	3/4	1300	5000	1	1500	5500	1	1700
381	-	400	3500	5/8	1100	4500	7/8	1400	5000	1	1600	6000	1 1/8	1800
401		420	4000	3/4	1200	5000	1	1500	5500	1	1700	6000	1 1/8	1900
421	-	440	4000	3/4	1300	5000	1	1600	6000	1 1/8	1800		1 1/4	2000
441	-	460	4500	7/8	1400	5500	1	1700	6000	1 1/8	1900		1 3/8	2100
461	-	480	5000	1	1500	6000	1 1/8	1800		1 1/4	2000		1 3/8	2200
481	-	500	5000	1	1500	6000	1 1/8	1800		1 1/4	2100		1 3/8	2300
501	-	520	5500	1	1600		1 1/4	1900		1 3/8	2100		1 3/8	2400
521	-	540	5500	1	1700		1 1/4	2000		1 3/8	2200		1 1/2	2400
541	-	560	6000	1 1/8	1800		1 3/8	2100		1 3/8	2300		1 5/8	2500
561	-	580		1 1/4	1900		1 3/8	2200		1 1/2	2400		1 5/8	2600
581	-	600		1 1/4	2000		1 3/8	2300		1 5/8	2500		1 3/4	2700
601	-	620		1 3/8	2100		1 1/2	2400		1 5/8	2600		1 3/4	2800
621	-	640		1 3/8	2200		1 1/2	2500		1 3/4	2700		1 3/4	2900
641	-	660		1 3/8	2300		1 5/8	2600		1 3/4	2800		1 7/8	3000
661	-	680		1 1/2	2400		1 3/4	2700		1 3/4	2900		1 7/8	3100
681	-	700		1 1/2	2500		1 3/4	2800		1 7/8	3000		2	3200
701	-	720		1 5/8	2600		1 3/4	2900		1 7/8	3100		2	3300
721	-	740		1 5/8	2700		1 3/4	3000		2	3200		2	3400
741	-	760		1 3/4	2700		1 7/8	3000		2	3300		2	3500
761	-	800		1 3/4	2900		2	3200		2	3400		2 1/2	3600
801	-	850		1 7/8	3100		2	3400		2 1/2	3600		2 1/2	3800
851	-	900		2	3300		2 1/2	3600		2 1/2	3800		2 1/2	4000
901	-	950		2	3600		2 1/2	3900		2 1/2	4100		2 1/2	4300
951	-	1000		2 1/2	3800		2 1/2	4100		2 1/2	4300		3	4500
1001	-	1100		2 1/2	4100		2 1/2	4400		3	4600		3	4900
1101	-	1200		3	4600		3	4900		3	5000		3	5000
1201	-	Above		3	5000		3	5000		3	5000		3	5000

Notes:

[1] ILS, LPV, GLS with both TDZ and CL lights, or ILS, LPV, or GLS without both TDZ and CL lights but when authorized by Order 8400.13, Procedures for the Evaluation and Approval of Facilities for Special Authorization Category I Operations and All Category II and III Operations.

[2] ILS, LPV, or GLS with both TDZ and CL lights. If FAC is offset, then minimum RVR is 2400.

Table 3-3-2. U.S. Military Standard Minimums PAR with HAT < 200 feet (all CATs)

ALSF TDZ and CL			ALSF/SSALR/SALS/SSALS			MALSR/MALS/ODALS			NO LIGHTS		
RVR	SM	M	RVR	SM	M	RVR	SM	M	RVR	SM	M
1200	-	350	1600	1/4	500	2400	1/2	750	2400	1/2	750

Table 3-3-3. CAT A Straight-in NPA, Authorized RVR/Visibility

	FALS			IALS			BALS			NALS		
HAT/HAA	RVR	SM	M	RVR	SM	M	RVR	SM	M	RVR	SM	M
250-880	2400[1]	1/2 [1]	750[1]	4000	3/4	1200	4000	3/4	1200	5500	1	1600
881-above	4000	3/4	1200	5500	1	1600	5500	1	1600		1 1/4	2000

[1] RVR 4000, 3/4 SM, 1200m (NDB)

Table 3-3-4. CAT B Straight-in NPA, Authorized RVR/Visibility

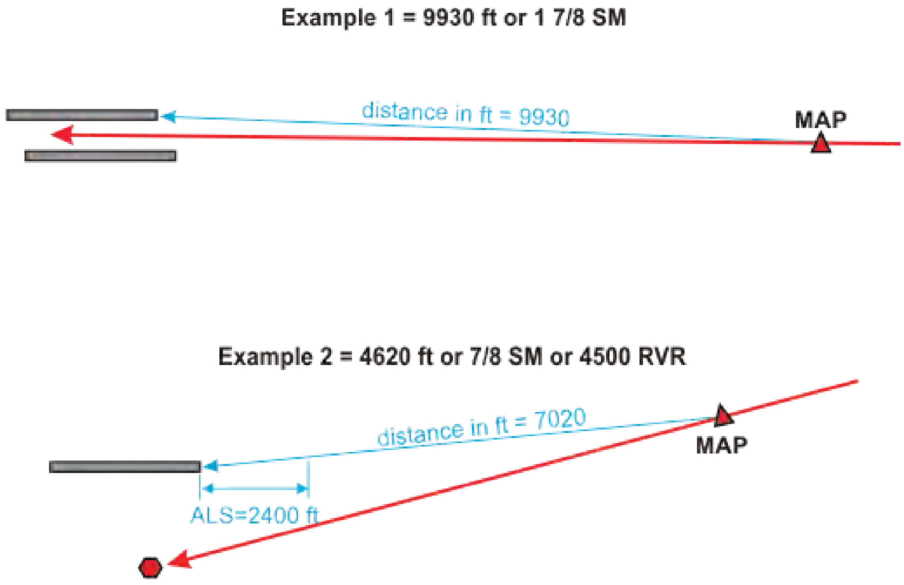
	FALS			IALS			BALS			NALS		
HAT/HAA	RVR	SM	M	RVR	SM	M	RVR	SM	M	RVR	SM	M
250-740	2400[1]	1/2[1]	750[1]	4000	3/4	1200	4000	3/4	1200	5500	1	1600
741-950	4000	3/4	1200	5500	1	1600	5500	1	1600		1 1/4	2000
951-above	5500	1	1600		1 1/4	2000		1 1/4	2000		1 1/2	2400

[1] RVR 4000, 3/4 SM, 1200m (NDB)

Table 3-3-5. Minimum Straight-in RVR/Visibility NPA Procedures CAT C/D/E

<table>
<tr><th colspan="6">Procedure Design</th></tr>
<tr><td colspan="3">- Final approach guidance is not NDB, AND
- Final Course-RWY C/L offset: ≤ 5°, AND
- Final Approach segment ≥ 3 NM, AND
- With PFAF procedure, AND- *PFAF to LTP ≤ 8 NM
(*If time/distance table is published)</td><td colspan="3">ALL OTHERS</td></tr>
<tr><th>RVR</th><th>SM</th><th>M</th><th>RVR</th><th>SM</th><th>M</th></tr>
<tr><td>2400</td><td>1/2</td><td>750</td><td>4000</td><td>3/4</td><td>1200</td></tr>
</table>

Figure 3-3-1. MAP to LTP Distance Straight-in Aligned


Example 1 = 9930 ft or 1 7/8 SM

Example 2 = 4620 ft or 7/8 SM or 4500 RVR

c. Determine visibility based on evaluation of the visual portion of the final approach segment. Apply the circling visual area to runways to which an aircraft is authorized to circle (either in association with a straight-in procedure or a circling only approach) and to runways to which a sidestep maneuver is authorized. Apply the straight-in visual area to runways with approach procedures aligned with the runway centerline (less than or equal to ± 0.03 degrees). Apply the offset visual area to evaluate the visual portion of a straight-in approach that is not aligned with the runway centerline (more than ± 0.03 degrees). These evaluations determine if visibility minimums and/or night operations must be restricted.

Note: Assess the appropriate visual area separately for each line of minima on the same approach plate.

(1) Circling visual area (see figure 3-3-2).

(a) Alignment. Align with the RCL extended.

(b) Width. The beginning width is ± 200 feet either side of RCL. The sides splay outward relative to RCL. Calculate the half-width of the area at any distance "d" from its origin using formula 3-3-1.

(c) Length. The area begins 200 feet from LTP and extends 10000 feet out RCL.

(2) Straight-in visual area. Procedure need not meet straight-in descent criteria (see figure 3-3-2).

(a) Alignment. Align with the RCL.

(b) Width. The beginning width is ± 200 feet either side of RCL. The sides splay outward relative to RCL. Calculate the half-width of the area at any distance “d” from its origin using formula 3-3-1.

(c) Length. The area begins 200 feet from LTP and extends to the calculated DA point for each PA or APV procedure, and to the VDP location (even if one is not published) for NPA procedures (see paragraph 2-6-5).

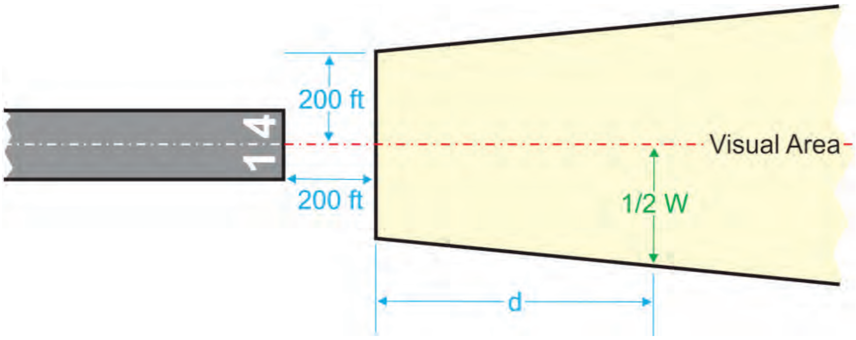
Note: When multiple NPA minimums are published on the same chart (such as dual minimums or applicable RNAV procedures), use the lowest MDA to determine VDP location and to determine the length of the visual area. For PA/APV approaches, calculate the DA point based on the primary altimeter source.

Formula 3-3-1. Visual Area ½ Width

$$^{1}/_{2}W = (0.15 \times d) + 200$$

Where:
½W = Perpendicular distance (feet) RCL to area edge
d = Distance (feet) measured along RCL from area origin

Figure 3-3-2. Circling and Straight-In Visual Area



(3) Offset visual area (see figure 3-3-3). Procedure need not meet straight-in descent criteria. When the final course does not coincide with the RCL (± 0.03°), modify the straight-in visual area as follows:

(a) *Step 1*. Draw the straight-in area aligned with the RCL as previously described.

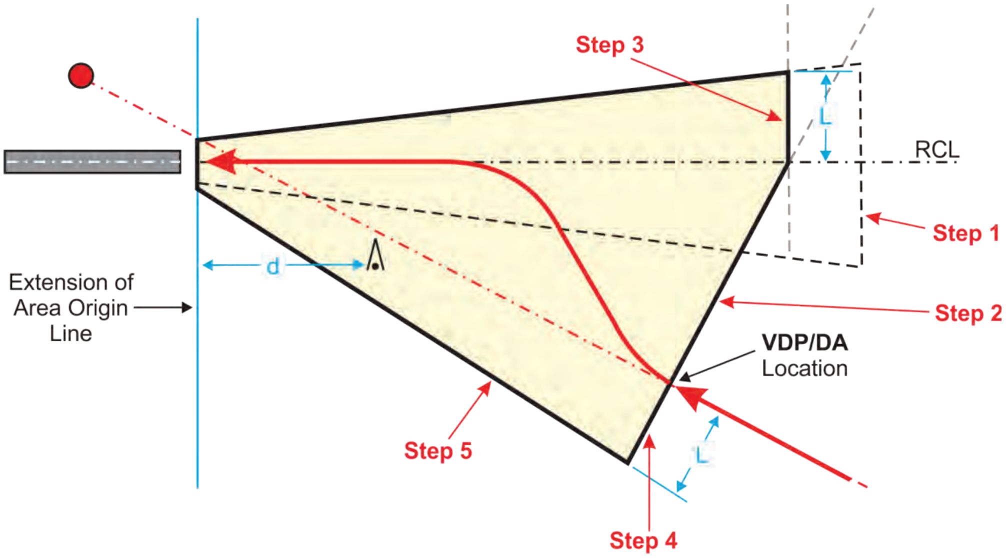
(b) *Step 2*. Extend a line perpendicular to the FAC from the DA point or VDP (even if one is not published) to the point it crosses the RCL.

(c) *Step 3*. Extend a line from this point perpendicular to the RCL to the outer edge of the straight-in area, noting the length (L).

(d) *Step 4*. Extend a line in the opposite direction of the line in step 2 from the DA/VDP perpendicular to the FAC for distance (L).

(e) *Step 5*. Connect the end of the line constructed in step 4 to the end of the inner edge of the area origin line 200 feet from LTP.

Figure 3-3-3. Offset Visual Area



(4) OIS. When evaluating a straight-in or offset visual area, apply both a 34:1 and a 20:1 OIS. When evaluating the circling visual area, apply a 20:1 surface only. Calculate the OIS height above LTP elevation at any distance "d" from an extension of the area origin line using formula 3-3-2:

Formula 3-3-2. Visual Area OIS Height Above LTP Elevation

$$20{:}1\ OIS\ Height = \frac{d}{20}$$

$$34{:}1\ OIS\ Height = \frac{d}{34}$$

Where:
d = Dist. (feet) measured along RCL from area origin extended

(a) 34:1 OIS. If penetrated, limit visibility to no lower than 4000 RVR or ¾ SM.

(b) 20:1 OIS. If penetrated, limit visibility to no lower than 5000 RVR or 1 SM, do not publish a VDP, and if the obstacle is unlighted, annotate the chart to deny the approach or the applicable minimums at night.

1. A VGSI may be used in lieu of obstruction lighting with approval (see paragraph 1-4-2).

2. If a straight-in approach is restricted at night due to a 20:1 OIS penetration, deny circling at night to the same runway on all approach procedures.

Note: Light units and associated support hardware of an approach lighting system and runway and taxiway guidance signs, installed in accordance with FAA (or military) standards may be disregarded if they penetrate the 34:1 and 20:1 OIS.

d. Runway Requirements. Table 3-3-6 specifies minimum visibility based on runway characteristics.

Table 3-3-6. Minimum Visibility Based on Airport Conditions

AIrport Conditions	RVR	SM	M
Runway does not have a full length parallel taxiway[1]	5000	1	1500
Edge lighting is not HIRL or MIRL	NA	1	1500
Surface is not asphalt or concrete	4000	3/4	1200
Does not have precision runway markings	4000	3/4	1200
Length is less than 4200 feet	4000	3/4	1200
Runway survey type does not support vertical guidance[2]	4000	3/4	1200

1. This line is not applicable if:
   a. The airport is serviced by a full time ATC control tower.
   b. The airport is serviced by a part-time ATC control tower and the chart is annotated to increase the visibility when the tower is closed.
   c. taxiway(s) are available that permit entry/exit from the runway without requiring back-taxi operations.
2. Refer to AC 150/5300-18, General guidance and Specification for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards, for a description of surveytypes.

e. Inoperative Lighting Components. Where an ALS is installed, determine the applicability of the U.S. Terminal Procedures Publication (TPP) “Inoperative Components and Visual Aids” table. This step is not applicable to the USAF.

(1) Compare the visibility without approach lights (see paragraph 3-3-2.a) with the visibility with approach lights (paragraph 3-3-2.b) for each approach CAT.

(2) If there is no difference between the “without lights” and the “with lights” values, or if the difference is not equal to the required increase found in the “Increase Visibility” column of the Inoperative Components and Visual Aids table, then annotate the procedure in accordance with Order 8260.19, paragraph 8-6-5.

(3) If the difference between the “without lights” and the “with lights” values is equal to the required increase found in the “Increase Visibility” column of the Inoperative Components and Visual Aids table, then no action or annotation is required.

3-3-3. Establishing Circling Visibility Minimums. Establish as a statute (SM) value. Meter (M) values are for locations outside the United States only. Determine circling visibility as the highest of:

a. The value specified in the applicable row and column of table 3-3-7.

b. The distance from the MAP to the nearest surface authorized for landing by a circling aligned procedure [(only if MAP is located prior to the nearest landing surface) (see figure 3-3-4)]. For procedures meeting straight-in alignment, use the distance from the MAP to the LTP (see figure 3-3-1).

(1) Determine the distance in feet and then convert to SM or M (as appropriate).

(2) The converted value must be in an incremental value contained within table 3-3-7; round upwards when necessary. For example, if the MAP distance is 10664.81 feet (2.02 SM), select 2 1/4 SM (3600 M if applicable) from table 3-3-7 since it is the next value contained on the table.

(3) If the MAP distance is greater than 3 SM, then round to the next whole mile increment (1000 M increments when meters are applicable).

c. Evaluation of the visual portion of the final approach segment (see paragraph 3-3-2.c).

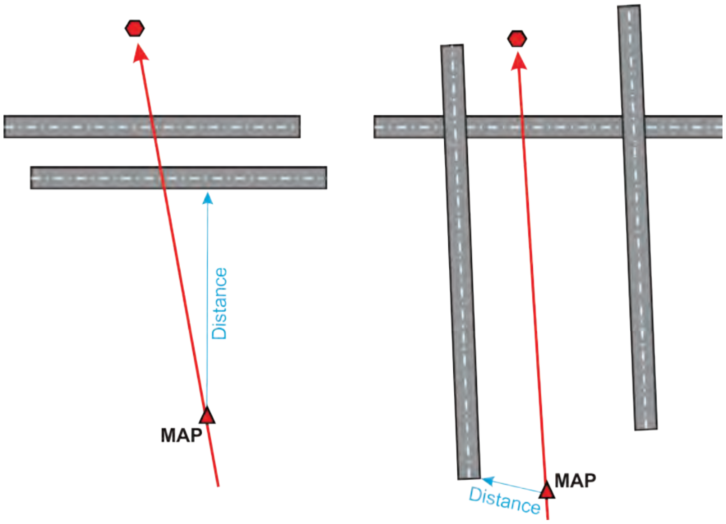
d. The "without approach lights" (see paragraph 3-3-2.a) visibility of the highest straight-in NPA (same CAT) published on the same chart.

Note: For dual minimums, the circling visibility is compared to the corresponding straight-in visibility set (for example, "UKENE FIX MINIMUMS" circling visibility compared to "UKENE FIX MINIMUMS" straight-in visibility).

Table 3-3-7. Authorized Circling Visibility Minimums

CAT →	A		B		C		D		E	
HAA	**SM**	**M**	**SM**	**M**	**SM**	**M**	**SM**	**M**	**SM**	**M**
350 - 449	1	1600								
450 - 549	1	1600	1	1600	1 1/2	2400				
550 - 600	1	1600	1	1600	1 1/2	2400	2	3200	2	3200
601 - 670	1	1600	1	1600	1 3/4	2800	2	3200	2 1/4	3600
671 – 740	1	1600	1	1600	2	3200	2 1/4	3600	2 1/2	4000
741 - 810	1	1600	1	1600	2 1/4	3600	2 1/2	4000	2 3/4	4400
811 - 880	1 1/4	2000	1 1/4	2000	2 1/2	4000	2 3/4	4400	3	4800
881 - 950	1 1/4	2000	1 1/4	2000	2 3/4	4400	3	4800	3	4800
951 and above	1 1/4	2000	1 1/2	2400	3	4800	3	4800	3	4800

Figure 3-3-4. MAP to Nearest Landing Surface, Circling Aligned



3-3-4. Fly Visual to Airport. Where the DA/MAP-to-LTP distance (straight-in procedures) or the MAP-to-nearest landing surface distance (circling procedures) exceeds 3 SM, and the DA/MDA is greater than 900 feet above airport elevation, 3 SM visibility may be established with approval (see paragraph 1-4-2). Such procedures must be annotated with "Fly Visual to Airport."

Section 3-4. Alternate Airport Minimums

3-4-1. Establishing Alternate Minimums. Publish alternate minimums at eligible airports and for eligible procedures whenever the ceiling and/or visibility (without approach lights) values are greater than the values specified in table 3-4-1 (see also Order 8260.19, paragraph 8-6-11). Publish PA alternate minimums separately from NPA alternate minimums when both types of procedures are published on the same chart.

Table 3-4-1. Standard Alternate Airport Minimums

Approach Type	Ceiling	Visibility
NPA or APV	800	2
PA	600	2

a. Determine the applicable ceiling and visibility (without approach lights) for comparison to table 3-4-1.

(1) Base alternate minimums on local altimeter setting minimums only.

(2) PA. For each approach CAT, select the PA's ceiling and the PA's visibility (without approach lights). When more than one line of PA minimums is published on the same chart, use the line with the higher HAT.

(3) NPA and APV. For each approach CAT, select the highest NPA or APV ceiling, and the highest NPA or APV visibility (without approach lights) for the procedure (including circling minimums if applicable).

b. Establish the alternate ceiling minimum as the higher of the table 3-4-1 value or the ceiling selected in paragraph 3-4-1.a.

c. Establish the alternate visibility minimum as the higher of the table 3-4-1 value or the visibility selected in paragraph 3-4-1.a.

d. Publish both the alternate ceiling minimum and alternate visibility minimum if either of the values established in paragraph 3-4-1.b or 3-4-1.c exceed the standard values in table 3-4-1. For example, if the highest CAT A ceiling is 1000 feet, and the highest CAT A visibility is 1 ¾ SM, then the published CAT A alternate minimums would be 1000-2. If neither value exceeds the table 3-4-1 values, then do not publish alternate minimums for that approach CAT. Additional examples follow.

Examples:

ILS or LOC RWY 28L

Lines of Minimums	Ceiling and Visibility (no light)
S-ILS RWY 28L#	200 - 3/4[1]
S-ILS RWY 28L	800 - 2 3/4[2]
S-LOC 28L#	500 - 1 3/8[3]
S-LOC 28L	800 - 2[3]
CIRCLING	1600 - 3[4]
Alternate Minimums	
ILS	800 - 2 3/4
LOC	1600 - 3

1. Do not use this line of minimums since it isn't the highest line of PA minimums.
2. Both the ceiling and visibility exceed table 3-4-1 (PA) values and must be published.
3. Neither the ceiling nor visibility is the highest LOC or Circling value published on the procedure.
4. Both the ceiling and visibility exceed table 3-4-1 NPA values and must be published as the LOC Alternate minimums.

RNAV (GPS) Y RWY 30

Lines of Minimums	Ceiling and Visibility (no light)
LPV DA	200-3/4[1]
LNAV/VNAV DA	300 – 7/8[1]
LNAV MDA	600 – 2 1/2[1]
CIRCLING	900 – 2 3/4[2]
Alternate Minimums	900 – 2 3/4[2]

1. Neither the ceiling nor visibility values are the highest values published on the procedure.
2. Both the ceiling and visibility exceed table 3-4-1 NPA values and must be published as the procedure's alternate minimums.

Section 3-5. Takeoff Minimums

3-5-1. Civil Standard Takeoff Minimums. Title 14 CFR Part 91.175(f) defines civil takeoff minimums for aircraft operating under Part 121, 125, 129, or 135 as shown in table 3-5-1. A ceiling value may also be required to see and avoid an obstacle. In this case, the published procedure must identify the location of the obstacle(s) that must be avoided. See Order 8260.46, Departure Procedure (DP) Program, for guidance on how and when other than standard takeoff minimums and/or obstacles are defined.

Table 3-5-1. Standard Civil Takeoff Minimums

Number of Engines	Visibility (SM)
1 or 2	1
3 or more	1/2

Chapter 4. On-Airport VOR (No PFAF)

Section 4-1. General Information

4-1-1. General. These criteria apply to procedures based on a VOR facility located on an airport in which no PFAF is established. This chapter divides criteria into a section for low altitude procedures and a section for high altitude teardrop turn procedures. These procedures must incorporate a PT or a teardrop turn. An on-airport facility is one which is located:

a. For straight-in approach. Within 1 NM of the nearest portion of the landing runway.

b. For circling approach. Within 1 NM of the nearest portion of the usable landing surface of the airport.

Section 4-2. Low Altitude Procedures

4-2-1. Feeder Routes. Apply criteria in paragraph 2-3-1.

4-2-2. Initial Approach Segment. The IAF is received by overheading the navigation facility. The initial approach is a PT. Apply criteria in paragraph 2-4-5.

4-2-3. Intermediate Segment. This type of procedure has no intermediate segment. Upon completion of the PT, the aircraft is on final approach.

4-2-4. Final Approach Segment. The final approach begins where the PT intersects the FAC.

a. Alignment. The alignment of the FAC with the runway centerline determines whether a straight-in or circling-only approach may be established.

(1) Straight-in. The angle of convergence of the FAC and the extended runway centerline must not exceed 30 degrees. The FAC should be aligned to intersect the extended runway centerline 3000 feet outward from the LTP. When an operational advantage can be achieved, this point of intersection may be established at any point between the LTP and a point 5200 feet outward from the LTP. Also, where an operational advantage can be achieved, a FAC which does not intersect the runway centerline or intersects it at a distance greater than 5200 feet from the LTP may be established, provided that such course lies within 500 feet laterally of the extended runway centerline at a point 3000 feet outward from the LTP. Straight-in category C, D, and E minimums are not authorized when the final approach course intersects the extended runway centerline at an angle greater than 15 degrees and a distance less than 3000 feet (see figure 4-2-1).

(2) Circling approach. When the FAC alignment does not meet the criteria for straight-in landing, only a circling approach is authorized. Course alignment should be made to the center of the landing area; however, the use of any radial is permitted when an operational advantage can be achieved. It is not a requirement for the final approach course radial to pass through a portion of the useable landing surface (see figure 4-2-2).

Figure 4-2-1. Alignment Options for Final Approach Course, On-Airport VOR, No PFAF, Straight-in Approach Procedure

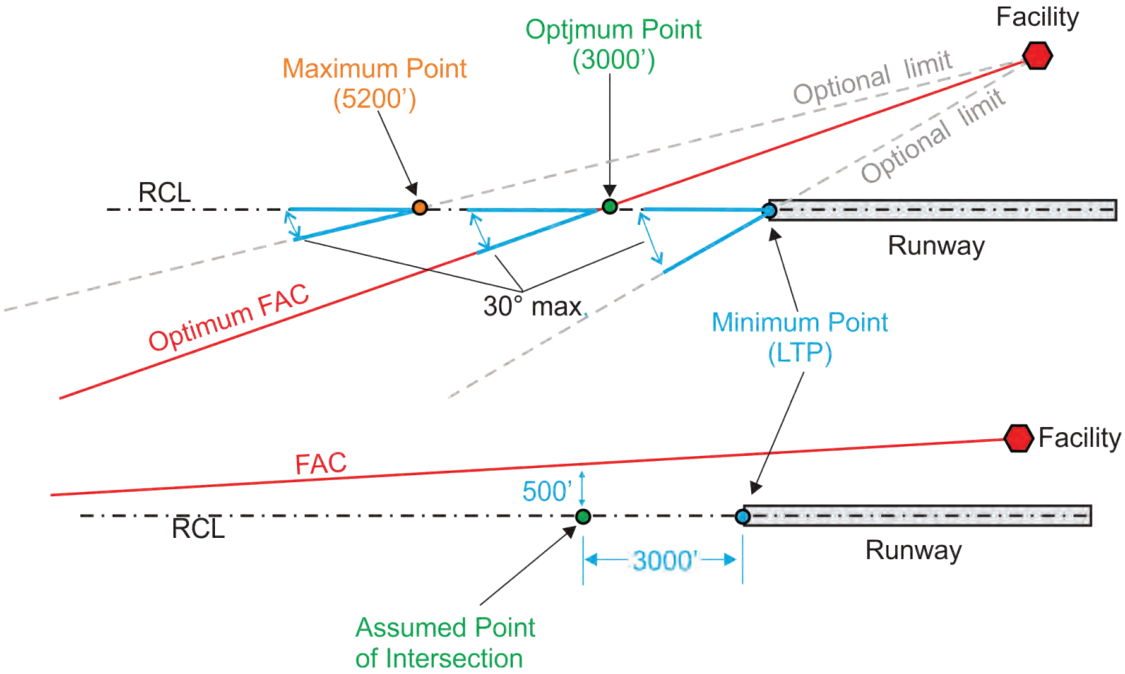
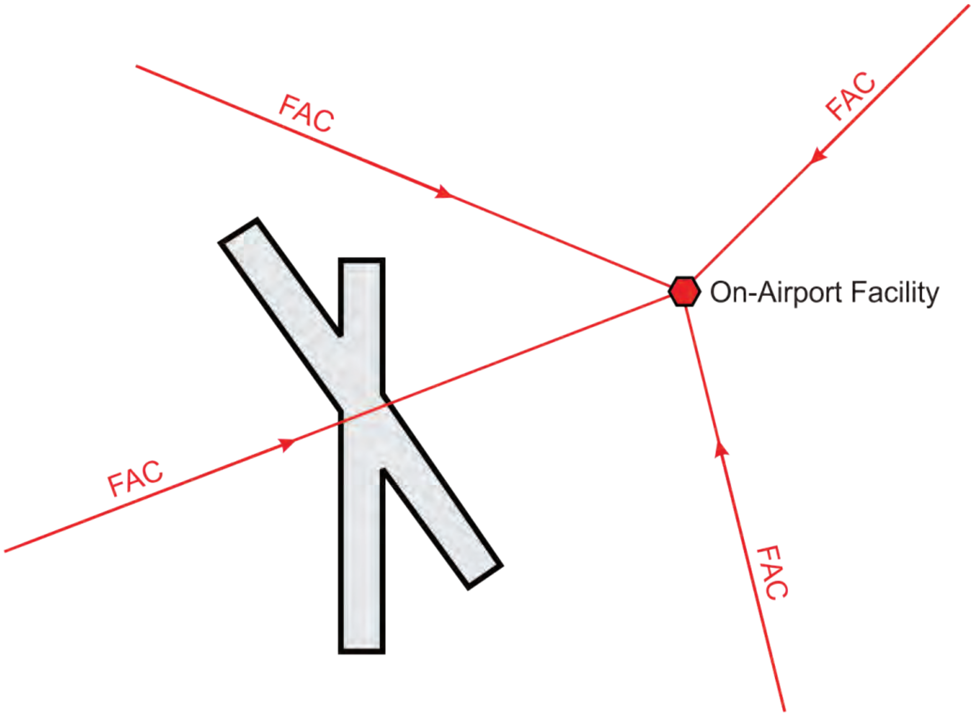
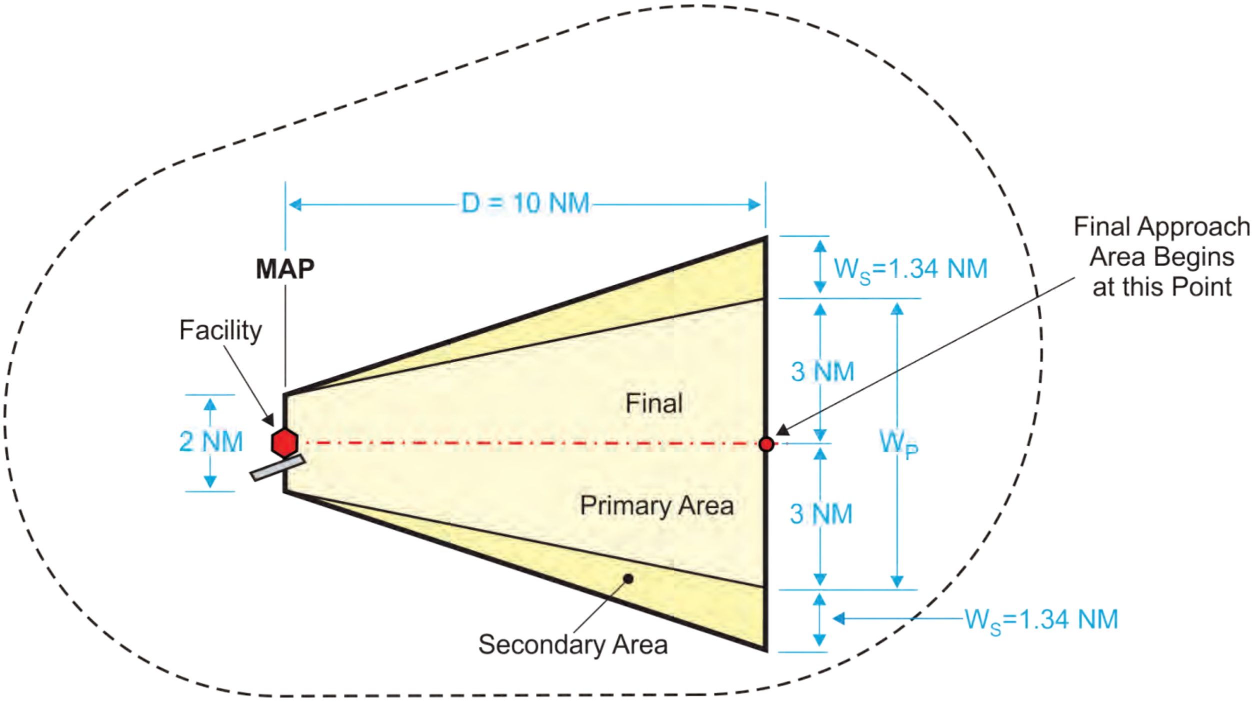


Figure 4-2-2. Alignment Options for Final Approach Course, On-Airport VOR, No PFAF, Circling Approach Procedure



b. Area. Figure 4-2-3 illustrates the final approach primary and secondary areas. The primary area is longitudinally centered on the FAC and is 10 NM long. The primary area is 2 NM wide at the facility and expands uniformly to 6 NM at 10 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility and expands uniformly to 1.34 NM on each side of the primary area at 10 NM from the facility. When the 5-NM PT is used, only the inner 5 NM of the final approach area need be considered. Apply formula 4-2-1 and formula 4-2-2 to determine primary and secondary widths (as applicable).

Figure 4-2-3. Final Approach Primary and Secondary Areas. On-Airport VOR, No PFAF



Formula 4-2-1. Final Approach Primary Area Half Width

$$\frac{1}{2}W_P = 0.2 \times D + 1.0$$

Where:

D = Distance (NM) from facility measured along FAC

Formula 4-2-2. Final Approach Secondary Area Width

$$W_S = 0.134 \times D$$

Where:

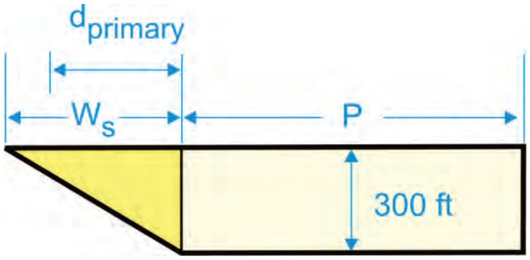
D = Distance (NM) from facility measured along FAC

c. Obstacle clearance.

(1) Straight-in. The minimum ROC in the primary area is 300 feet. The minimum ROC in the secondary area is 300 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 4-2-4). The minimum ROC at any given point in the secondary area is determined by formula 4-2-3. Adjustments must be applied as specified in paragraph 3-2-2.

(2) Circling approach. In addition to the minimum requirements specified in paragraph 4-2-4.c(1), apply obstacle clearance criteria in section 2-7.

Figure 4-2-4. Final Approach Area ROC



Formula 4-2-3. Final Approach Secondary Area ROC

$$ROC_{secondary} = 300 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

Where:
$d_{primary}$ = Perpendicular distance (feet) from primary area edge
W_S = Total width of the secondary area (feet)

d. PT altitude.

(1) Straight-in. The PT completion altitude must be within 1500 feet of the MDA (1000 feet with a 5-NM PT), provided the distance from the facility to the point where the final approach course intersects the runway centerline does not exceed 2 NM. When this distance exceeds 2 NM, the maximum difference between the PT completion altitude and the MDA must be reduced at the rate of 25 feet for each one-tenth of a NM in excess of 2 NM (see figure 4-2-5).

Note: For straight-in procedures in which the final approach does not intersect the extended runway centerline within 5200 feet of the runway threshold [see paragraph 4-2-4.a(1)] the assumed point of intersection for computing the distance from the facility is 3000 feet from the runway threshold (see figure 4-2-1).

(2) Circling. For a circling only procedure, the PT completion altitude must be within 1500 feet of the MDA (1000 feet with a 5-NM PT), provided the distance from the facility to a point where the final approach course intersects the first usable portion of the landing surface does not exceed 2 NM. Where the final approach course does not intersect the landing surface, the 2 NM distance limitation applies as measured from the facility to a point on the FAC equal to the distance from the PT completion point (start of the final segment) to the nearest landing surface authorized for landing (see figure 4-2-6). In all cases, when the applicable distance

exceeds 2 NM, the maximum difference between the PT completion altitude and the MDA must be reduced at the rate of 25 feet for each one-tenth of a NM in excess of 2 NM.

Note: If the distance from the PT completion point and the nearest landing surface exceeds the PT distance, then no reduction between the PT completion altitude and MDA is necessary.

Figure 4-2-5. PT Altitude, On-Airport VOR, No PFAF

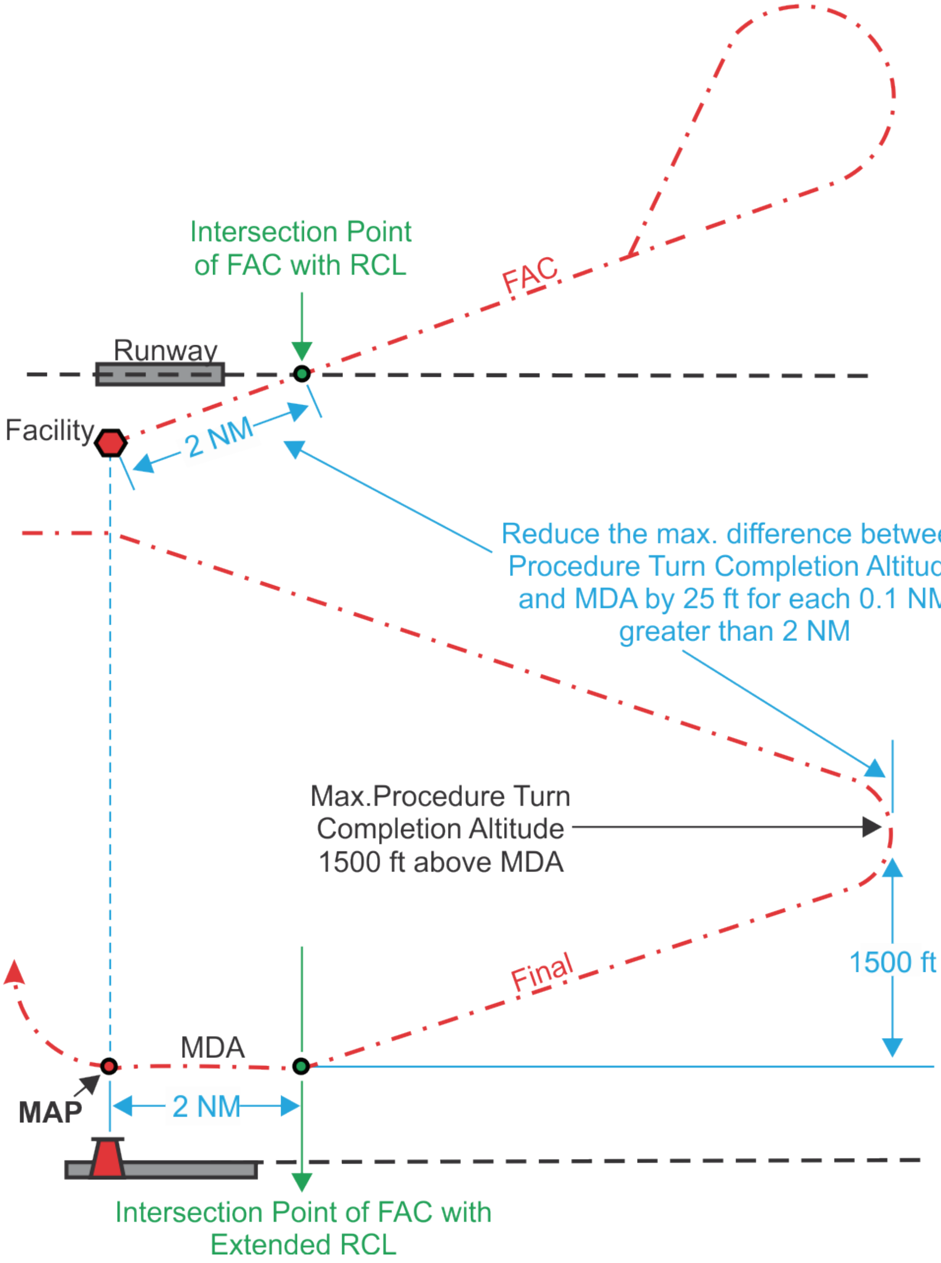
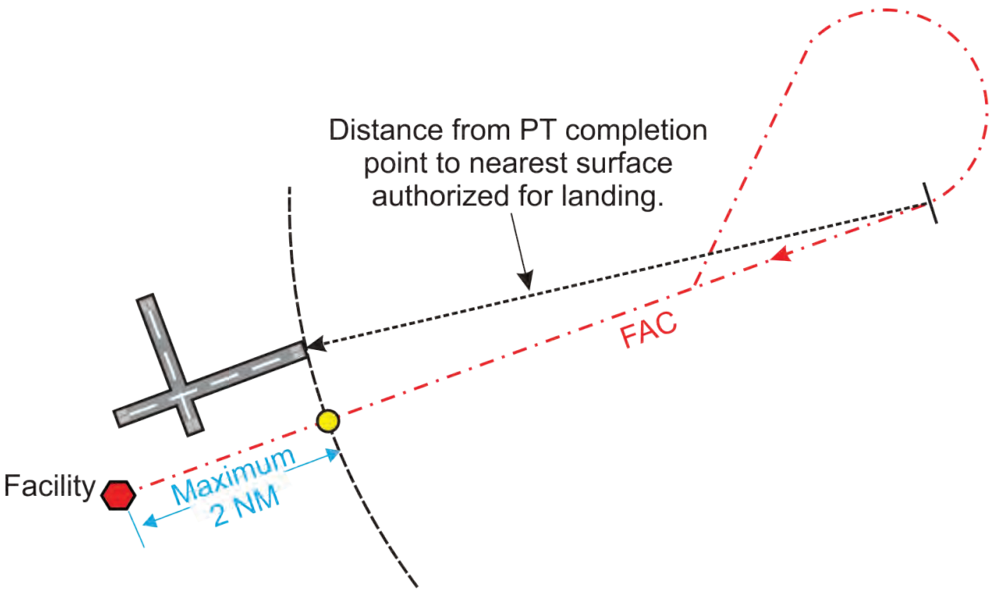
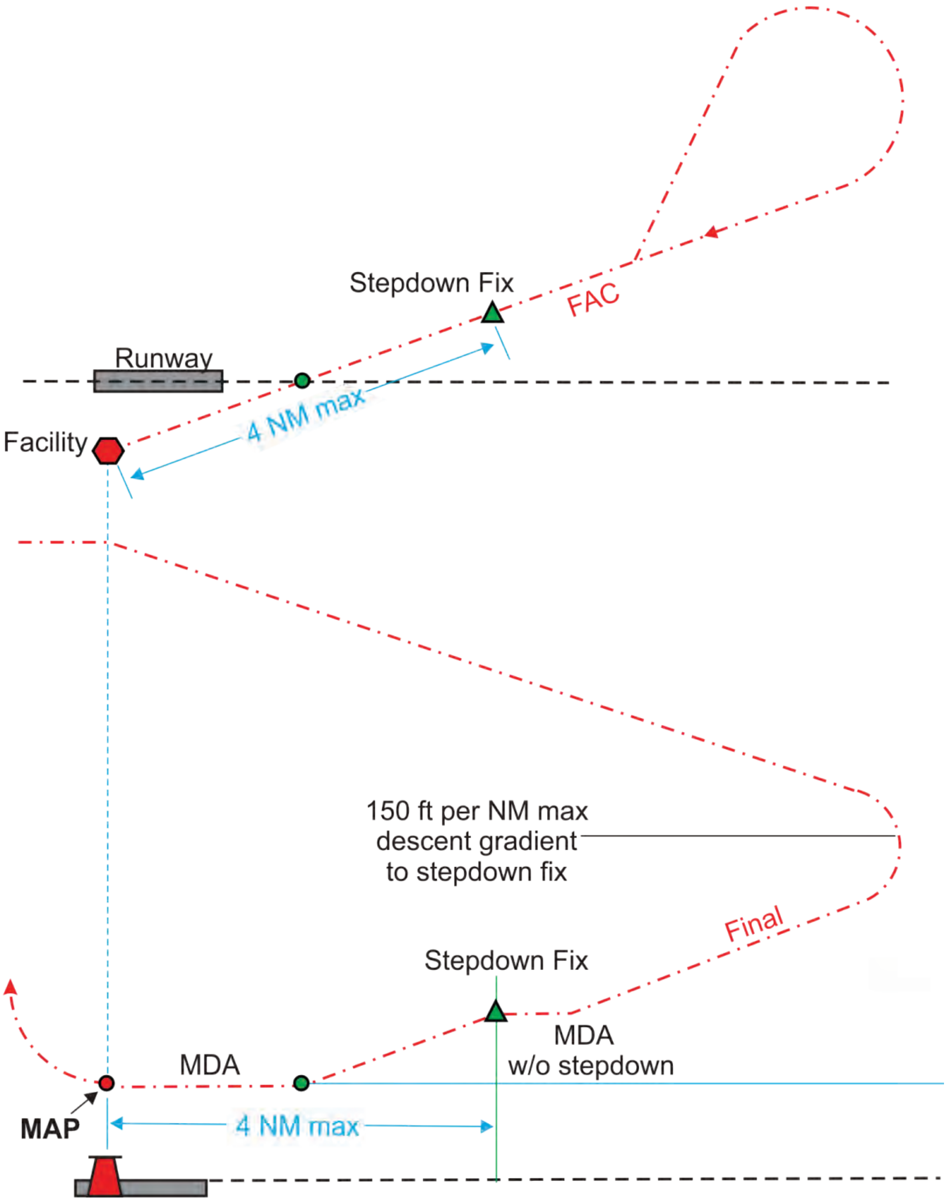


Figure 4-2-6. PT Altitude, Circling



e. Use of a stepdown fix. Use of a stepdown fix (see paragraph 2-9-9.c) is permitted provided the distance from the facility to the stepdown fix does not exceed 4 NM. The descent gradient between the PT completion altitude and stepdown fix altitude must not exceed 150 ft/NM. Calculate the descent gradient based upon the difference in PT completion altitude minus stepdown fix altitude, divided by the specified PT distance, minus the facility to stepdown fix distance (see figure 4-2-7). Minimum ROC between the stepdown fix and the MAP/FEP is 250 feet plus adjustments as specified in paragraph 3-2-2.

Figure 4-2-7. Use of Stepdown Fix, On-Airport VOR, No PFAF



f. MDA. Apply criteria in section 3-2.

4-2-5. Missed Approach Segment. Apply criteria in section 2-8. The MAP is the facility (see figure 4-2-5). The missed approach surface commences over the facility at the required height (see paragraph 2-8-5).

Section 4-3. High Altitude Teardrop Turn

4-3-1. Feeder Routes. Apply criteria in paragraph 2-3-1.

4-3-2. Initial Approach Segment. The IAF is received by overheading the navigation facility. The initial approach is a teardrop turn. Apply criteria in paragraph 2-4-6.

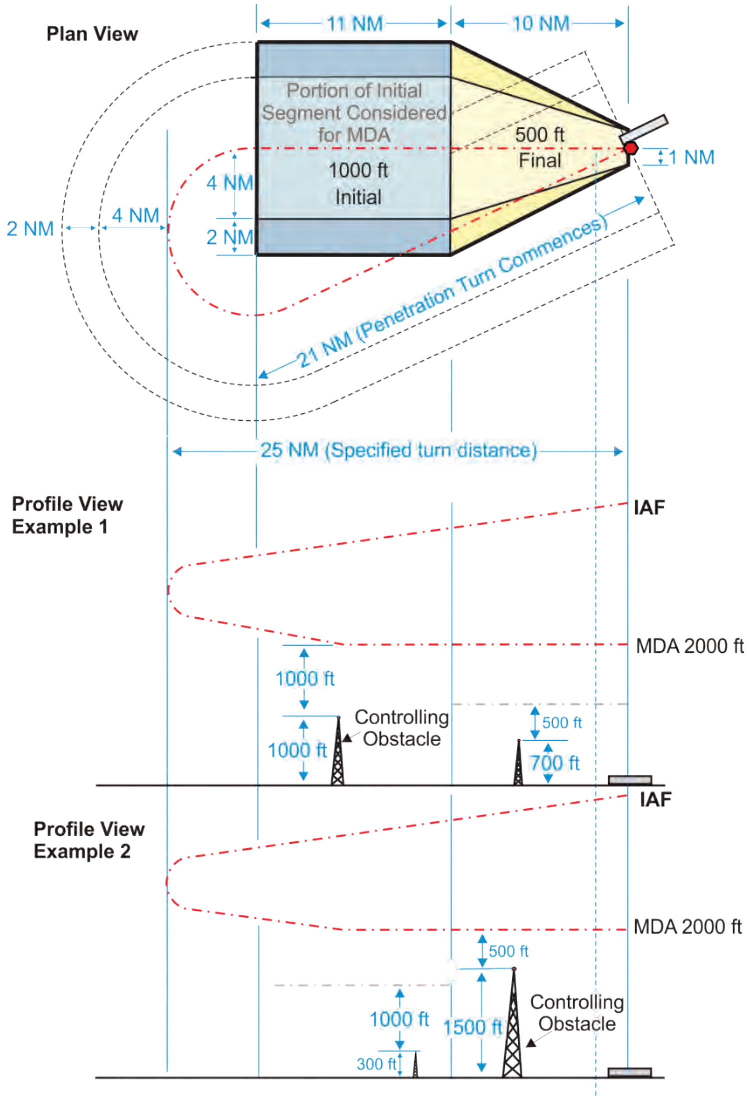
4-3-3. Intermediate Segment. This procedure has no intermediate segment. Upon completion of the teardrop turn, the aircraft is on final approach.

4-3-4. Final Approach Segment. An aircraft is considered to be on final approach upon completion of the teardrop turn. However, the final approach segment begins on the FAC 10 NM from the facility. That portion of the teardrop turn procedure prior to the 10-NM point is treated as the initial approach segment (see figure 4-3-1).

a. Alignment. Apply paragraph 4-2-4.a.

b. Area. Figure 4-3-1 illustrates the final approach primary and secondary areas. The primary area is longitudinally centered on the FAC and is 10 NM long. The primary area is 2 NM wide at the facility and expands uniformly to 8 NM at a point 10 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility, and expands uniformly to 2 NM each side of the primary area at a point 10 NM from the facility.

Figure 4-3-1. Teardrop Turn, On-Airport VOR, No PFAF



c. Obstacle clearance.

(1) Straight-in. The minimum ROC in the primary area is 500 feet. The minimum ROC in the secondary area is 500 feet at the primary boundary, tapering uniformly to zero feet at the outer edge. Use formula 2-4-1 to determine obstacle clearance at any given point in the secondary area. Adjustments must be applied as specified in paragraph 3-2-2.

(2) Circling approach. In addition to the minimum requirements specified in paragraph 4-3-4.c(1), apply obstacle clearance criteria in section 2-7.

d. Teardrop turn altitude (descent gradient). The teardrop turn completion altitude must be at least 1000 feet, but not more than 4000 feet above the MDA on final approach.

e. Use of a stepdown fix. The use of the stepdown fix (see paragraph 2-9-9.c) is permitted, provided the distance from the facility to the stepdown fix does not exceed 10 NM.

f. MDA. In addition to the normal obstacle clearance requirement of the final approach segment (see paragraph 4-3-4.c), the MDA specified must provide at least 1000 feet of clearance over obstacles in the portion of the initial approach segment between the final approach segment and the point where the assumed teardrop turn track intercepts the inbound course (see figure 4-3-1).

4-3-5. Missed Approach Segment. Apply criteria in section 2-8. The MAP is the facility (see figure 4-3-1). The missed approach surface must commence over the facility at the required height (see paragraph 2-8-5).

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Chapter 5. TACAN, VOR/DME, and VOR with PFAF

General Information

5-1-1. General. This chapter applies to approach procedures that incorporate a PFAF where final approach guidance is based on a VOR, TACAN, or VORTAC facility. Section 5-2 provides criteria for VOR procedures which do not use DME as the primary method for establishing fixes. Section 5-3 provides criteria for VOR and TACAN procedures which use collocated, frequency paired DME as the sole method of establishing fixes. When both the VOR and TACAN azimuth elements of a VORTAC station will support it, publish a single procedure identified as a, “VOR or TACAN” (see paragraph 1-6-4). Such a procedure may be flown using either a VOR/DME or TACAN airborne receiver and must satisfy TACAN terminal area fix requirements (see paragraph 2-9-7.d).

Section 5-2. VOR with PFAF

5-2-1. Feeder Routes. Apply criteria in paragraph 2-3-1.

5-2-2. Initial Approach Segment. Apply criteria in section 2-4 (see figure 5-2-1 and figure 5-2-2).

5-2-3. Intermediate Approach Segment. Apply criteria in section 2-5 (see figure 5-2-1 and figure 5-2-2).

5-2-4. Final Approach Segment. The final approach may be made either “FROM” or “TOWARD” the facility. The final approach segment begins at the PFAF and ends at the FEP or MAP, whichever is encountered last.

a. Alignment. The alignment of the FAC with the runway centerline determines whether a straight-in or circling-only approach may be established. The alignment criteria differ depending on whether the facility is OFF or ON the airport (see paragraph 4-1-1 for determination of an on-airport facility).

(1) Off-airport facility.

(a) Straight-in. The angle of convergence of the FAC and the extended runway centerline must not exceed 30 degrees. The FAC should be aligned to intersect the LTP. However, when an operational advantage can be achieved, the point of intersection may be established as much as 3000 feet outward from the LTP (see figure 5-2-3).

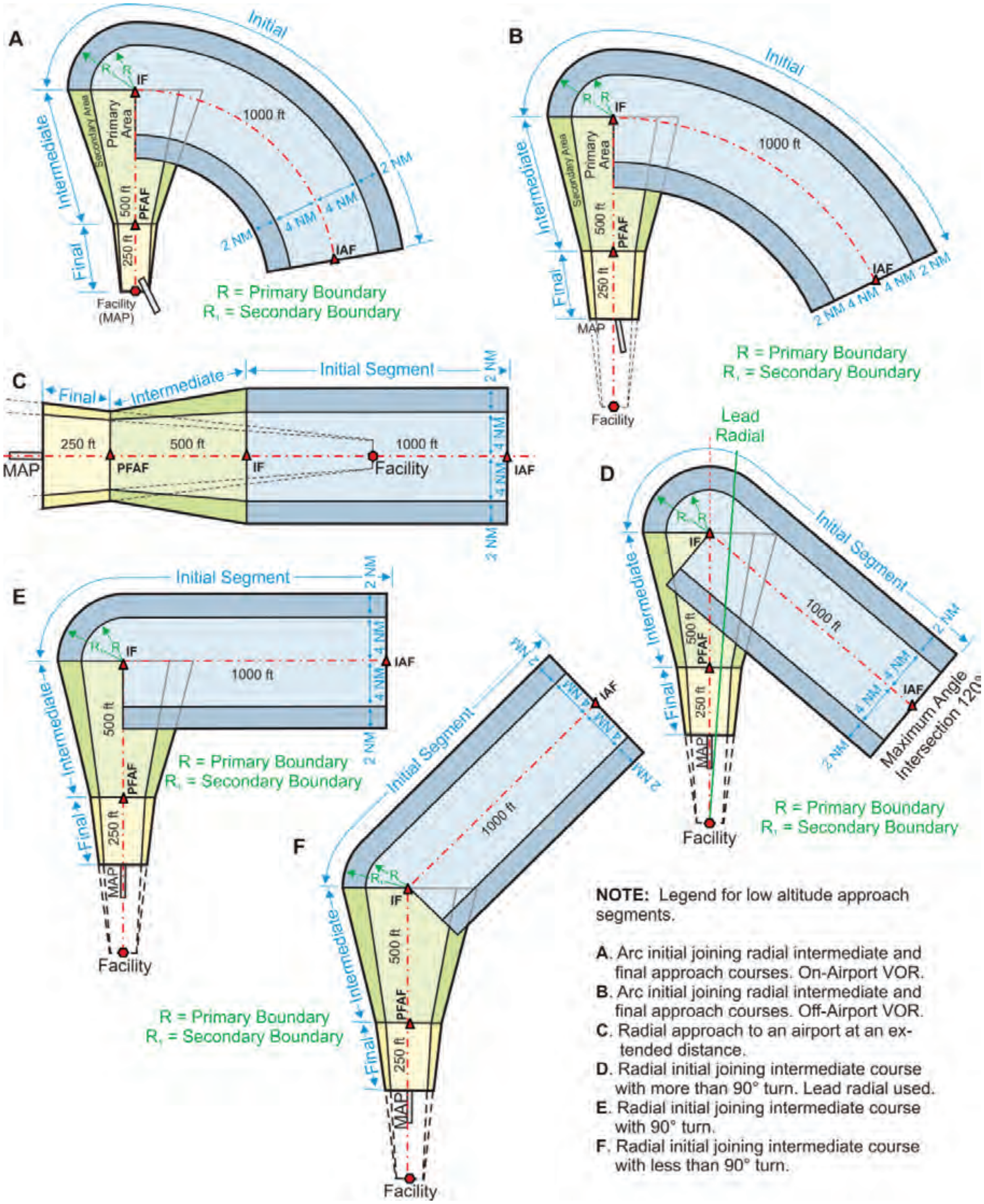
(b) Circling approach. When the FAC alignment does not meet the criteria for a straight-in landing, only a circling approach is authorized, and the course alignment should be made to the center of the landing area. When an operational advantage can be achieved, the FAC may be aligned to any portion of the usable landing surface (see figure 5-2-4).

(2) On-airport facility.

(a) Straight-in. The angle of convergence of the FAC and the extended runway centerline must not exceed 30 degrees. The FAC should be aligned to intersect the extended runway centerline 3000 feet outward from the LTP. When an operational advantage can be achieved, this point of intersection may be established at any point between the LTP and a point 5200 feet outward from the LTP. Also, where an operational advantage can be achieved a FAC which does not intersect the runway centerline, or which intersects it at a distance greater than 5200 feet from the LTP, may be established, provided that such a course lies within 500 feet laterally of the extended runway centerline at a point 3000 feet outward from the LTP (see figure 5-2-5).

(b) Circling approach. When the FAC alignment does not meet the criteria for a straight-in landing, only a circling approach is authorized. Course alignment should be made to the center of the landing area; however, the use of any radial is permitted when an operational advantage can be achieved. It is not a requirement for the final approach course radial to pass through a portion of the useable landing surface (see figure 5-2-4).

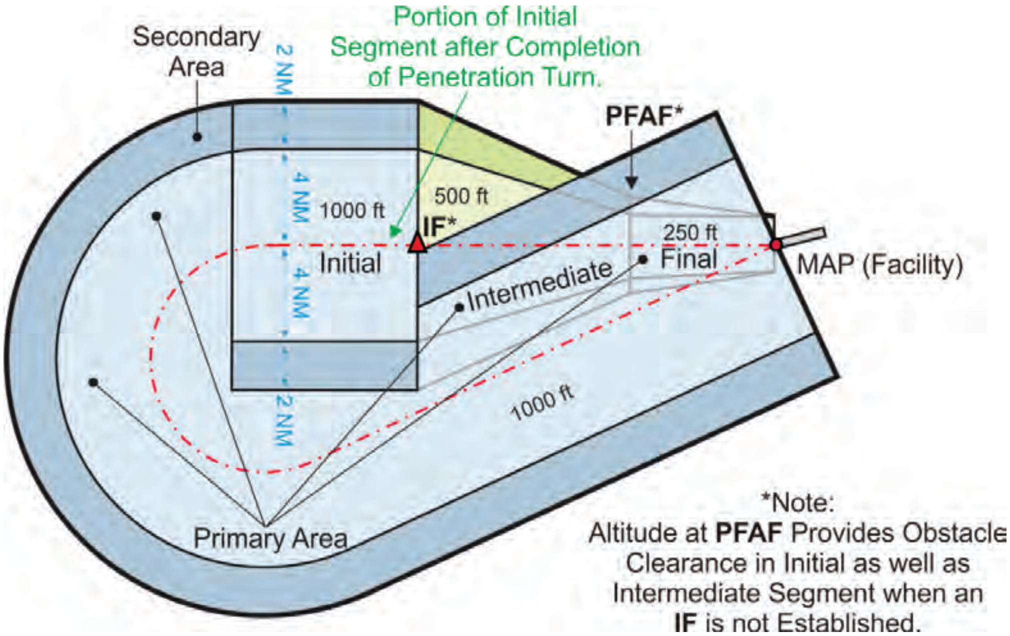
Figure 5-2-1. Typical Low Altitude Approach Segments. VOR with PFAF



NOTE: Legend for low altitude approach segments.

A. Arc initial joining radial intermediate and final approach courses. On-Airport VOR.
B. Arc initial joining radial intermediate and final approach courses. Off-Airport VOR.
C. Radial approach to an airport at an extended distance.
D. Radial initial joining intermediate course with more than 90° turn. Lead radial used.
E. Radial initial joining intermediate course with 90° turn.
F. Radial initial joining intermediate course with less than 90° turn.

Figure 5-2-2. Typical High Altitude Segments. VOR with PFAF



*Note:
Altitude at **PFAF** Provides Obstacle Clearance in Initial as well as Intermediate Segment when an **IF** is not Established.

Figure 5-2-3. Alignment Options for Final Approach Course.
Off-Airport VOR with PFAF. Straight-In Approach

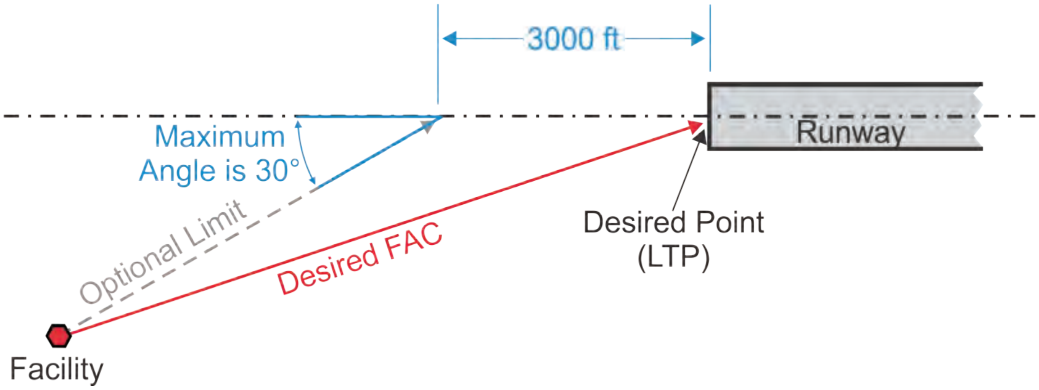


Figure 5-2-4. Alignment Options or Final Approach Course. On- and Off-Airport VOR with PFAF. Circling Approach

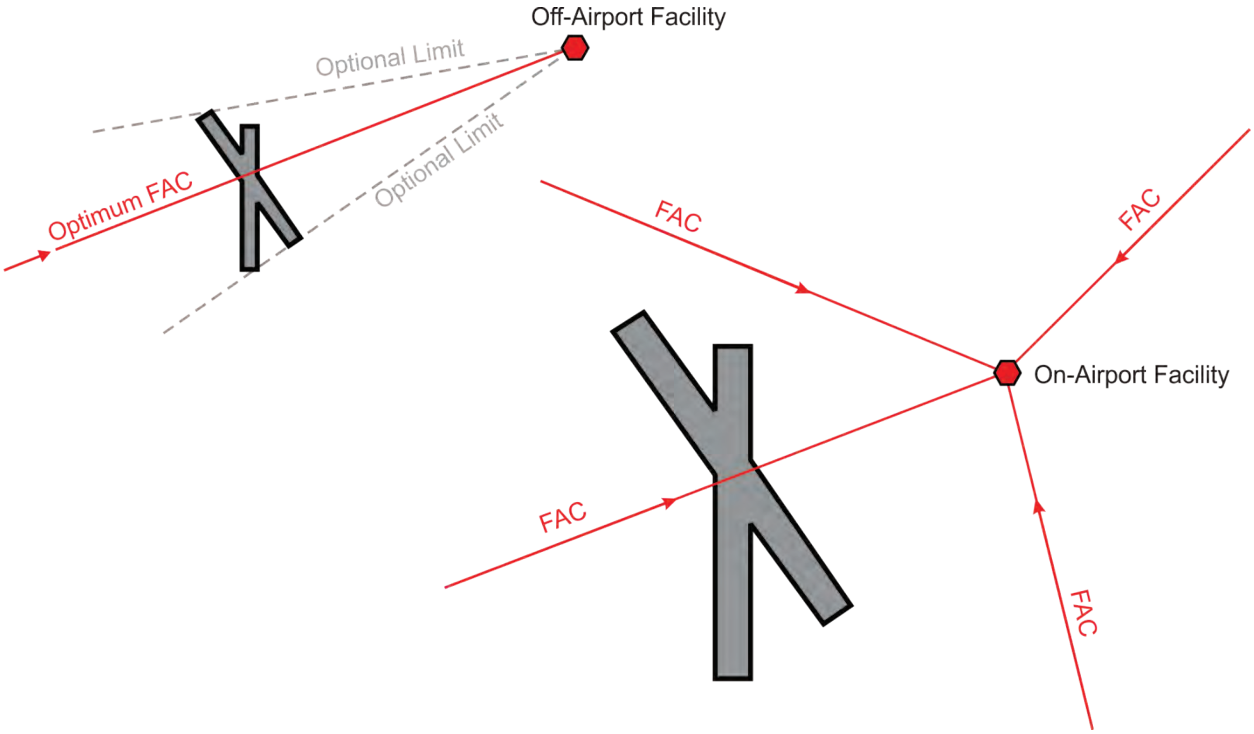
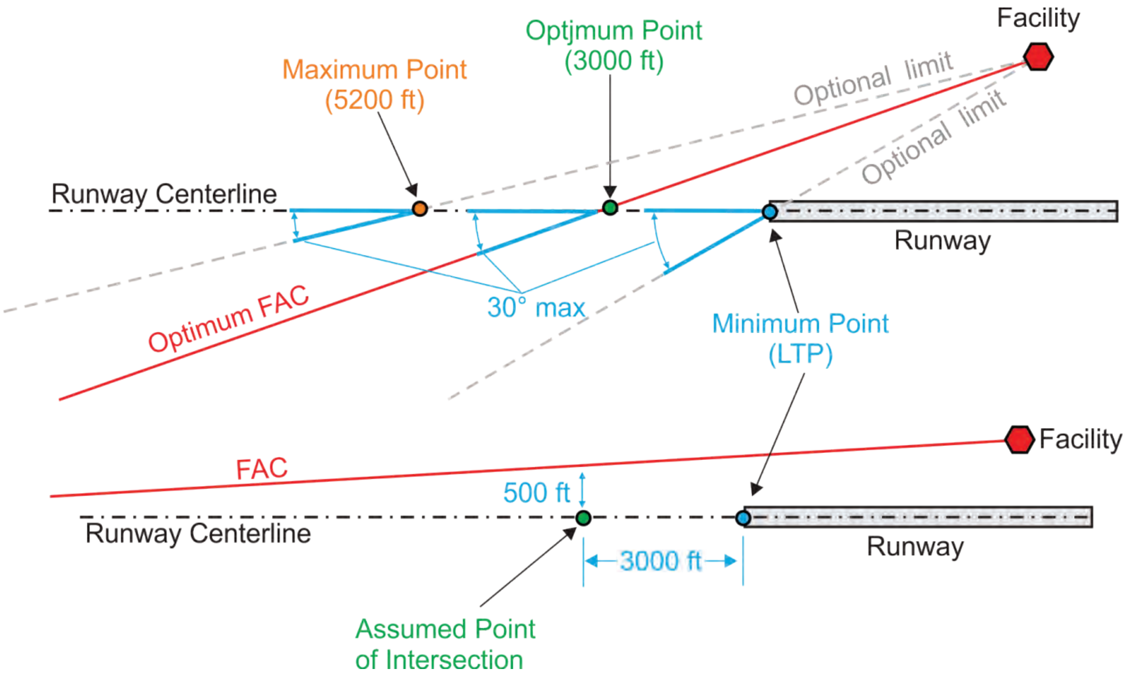
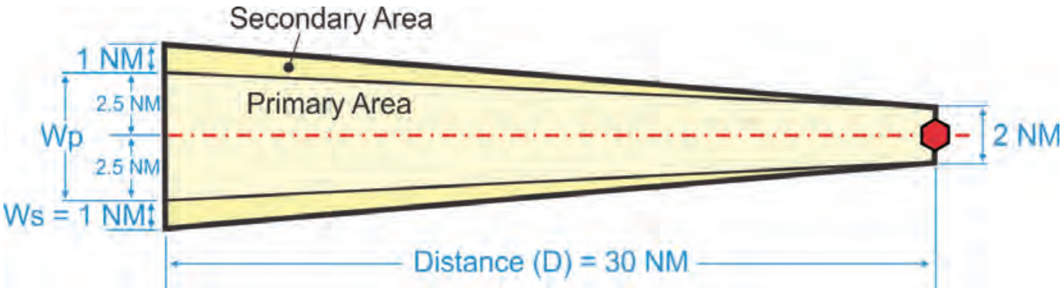


Figure 5-2-5. Alignment Options for Final Approach Course. On-Airport VOR with PFAF. Straight-In Approach



b. Area. The area considered for obstacle clearance in the final approach segment starts at the earliest point the PFAF can be received, and ends at the FEP or MAP, whichever is encountered last. It is a portion of a 30-NM long trapezoid (see figure 5-2-6) which is made up of primary and secondary areas. The primary area is centered longitudinally on the FAC. It is 2 NM wide at the facility, and expands uniformly to 5 NM wide at 30 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility and expands uniformly to 1 NM on each side of the primary area at 30 NM from the facility (formula 5-2-1 and formula 5-2-2 apply). Final approaches may be made to airports a maximum of 30 NM from the facility (see figure 5-2-7). The optimum length of the final approach segment is 5 NM. The maximum length is 10 NM. The minimum length of the final approach segment must provide adequate distance for an aircraft to make the required descent, and to regain course alignment when a turn is required over the facility. Table 5-2-1 must be used to determine the minimum length to regain the course.

Figure 5-2-6. Final Approach Trapezoid. VOR with PFAF



Formula 5-2-1. Final Approach Primary Area Half Width

$$\frac{1}{2}W_P = 0.05 \times D + 1$$

Where:
D = Distance (NM) from facility

Formula 5-2-2. Final Approach Secondary Area Width

$$W_S = 0.0333 \times D$$

Where:
D = Distance (NM) from facility measured along FAC

Figure 5-2-7. Typical Straight-in Final Approaches VOR with PFAF

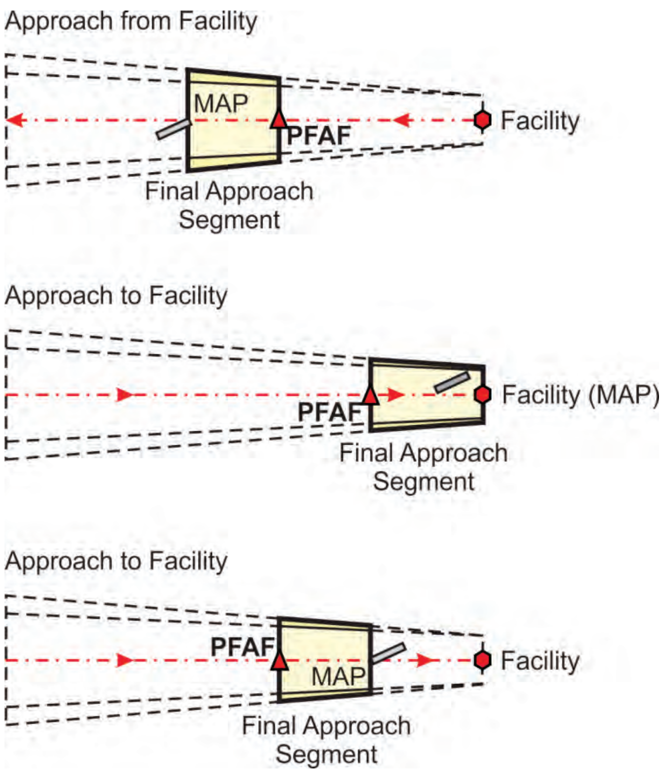


Table 5-2-1. Minimum Length of Final Approach Segment-VOR (NM)

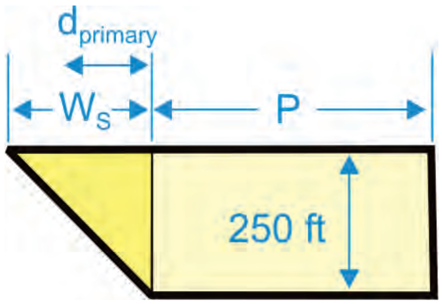
CAT	**Magnitude of Turn over Facility (Degrees)**		
	10	**20**	**30**
A	1.0	1.5	2.0
B	1.5	2.0	2.5
C	2.0	2.5	3.0
D	2.5	3.0	3.5
E	3.0	3.5	4.0

Note: This table may be interpolated. If the minimum length specified in the table is not available, straight-in minimums are not authorized (see figure 5-2-7 for typical final approach areas).

c. Obstacle clearance.

(1) Straight-in landing. The minimum obstacle clearance in the primary area is 250 feet. The ROC in the secondary area is 250 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 5-2-8). The minimum ROC at any given point in the secondary area is determined by formula 5-2-3. Apply adjustments as specified in paragraph 3-2-2.

Figure 5-2-8. Final Approach Area ROC



Formula 5-2-3. Final Approach Secondary Area ROC

$$ROC_{secondary} = 250 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge
W_S = Total width of the secondary area (feet)

(2) Circling Approach. In addition to the minimum requirements specified in paragraph 5-2-4.c(1), apply obstacle clearance criteria in section 2-7.

d. Vertical descent angle. Apply criteria in paragraphs 2-6-2 and 2-6-4.

e. Use of fixes. Apply criteria in section 2-9. Where a procedure is based on a PT and an on-airport facility is the PT fix, the distance from the facility to the PFAF must not exceed 4 NM.

f. MDA. Apply criteria in section 3-2.

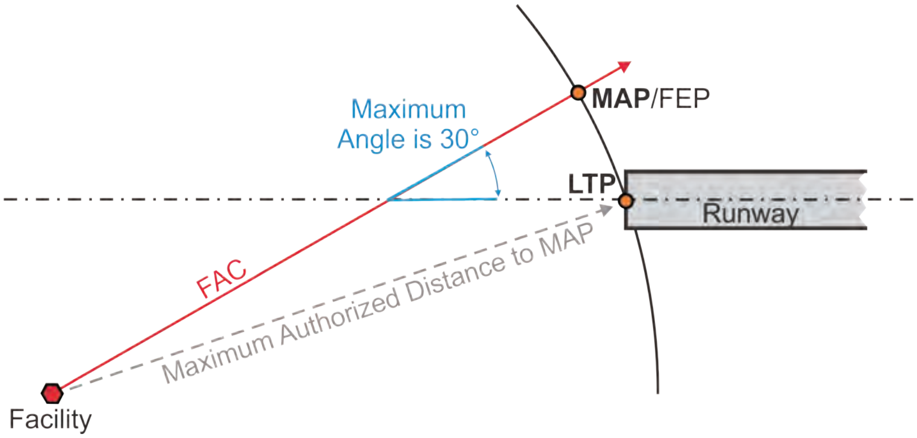
5-2-5. Missed Approach Segment. Apply criteria in section 2-8. For VOR procedures, the MAP and surface must be established as follows:

a. Off-airport facilities.

(1) Straight-in. The MAP is a point on the FAC which is not farther from the PFAF than the FEP (see figure 5-2-9). The missed approach surface must commence over the MAP at the required height (see paragraph 2-8-5).

(2) Circling approach. The MAP is a point on the FAC which is not farther from the PFAF than the FEP. The missed approach surface must commence over the MAP at the required height (see paragraph 2-8-5).

Figure 5-2-9. MAP, Off-Airport VOR with PFAF



b. On-airport facilities. The MAP is a point on the FAC which is not farther from the PFAF than the facility. The missed approach surface must commence over the MAP at the required height (see paragraph 2-8-5).

Section 5-3. TACAN and VOR/DME

5-3-1. Feeder Routes. Apply criteria in paragraph 2-3-1.

5-3-2. Initial Segment. Due to the fixing capability of TACAN and VOR/DME, a PT initial approach may not be required. Apply criteria in section 2-4.

5-3-3. Intermediate Segment. Apply criteria in section 2-5.

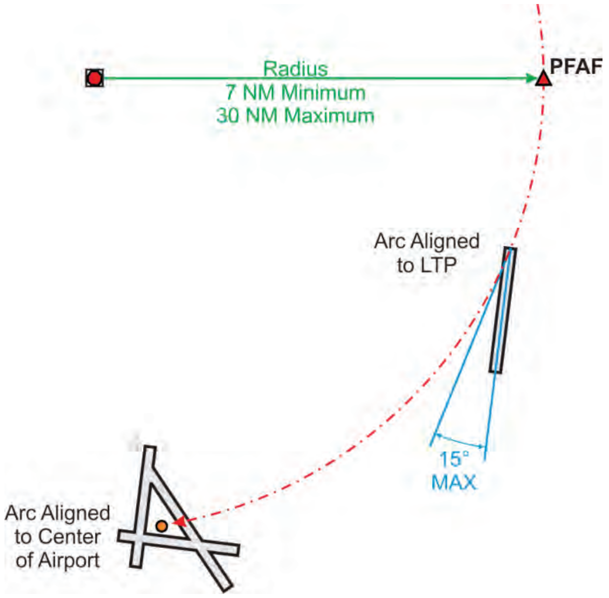
5-3-4. Final Approach Segment. TACAN and VOR/DME final approaches may be based either on arcs or radials. The final approach begins at a PFAF and ends at the MAP. The MAP is always marked with a fix.

a. Radial final approach. Apply criteria in paragraph 5-2-4.

b. Arc final approach. The final approach arc must be a continuation of the intermediate arc. It must be specified in NM and tenths thereof. The minimum arc distance from the facility is 7 NM (15 NM for high altitude procedures) and the maximum is 30 NM. No turns are permitted over the PFAF.

(1) Alignment. For straight-in approaches, the final approach arc must pass through the LTP when the angle of convergence of the runway centerline and the tangent of the arc does not exceed 15 degrees. When the angle exceeds 15 degrees, the final approach arc must be aligned to pass through the center of the airport and only circling minimums are authorized (see figure 5-3-1).

Figure 5-3-1. Final Approach Alignment. Arc Aligned to Threshold/Center of Airport. TACAN or VOR/DME



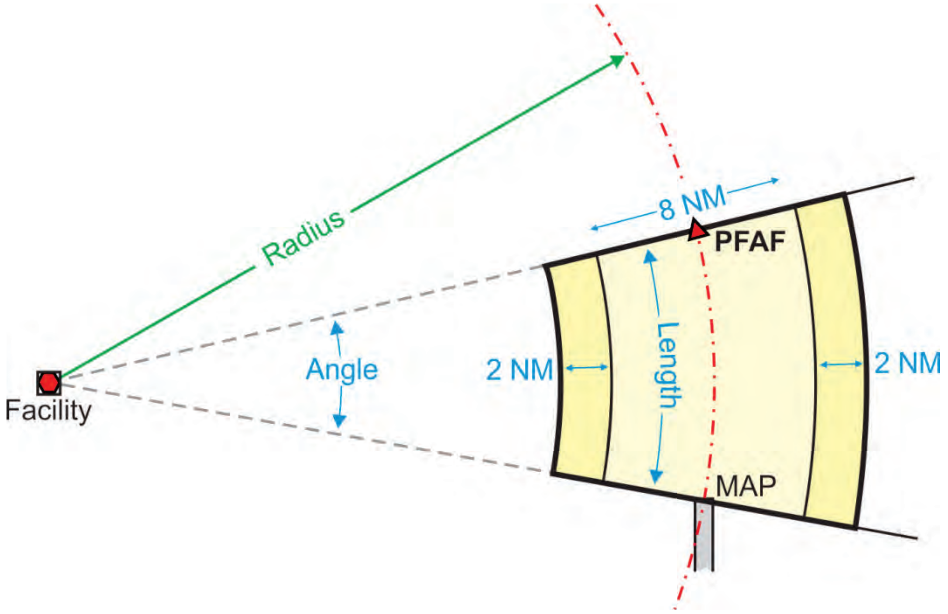
(2) Area. The area considered for obstacle clearance in the arc final approach segment starts at the earliest point the PFAF can be received and ends at the FEP or MAP, whichever is encountered last. It should not be more than 5 NM long; apply formula 5-3-1 to calculate the length. The area is divided into primary and secondary areas. The primary area is 8 NM wide, and extends 4 NM on either side of the arc. A secondary area is on each side of the primary area. The secondary areas are 2 NM wide on each side of the primary area (see figure 5-3-2).

Formula 5-3-1. Length of an Arc Final Approach Segment (NM)

$$L = \frac{R}{57.3} \times \theta$$

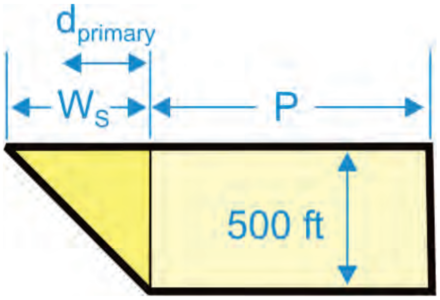
Where:
R = Arc radius (NM)
θ = Angle between start and end points

Figure 5-3-2. Arc Final Approach Area. TACAN or VOR/DME



(3) Obstacle clearance. The minimum obstacle clearance in the primary area is 500 feet. The ROC in the secondary area is 500 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 5-3-3). The minimum ROC at any given point in the secondary area is determined by formula 5-3-2. Adjustments must be applied as specified in paragraph 3-2-2.

Figure 5-3-3. Arc Final Approach Area ROC. TACAN or VOR/DME



Formula 5-3-2. Arc Final Approach Secondary Area ROC

$$ROC_{secondary} = 500 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge
W_S = Total width of the secondary area (feet)

(4) Vertical descent angle. Apply criteria in paragraphs 2-6-2 and 2-6-4, with the following exceptions.

(a) For straight-in approaches, determine the distance as measured along the FAC from the PFAF (stepdown fix if applicable) to the LTP and use in place of D_{FIX} within formulas 2-6-1, 2-6-2, and 2-6-4.

(b) For circling approaches, determine the distance as measured along the FAC from the PFAF (stepdown fix if applicable) to the point where a line drawn perpendicular to the FAC passes through the nearest landing surface authorized for landing and use in place of D_{FIX} within formula 2-6-3.

(5) Use of fixes. Fixes along an arc are restricted to those formed by radials from the VORTAC facility which provides the DME signal. Apply criteria in section 2-9.

(6) MDA. Straight-in MDAs must not be specified lower than circling for arc procedures. Apply criteria in section 3-2.

5-3-5. Missed Approach Segment. Apply criteria in section 2-8. The MAP must be a radial/DME fix. The missed approach surface must commence over the fix and at the required height. Apply criteria in paragraph 5-2-5, except the MAP for a straight-in approach and for a circling approach is a point on the FAC which is not farther from the PFAF than the "D_{FIX}" distance as determined in paragraph 5-3-4.b(4).

Note: The arc missed approach course may be a continuation of the final approach arc.

Chapter 6. NDB Procedures On-Airport Facility (No PFAF)

Section 6-1. General Information

6-1-1. General. These criteria apply to NDB procedures based on a facility located on the airport in which no PFAF is established. This chapter divides criteria into a section for low altitude procedures and a section for high altitude teardrop turn procedures. These procedures must incorporate a PT or a teardrop turn. For determination of an on-airport facility, see paragraph 4-1-1.

Section 6-2. Low Altitude Procedures

6-2-1. Feeder Routes. Apply criteria in paragraph 2-3-1.

6-2-2. Initial Approach Segment. The IAF is received by overheading the navigation facility. The initial approach is a PT. Apply criteria in paragraph 2-4-5.

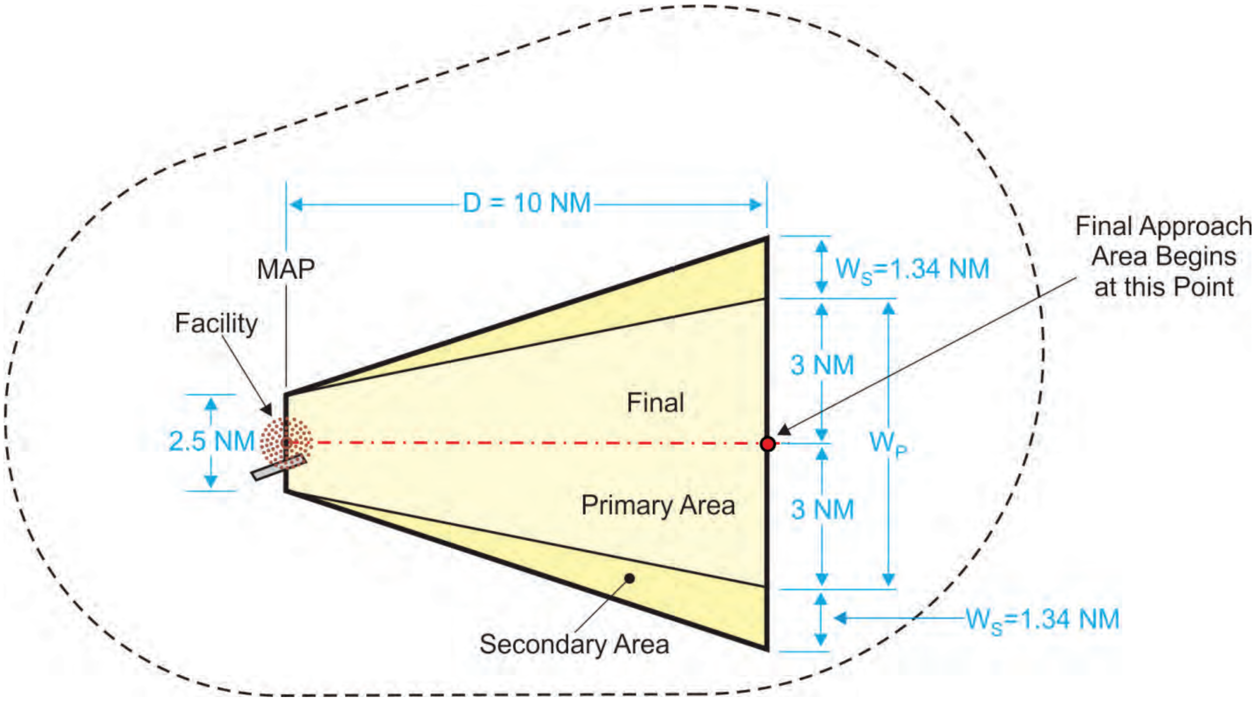
6-2-3. Intermediate Segment. This type of procedure has no intermediate segment. Upon completion of the PT, the aircraft is on final approach.

6-2-4. Final approach segment. The final approach begins where the PT intersects the FAC.

a. Alignment. The alignment of the FAC with the runway centerline determines whether a straight-in or circling-only approach may be established. Apply criteria in paragraphs 4-2-4.a(1) and 4-2-4.a(2).

b. Area. Figure 6-2-1 illustrates the final approach primary and secondary areas. The primary area is longitudinally centered on the FAC and is 10 NM long. The primary area is 2.5 NM wide at the facility and expands uniformly to 6 NM wide at 10 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility, and expands uniformly to 1.34 NM on each side of the primary area at 10 NM from the facility. When the 5 NM PT is used, only the inner 5 NM of the final approach area need be considered. Formula 6-2-1 and Formula 6-2-2 apply.

Figure 6-2-1. Final Approach Primary and Secondary Areas. On-Airport NDB. No PFAF.



Formula 6-2-1. Final Approach Primary Area Half Width

$$\frac{1}{2}W_P = 0.175 \times D + 1.25$$

Where:

D = Distance (NM) from facility measured along FAC

Formula 6-2-2. Final Approach Secondary Area Width

$$W_S = 0.134 \times D$$

Where:

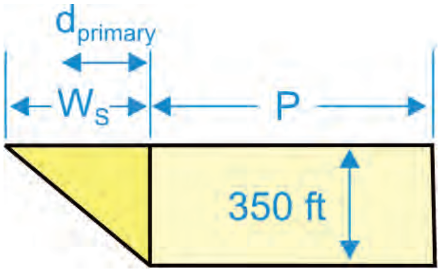
D = Distance (NM) from facility measured along FAC

c. Obstacle clearance.

(1) Straight-in. The minimum ROC in the primary area is 350 feet. The minimum ROC in the secondary area is 350 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 6-2-2). The minimum ROC at any given point in the secondary area is determined by formula 6-2-3. Adjustments must be applied as specified in paragraph 3-2-2.

(2) Circling approach. In addition to the requirements specified in paragraph 6-2-4.c(1), apply obstacle clearance criteria in section 2-7.

Figure 6-2-2. Low Altitude Final Approach Area ROC



Formula 6-2-3. Final Approach Secondary Area ROC

$$ROC_{secondary} = 350 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

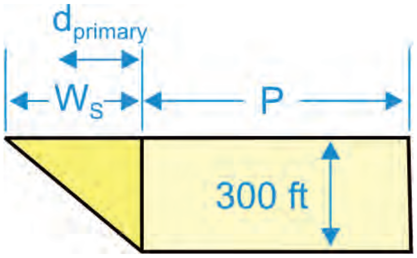
Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge

W_S = Total width of the secondary area (feet)

Exception: Military procedures annotated “Not For Civil Use” may apply 300 feet of ROC in the primary area and 300 feet at the inner edge tapering uniformly to zero feet at the outer edge in the secondary area (see figure 6-2-3). Use formula 6-2-4 to determine obstacle clearance at any given point in the secondary area.

Figure 6-2-3. Low Altitude Military Final Approach Area ROC



Formula 6-2-4. Low Altitude Military Final Approach Secondary Area ROC

$$ROC_{secondary} = 300 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge

W_S = Total width of the secondary area (feet)

d. PT altitude. Apply criteria in paragraph 4-2-4.d.

e. Use of a stepdown fix. Apply criteria in paragraph 4-2-4.e except minimum ROC between the stepdown fix and the MAP/FEP is 300 feet (250 feet for Military procedures annotated “Not For Civil Use”).

f. MDA. Apply criteria in section 3-2.

6-2-5. Missed Approach Segment. Apply criteria in paragraph 4-2-5.

Section 6-3. High Altitude Teardrop Turn

6-3-1. Feeder Routes. Apply criteria in paragraph 2-3-1.

6-3-2. Initial Approach Segment. The IAF is received by overheading the navigation facility. The initial approach is a teardrop turn. Apply criteria in paragraph 2-4-6.

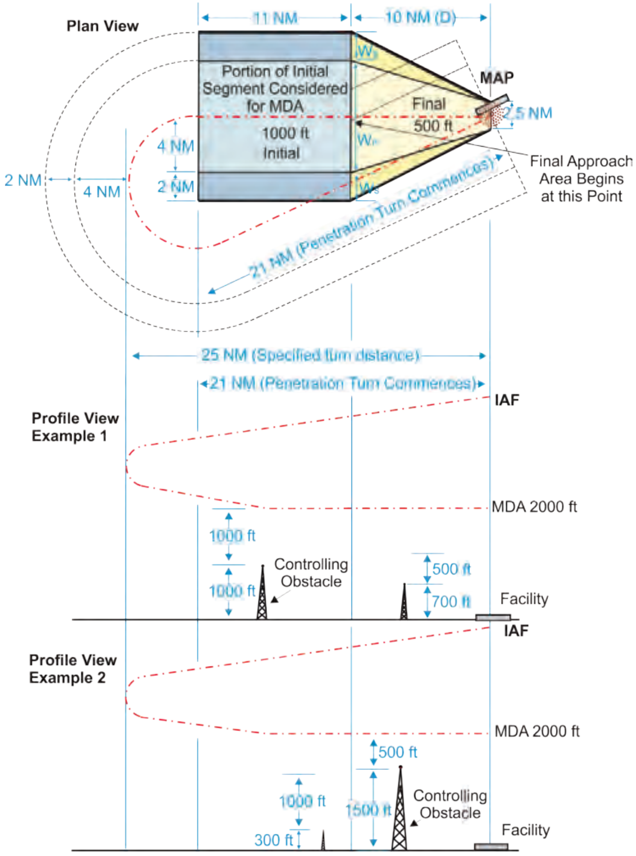
6-3-3. Intermediate Segment. The procedure has no intermediate segment. Upon completion of the teardrop turn, the aircraft is on final approach.

6-3-4. Final Approach Segment. An aircraft is considered to be on final approach upon completion of the teardrop turn. However, the final approach segment begins on the FAC 10 NM from the facility. That portion of the teardrop turn procedure prior to the 10-NM point is treated as the initial approach segment (see figure 6-3-1).

a. Alignment. Apply paragraph 4-2-4.a.

b. Area. Figure 6-3-1 illustrates the final approach primary and secondary areas. The primary area is longitudinally centered on the FAC, and is 10 NM long. The primary area is 2.5 NM wide at the facility, and expands uniformly to 8 NM at 10 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility and expands uniformly to 2 NM each side of the primary area at 10 NM from the facility.

Figure 6-3-1. Teardrop Turn. On-Airport NDB, No PFAF



c. Obstacle clearance.

(1) Straight-in. The minimum ROC in the primary area is 500 feet. The minimum ROC in the secondary area is 500 feet at the primary boundary, tapering uniformly to zero feet at the outer edge. Use formula 2-4-1 to determine obstacle clearance at any given point in the secondary area.

(2) Circling approach. In addition to the minimum requirements specified in paragraph 6-3-4.c(1), apply obstacle clearance criteria in section 2-7.

d. Teardrop turn altitude (descent gradient). The teardrop turn completion altitude must be at least 1000 feet, but not more than 4000 feet above the MDA on final approach.

e. Use of a stepdown fix. The use of a stepdown fix (see paragraph 2-9-9.c) is permitted, provided the distance from the facility to the stepdown fix does not exceed 10 NM.

f. MDA. In addition to the normal obstacle clearance requirements of the final approach segment (see paragraph 6-3-4.c), the MDA specified must provide at least 1000 feet of clearance over obstacles in that portion of the initial approach segment between the final approach segment and the point where the assumed teardrop turn track intercepts the inbound course (see figure 6-3-1).

g. Missed approach segment. Apply criteria in section 2-8. The MAP is the facility (see figure 6-3-1). The missed approach surface must commence over the facility at the required height (see paragraph 2-8-5).

Chapter 7. NDB with PFAF

Section 7-1.

7-1-1. General. This chapter prescribes criteria for NDB procedures which incorporate a PFAF. NDB procedures must be based only on facilities which transmit a continuous carrier.

7-1-2. Feeder Routes. Apply criteria in paragraph 2-3-1.

7-1-3. Initial Approach Segment. Apply criteria in section 2-4.

7-1-4. Intermediate Approach Segment. Apply criteria in section 2-5.

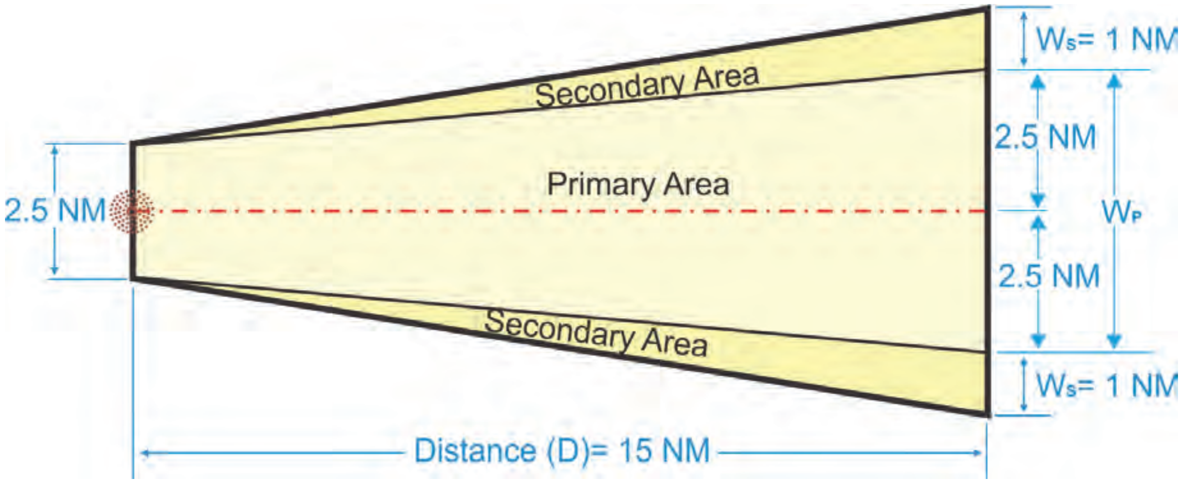
7-1-5. Final Approach Segment. The final approach may be made either “FROM” or “TOWARD” the facility. The final approach segment begins at the PFAF and ends at the FEP or MAP, whichever is encountered last.

Note: Apply criteria in paragraph 5-3-4.b for the establishment of arc final approaches.

a. Alignment. Apply criteria in paragraph 5-2-4.a.

b. Area. The area considered for obstacle clearance in the final approach segment starts at the earliest point the PFAF can be received and ends at the FEP or MAP, whichever is encountered last. It is a portion of a 15-NM long trapezoid (see figure 7-1-1) which is made up of primary and secondary areas. The primary area is centered longitudinally on the FAC. It is 2.5 NM wide at the facility and expands uniformly to 5 NM at 15 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility, and expands uniformly to 1 NM each side of the primary area at 15 NM from the facility. Formula 7-1-1 and formula 7-1-2 apply. Final approaches may be made to airports which are a maximum of 15 NM from the facility. The optimum length of the final approach segment is 5 NM. The maximum length is 10 NM. The minimum length of the final approach segment must provide adequate distance for an aircraft to make the required descent, and to regain course alignment when a turn is required over the facility. Use table 7-1-1 to determine the minimum length needed to regain course.

Figure 7-1-1. Final Approach Trapezoid. NDB with PFAF



Formula 7-1-1. Final Approach Primary Area Half Width

$$\frac{1}{2}W_P = 0.08333 \times D + 1.25$$

Where:

D = Distance (NM) from facility measured along FAC

Formula 7-1-2. Final Approach Secondary Area Width

$$W_S = 0.0666 \times D$$

Where:

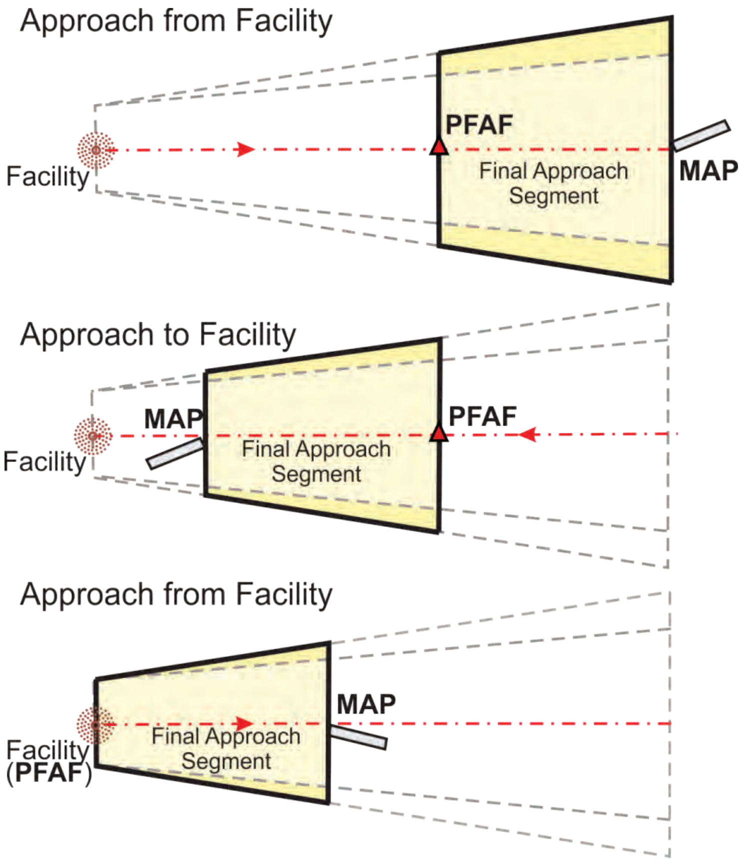
D = Distance (NM) from facility measured along FAC

Table 7-1-1. Minimum Length of Final Approach Segment (NM)

CAT	Magnitude of Turn over Facility (Degrees)		
	10	20	30
A	1.0	1.5	2.0
B	1.5	2.0	2.5
C	2.0	2.5	3.0
D	2.5	3.0	3.5
E	3.0	3.5	4.0

Note: This table may be interpolated. If turns of more than 30 degrees are required, or if the minimum lengths specified in table 7-1-1 are not available for the procedure, straight-in minimums are not authorized. For typical final approach areas, see figure 7-1-2.

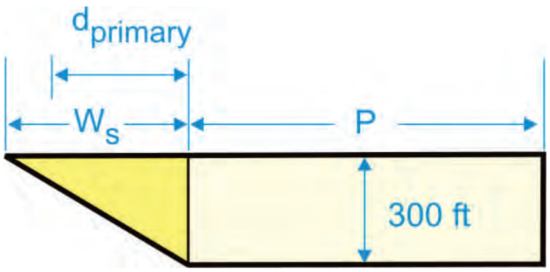
Figure 7-1-2. Typical Final Approach Areas. NDB with PFAF.



c. Obstacle clearance.

(1) Straight-in. The minimum ROC in the primary area is 300 feet. The minimum ROC in the secondary area is 300 feet at the primary boundary, tapering uniformly to zero feet at the outer edge (see figure 7-1-3). The minimum ROC at any given point in the secondary area is determined by formula 7-1-3. Apply adjustments as specified in paragraph 3-2-2.

Figure 7-1-3. Final Approach Area ROC



Formula 7-1-3. Final Approach Secondary Area ROC

$$ROC_{secondary} = 300 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

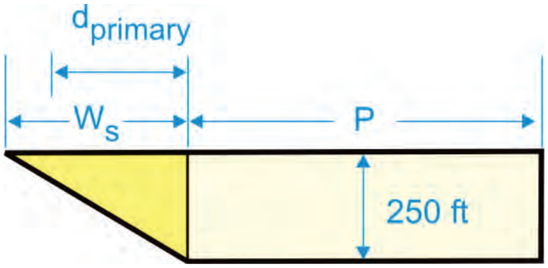
Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge

W_S = Total width of the secondary area (feet)

Exception: Military procedures annotated "NOT FOR CIVIL USE" may apply 250 feet obstacle clearance in the primary area and 250 feet at the inner edge tapering uniformly to zero feet at the outer edge in the secondary area. Utilize the following formula to determine obstacle clearance at any given point in the secondary area:

Figure 7-1-4. Military Final Approach ROC



Formula 7-1-4. Military Final Approach Secondary Area ROC

$$ROC_{secondary} = 250 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

Where:

$d_{primary}$ = Perpendicular distance (feet) from primary area edge

W_S = Total width of the secondary area (feet)

(2) Circling approach. In addition to the minimum requirements specified in paragraph 7-1-5.c(1), apply obstacle clearance criteria in section 2-7.

d. Vertical descent angle. Apply criteria in paragraphs 2-6-2 and 2-6-4.

e. Use of fixes. Apply criteria in section 2-9. Where a procedure is based on a PT and an on-airport facility is the PT fix, the distance from the facility to the PFAF must not exceed 4 NM.

f. Minimum Descent Altitude (MDA). Apply criteria in section 3-2.

7-1-6. Missed Approach Segment. Apply criteria in paragraph 5-2-5.

Chapter 8. Localizer (LOC) and Localizer Type Directional Aids (LDA)

Section 8-1.

8-1-1. Feeder Routes, Initial Approach, and Intermediate Segments. Apply criteria in sections 2-3 thru 2-5. When a LOC is associated with an ILS procedure, apply paragraph 10-1-3.

8-1-2. Final Segment.

a. PFAF. The procedure must include a PFAF located within 10 NM of the LTP/FTP.

(1) If the PFAF is a DME fix, then the distance from the DME facility to the PFAF must not exceed 16.66 NM.

(2) If the PFAF is formed by DME from a facility that isn’t collocated with the LOC/LDA, then the angular divergence between the DME and LOC/LDA signal sources at the PFAF must not exceed six degrees (DoD 23 degrees).

b. Alignment. Localizers aligned within three degrees of the RCL are identified as localizers. If the alignment exceeds three degrees, they will be identified as LDA facilities. An LDA procedure must meet the final approach alignment criteria for VOR on-airport facilities (see paragraph 5-2-4 and figure 5-2-5).

c. Back Course Procedures. A back course LOC approach may only be approved if the back course is aligned within 0.03 degrees of the RCL and if the course width is six degrees or less. A back course LDA approach must not be approved.

8-1-3. Area. Figure 8-1-1 illustrates the final approach primary and transitional areas out to 50200 feet from LTP/FTP. For LDA procedures, the final approach area commences at the facility. Extend the boundaries symmetrically beyond 50200 feet when necessary. Apply formula 8-1-1 and formula 8-1-2 to determine the area widths. Only that portion of the final approach area that is between the earliest point the PFAF can be received and the LTP/FTP need be considered as the final approach segment for obstacle clearance purposes. The optimum length of the final approach segment is 5 NM. The minimum length of the final approach segment must be sufficient to provide adequate distance for an aircraft to make the required descent. The area must be centered on the FAC.

Formula 8-1-1. Primary Area Half Width Formula

$$\frac{1}{2}W_P = 0.10752 \times (d - 200) + 700$$

Where:

d = Distance (feet) from LTP/FTP measured along FAC

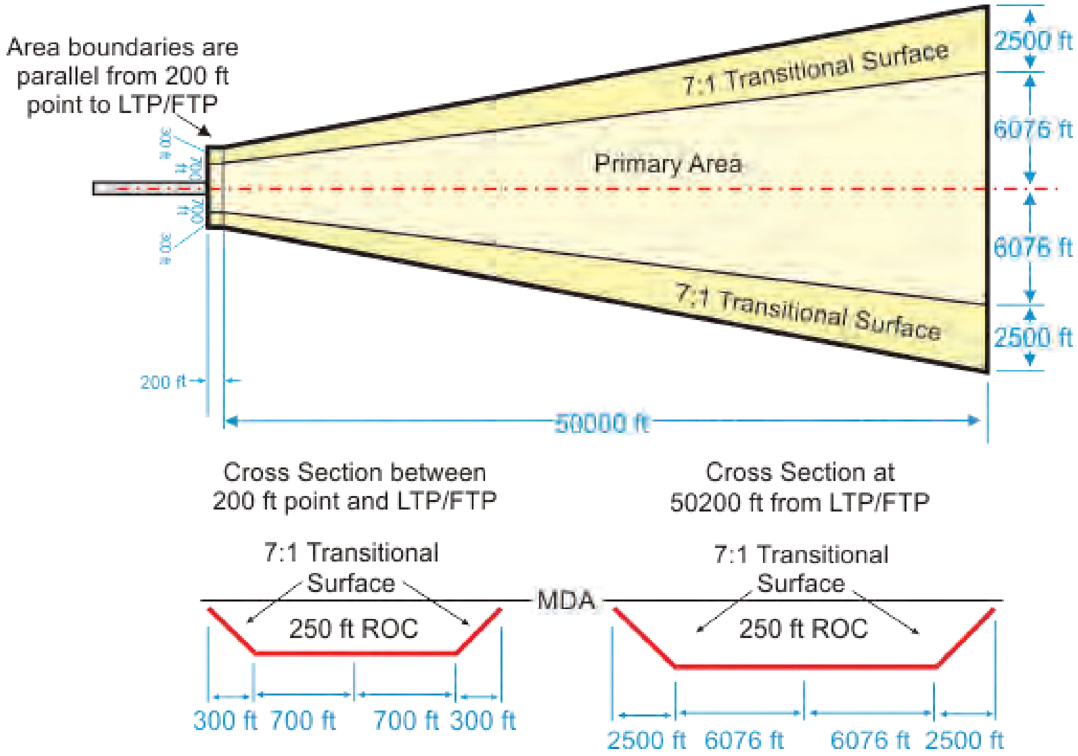
Formula 8-1-2. Perpendicular Width from RCL to Edge of Transitional Surface

$$Transitional\ Sfc = 0.15152 \times (d - 200) + 1000$$

Where:

d = Distance (feet) from LTP/FTP measured along FAC

Figure 8-1-1. Final Approach Area



8-1-4. Obstacle Clearance. The minimum ROC in the final approach area is 250 feet plus adjustments as specified in paragraph 3-2-2. In addition, the MDA established for the final approach area must assure that no obstacles penetrate the 7:1 transitional surfaces.

8-1-5. Vertical Descent Angle. Apply criteria in paragraphs 2-6-2 and 2-6-4.

8-1-6. Minimum Descent Altitude. The lowest altitude on final approach is specified as an MDA. Apply criteria in section 3-2.

8-1-7. Missed Approach Segment. Apply criteria in section 2-8. The MAP is on the FAC not farther from the PFAF than the LTP/FTP (first usable portion of the landing area for circling approach), and must be at least 3000 feet from the LOC/LDA facility. The missed approach surface must commence over the MAP at the required height (see paragraph 2-8-5). When a LOC (stand alone or associated with an ILS) has an RNAV-based missed approach, apply the LP missed approach criteria specified in Order 8260.58.

Chapter 9. Simplified Directional Facilities (SDF) Procedures

Section 9-1.

9-1-1. General. This chapter applies to approach procedures based on SDF. SDF is a directional aid facility providing only lateral guidance (front or back course) for approach from a PFAF.

9-1-2. Feeder Routes, Initial Approach, and Intermediate Segments. Apply criteria in sections 2-3 through 2-5.

9-1-3. Final Segment. The final approach must be made only “TOWARD” the facility because of system characteristics. The final approach segment begins at the PFAF and ends at the MAP.

a. Alignment. The alignment of the final approach course with the runway centerline determines whether a straight-in or circling-only approach should be established.

(1) Straight-in. Apply criteria in paragraph 5-2-4.a(2)(a).

(2) Circling approach. Apply criteria in paragraph 5-2-4.a(2)(b).

b. Area. The area considered for obstacle clearance in the final approach segment starts at the earliest point the PFAF can be received and ends at the LTP/FTP. It is a portion of a 10 NM long trapezoid that is centered longitudinally on the final approach course (see figure 9-1-1).

(1) For six-degree course width facilities, it is 1000 feet wide at the LTP/FTP and expands uniformly to 19228 feet at 10 NM from the LTP/FTP.

(2) For 12-degree course width facilities, it is 2800 feet wide at the LTP/FTP and expands uniformly to a width of 21028 feet at 10 NM from the LTP/FTP.

(3) For course widths between six and 12 degrees, the area considered for obstacle clearance may be extrapolated from the six-degree and 12-degree figures to the next intermediate whole degree. For example, the width of the obstacle clearance area for a 9-degree course width would start at 1900 feet and expands to 20128 feet.

(4) The optimum length of the final approach segment is 5 NM. The maximum length is 10 NM. The minimum length of the final approach segment must provide adequate distance for an aircraft to make the required descent.

c. Transitional surfaces. Transitional surfaces are inclined planes with a slope of 7:1 that extend upward and outward 5000 feet from the edge of the final approach area. The transitional surfaces begin at a height no less than 250 feet below the MDA.

d. Obstacle clearance.

(1) Straight-in landing. The minimum ROC in the final approach area is 250 feet plus adjustments as specified in paragraph 3-2-2. In addition, the MDA established for the final approach area must assure that no obstacles penetrate the transitional surfaces.

(2) Circling approach. In addition to the minimum requirements specified in paragraph 9-1-3.d(1), obstacle clearance in the circling area must be as prescribed in section 2-7.

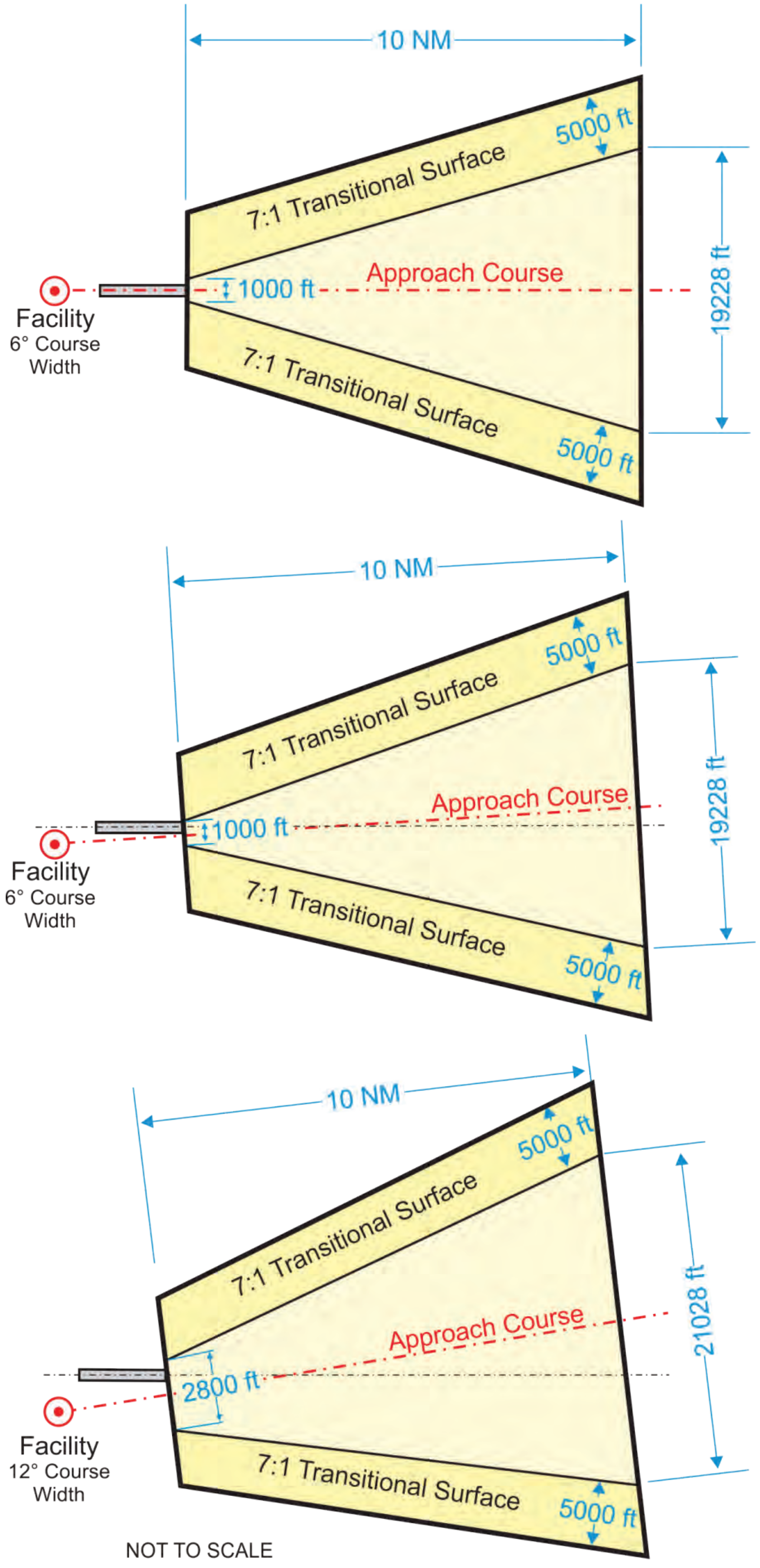
e. Vertical descent angle. Apply criteria in paragraphs 2-6-2 and 2-6-4.

f. Use of fixes. Apply criteria in section 2-9.

g. Minimum descent altitudes. The lowest altitude on final approach is specified as an MDA. Apply criteria in section 3-2.

9-1-4. Missed Approach Segment. Apply criteria in section 2-8 except the MAP is a point on the final approach course that is not farther from the PFAF than the LTP/FTP (first usable portion of the landing area for circling) and must be at least 3000 feet prior to the SDF. The missed approach surface must commence over the MAP at the required height (see paragraph 2-8-5).

Figure 9-1-1. Final Approach Areas



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Chapter 10. Precision Approach and LDA with Glide Slope

Section 10-1. General Information and Criteria

10-1-1. Purpose. This chapter contains criteria applicable to conventional instrument approach procedures with vertical guidance. Apply these criteria to approaches based on ILS, mobile microwave landing system (MMLS), PAR, and LDA with glide slope.

10-1-2. Background. ILS meets the PA performance standard and may be authorized CAT I, II, or III landing minimums. LDA with glide slope only qualifies for APV minimums. PAR and MMLS meet the PA performance standard, but may be authorized CAT I landing minimums only.

10-1-3. MSA, Feeder, Initial, and Intermediate Segments. For RNAV based feeder, initial and intermediate segments, apply criteria in order 8260.58. Otherwise apply criteria in sections 2-3 thru 2-5 of this order except as follows:

a. MSA. Procedures that require GPS may apply paragraph 2-3-2.b(2) in lieu of 2-3-2.b(1).

b. Initial segment.

(1) Procedure turn. The PT completion altitude must not be lower than the glidepath intercept altitude or more than 500 feet above the PFAF altitude.

(2) High altitude teardrop turn. The teardrop turn completion altitude must not be lower than the PFAF altitude or more than 4000 feet above the PFAF altitude.

c. Intermediate segment. The intermediate segment begins at the IF and extends along the FAC extended to the PFAF. Where a turn from the initial course to the FAC extended is required, the initial course must intercept at or before the IF.

(1) Length. The minimum length of the intermediate segment is 2 NM. Minimum segment length varies where a turn is required at the IF (see figure 10-1-1).

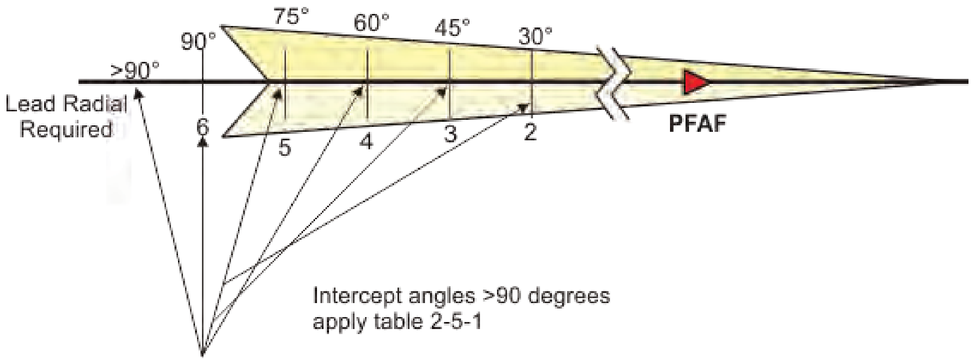
(a) Length is determined by the magnitude of heading change in the turn on to the FAC extended. Use formula 10-1-1 or formula 10-1-2 to determine the minimum length. The maximum angle of intersection is 90 degrees unless a lead radial as specified in paragraph 2-4-3.a, is provided and the length of the intermediate segment is increased as specified in table 2-5-1.

(b) Where the initial segment is based on an arc and the DME source is not collocated with the FAC facility, determine the intercept initial/intermediate segment intercept angle on approach procedures using formula 10-1-3 or formula 10-1-4 (see figure 10-1-2).

1. Use formula 10-1-3 where the DME source is on the arc side of the FAC extended.

2. Use formula 10-1-4 where the DME source is not on the arc side of the FAC extended.

Figure 10-1-1. Minimum Intermediate Segment Length, CAT C, D, E



Formula 10-1-1. Minimum Intermediate Segment Length, CAT A, B

$$CAT\ AB\ MIN_{Length} = \frac{\theta}{18}$$

Where:

θ = Intercept angle

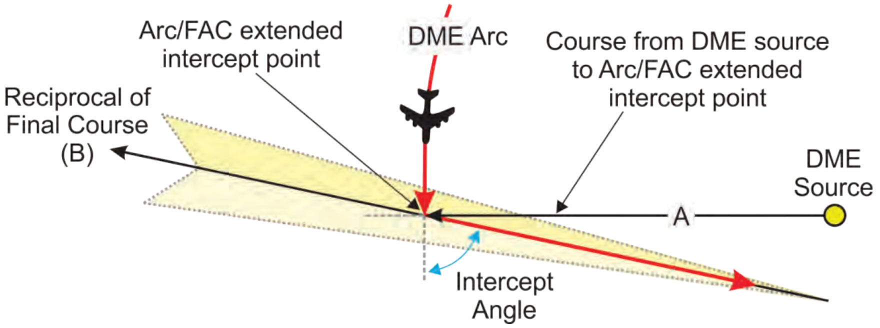
Formula 10-1-2. Minimum Intermediate Segment Length, CAT C, D, E

$$CAT\ CDE\ MIN_{Length} = \frac{\theta}{15}$$

Where:

θ = Intercept angle

Figure 10-1-2. DME Source on Arc Side



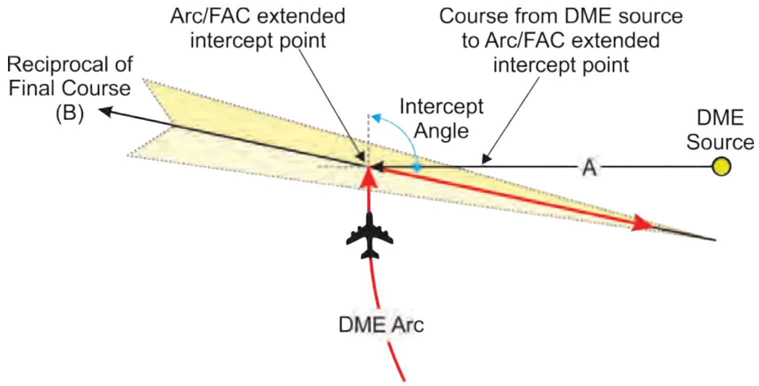
Formula 10-1-3. FAC intercept angle, DME Source on Arc Side

$$90 - |A - B| = Intercept\ Angle$$

Where:

A = Course from DME source to intercept point
B = Reciprocal of FAC

Figure 10-1-3. DME Source Opposite the Arc Side



Formula 10-1-4. FAC Intercept Angle, DME Source Opposite the Arc Side

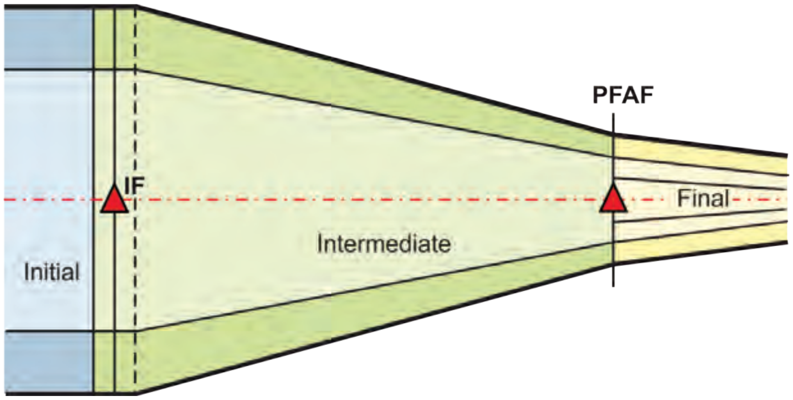
$$90 + |A - B| = Intercept\ Angle$$

Where:

A = Course from DME source to intercept point
B = Reciprocal of FAC

(2) Width. The intermediate trapezoid begins at the width of the initial segment at the earliest point the IF can be received, and beginning at the latest point the IF can be received it tapers to the width of the final segment at the plotted position of the PFAF (see figure 10-1-4).

Figure 10-1-4. Intermediate Segment Width



(3) Altitude selection. The intermediate altitude must not be lower than the PFAF altitude.

10-1-4. General Requirements.

a. GPA (see paragraphs 2-6-2 and 2-6-3).

b. TCH. The published TCH (nearest whole foot) should accommodate the largest aircraft height group normally expected to use the runway and must not be less than the minimum or exceed the maximum TCH.

(1) The maximum published TCH is 60 feet regardless of height group.

(2) CAT I. The TCH is based on achieving an acceptable wheel crossing height (WCH). The WCH is the difference between the published TCH and the approximate glidepath antenna-to-wheel height (see table 10-1-1).

(a) The optimum TCH provides a 30 foot WCH. The minimum WCH is 20 feet and the maximum WCH is 50 feet.

(b) Displaced Threshold. The TCH over a displaced threshold may result in a WCH of not less than 10 feet provided:

1. Pavement equivalent to the strength of the landing runway is present prior to the displaced threshold.

2. The calculated height of the glide slope over the beginning of the pavement prior to the displaced threshold is within the minimum/maximum TCH values.

(3) CAT II/III. The optimum TCH is 55 feet. The minimum published TCH is 50 feet regardless of height group.

Table 10-1-1. TCH Requirements

REPRESENTATIVE AIRCRAFT TYPE	GLIDEPATH-TO-WHEEL HEIGHT (APPROXIMATE)	RECOMMENDED TCH	REMARKS
HEIGHT GROUP 1 General Aviation, Small Commuters, Corporate Turbojets, T-38, C-12, C-20, C-21, T-1, Fighter Jets, UC-35, T-3, T-6	10 ft or less	40 ft	Normally runways < 6000 long with reduced widths and/ or limited weight bearing, limiting larger aircraft use.
HEIGHT GROUP 2 F-28, B-737, C-9, DC-9, C-130, T-43, B-2	15 ft	45 ft	Regional airport with limited air carrier service.
HEIGHT GROUP 3 B-727/707/720/757, B-52, C-135, C-141, C-17, E-3, P-3, E-8, C-32	20 ft	50 ft	Runways not normally used by aircraft with ILS glidepath-to-wheel heights > 20 feet.
HEIGHT GROUP 4 B-747/767/777, DC-10, A-300, B-1, KC-10, E-4, C-5, VC-25	25 ft	55 ft	Most primary runways at major airports.

Note: To determine the minimum allowable TCH, add 20 feet to the glidepath-to-wheel height and to determine the maximum allowable TCH, add 50 feet to the glidepath-to-wheel height (not to exceed 60 feet).

c. PFAF. Calculate the along-track distance in feet from the LTP/FTP to the PFAF using formula 10-1-5.

Formula 10-1-5. Distance LTP/FTP to PFAF

$$D_{PFAF} = r \times \frac{\ln\left(\frac{r + PFAF_{alt}}{r + LTP_{elev} + TCH}\right)}{\tan(GPA)}$$

Where:

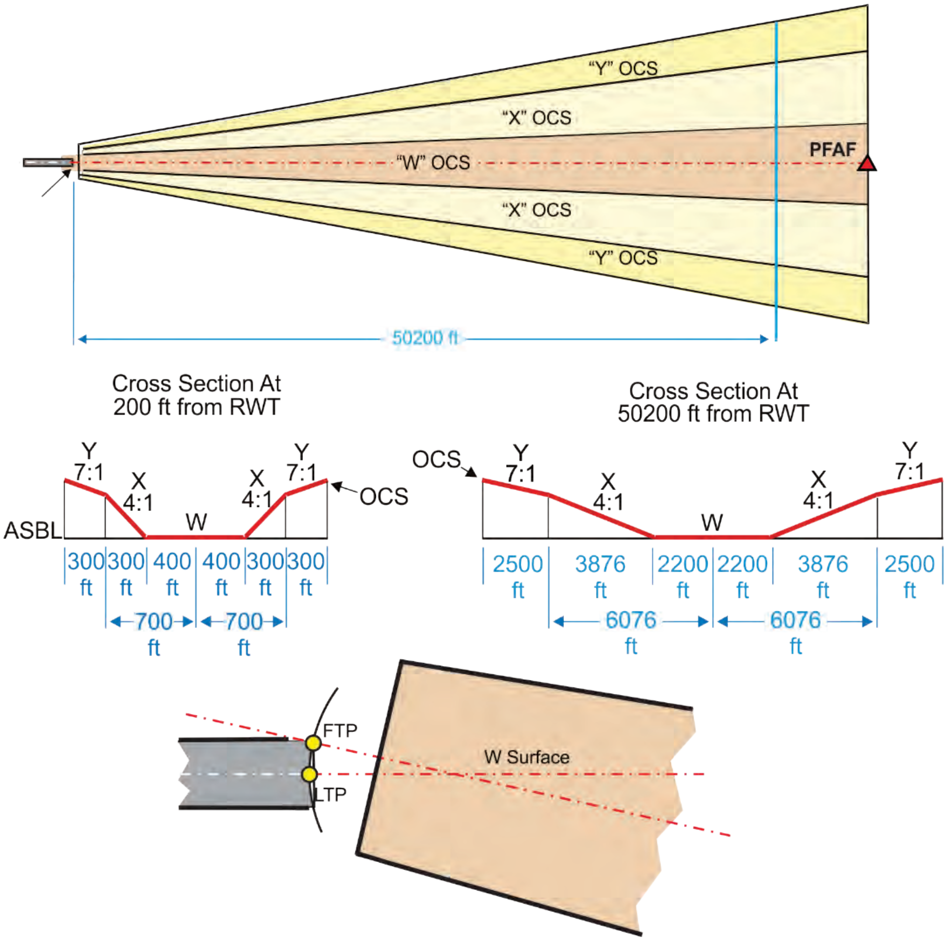
LTP_{elev} = LTP/FTP MSL elevation
$PFAF_{alt}$ = Minimum intermediate segment altitude

Section 10-2. Final Approach Segment

10-2-1. Final Segment. Criteria within this section should be applied as soon as practicable. If the criteria within this section cannot be applied, then apply the legacy final approach segment criteria within appendix F.

a. Area. The area originates 200 feet from LTP or FTP and extends to the PFAF. The primary area consists of the “W” and “X” OCS, and the secondary area consists of the “Y” OCS (see figure 10-2-1).

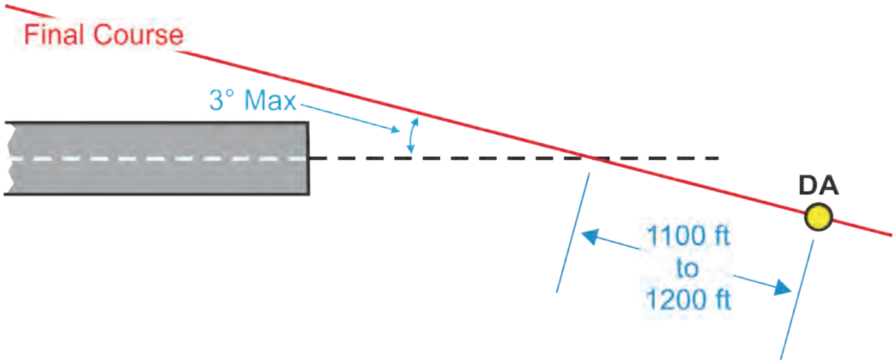
Figure 10-2-1. Final Segment OEA/OCS



b. Alignment.

(1) ILS. The final course is normally aligned with the RCL extended (±0.03 degrees) through the LTP (± 5 feet). Where a unique operational requirement indicates a need to offset the course from RCL, the offset must not exceed three degrees. The offset course must intersect the runway centerline at a point 1100 to 1200 feet inside the decision altitude (DA) point (see figure 10-2-2). For offset courses the minimum HAT is 250 feet and the minimum RVR is 2400.

Figure 10-2-2. ILS Offset Final



(2) LDA with GS. The final course maximum offset from RCL extended is 15 degrees. The final course must cross the RCL extended at least 3000 feet from LTP, but no more than 5200 feet from LTP.

10-2-2. OCS Slope.

a. Determine the OCS slope associated with a specific GPA using formula 10-2-1.

Formula 10-2-1. OCS Slope

$$OCS_{Slope} = \frac{102}{GPA}$$

Example:

$\mathrm{OCS}_{\mathrm{Slope}} = \frac{102}{3.1}$

$\mathrm{OCS}_{\mathrm{Slope}} \approx 32.90$

b. Origin. The OEA (all OCS surfaces) originates from LTP elevation at a point 200 feet from LTP (see figure 10-2-3) measured along course centerline and extends toward the PFAF. The longitudinal (along-track) rising W surface slope begins at a calculated distance “$\mathrm{d}_{\mathrm{origin}}$” feet from the LTP (use formula 10-2-2).

Formula 10-2-2. Slope Origin Distance

$$d_{origin} = greater\ of\ 200\ or\ 1154 - \frac{TCH}{\tan(GPA)}$$

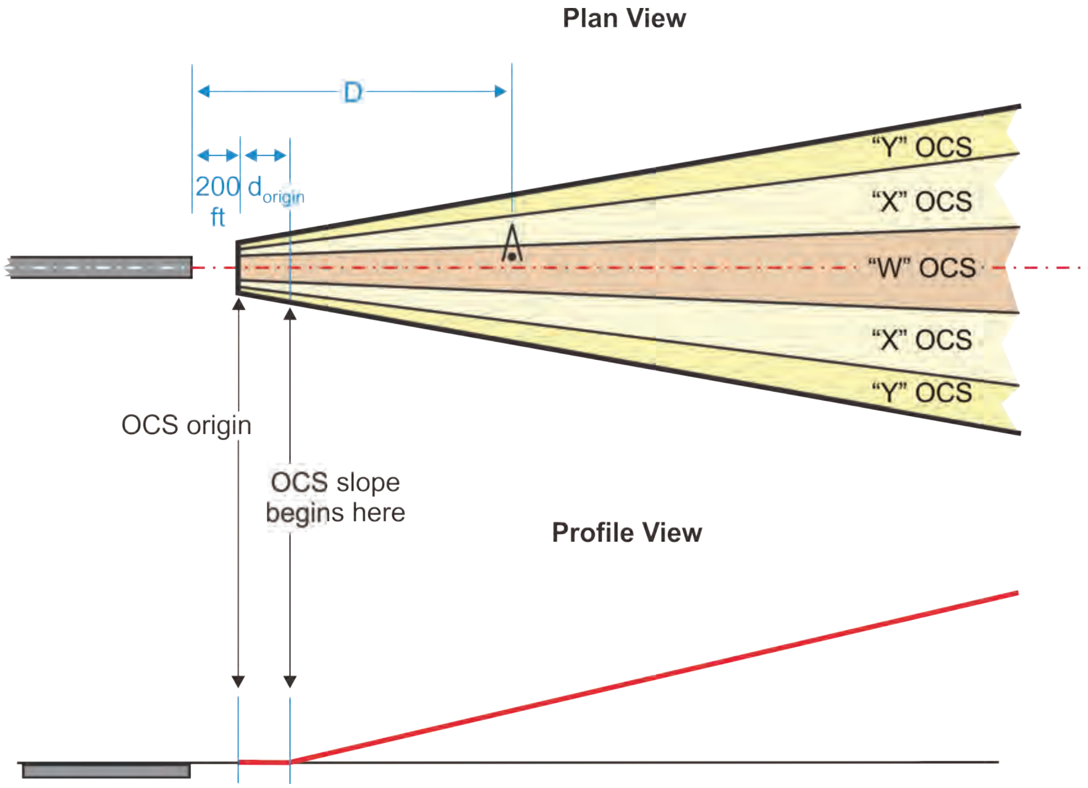
Example:

$\mathrm{d}_{\mathrm{origin}} = 1154 - \frac{55}{\tan(3.1)}$

$\mathrm{d}_{\mathrm{origin}} \approx 138.45$ feet

$\mathrm{d}_{\mathrm{origin}} = 200$ feet

Figure 10-2-3. OCS Slope Origin When “d_{origin}” Greater than 200



c. Obstacle effective elevation (O_{EE}). Because the earth curves away from the OCS as distance from course centerline increases, the MSL elevation of an obstacle is reduced to account for this. Use formula 10-2-3 to calculate O_{EE}.

Formula 10-2-3. Obstacle Effective Elevation

$$O_{EE} = Obs_{MSL} - \left[(r + LTP_{elev}) \times \left(\cos\left[\frac{OBS_Y \times 180}{r \times \pi}\right]^{-1} + Q\right)\right]$$

Where:

O_{MSL} = Obstacle MSL elevation
OBS_Y = Perpendicular distance (feet) from course centerline to obstacle
Q = Obstacle adjustment (feet) for X or Y surface rise. Zero (0) if in the W surface.

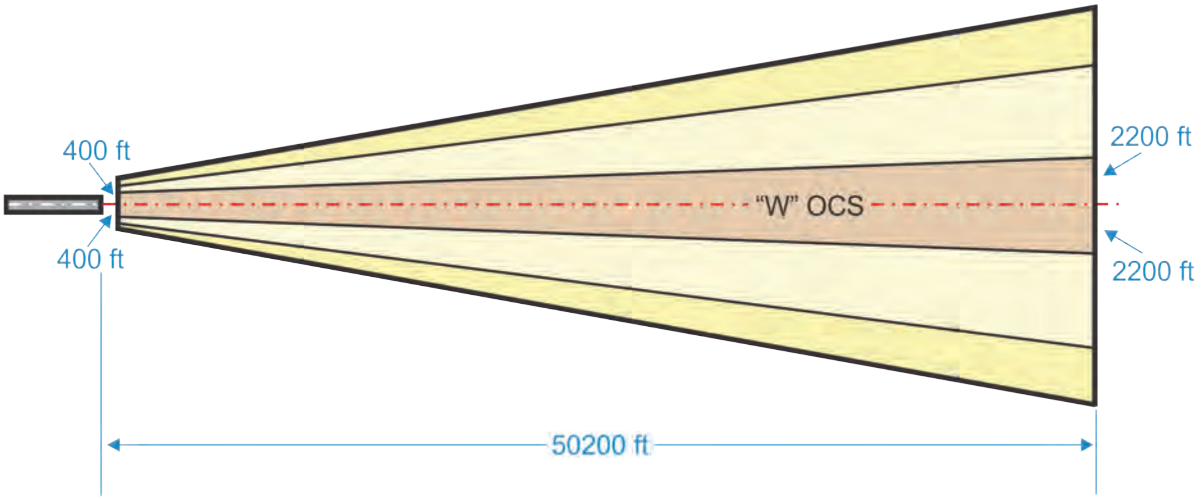
Example:

$$\mathrm{O_{EE}} = 2768.9 - \left[(\mathrm{r} + 1125.4) \times \left(\cos\left[\frac{1432.5 \times 180}{\mathrm{r} \times \pi}\right]^{-1} + 192.90\right)\right]$$

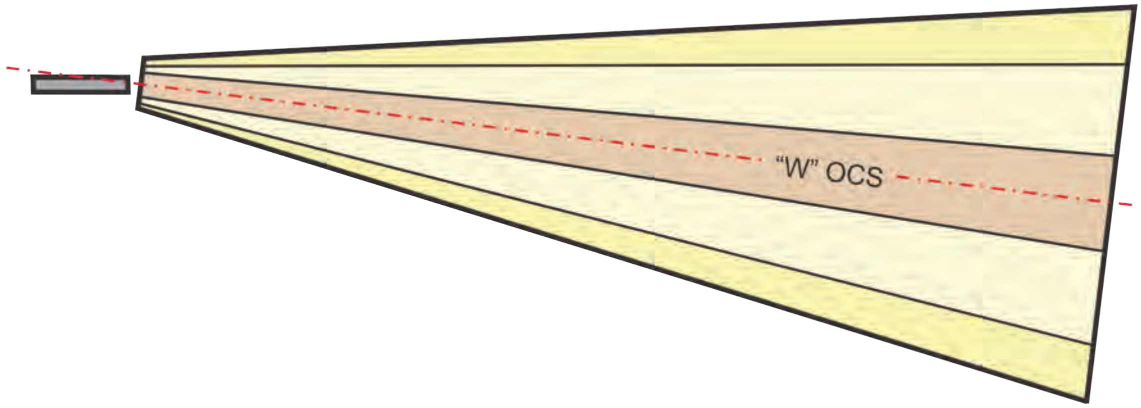
$$\mathrm{O_{EE}} \approx 2575.95$$

10-2-3. “W” OCS (see figure 10-2-4).

Figure 10-2-4. “W” OCS



Offset Final



a. Width. The width is 400 feet on each side of course at the beginning, and expands uniformly to 2200 feet on each side of course at 50200 feet from LTP/FTP. Use formula 10-2-4 to calculate the “W” OCS half-width at a specified distance.

Formula 10-2-4. "W" OCS Half-Width at Specified Distance

$$W_{boundary} = 0.036 \times d_{LTP} + 392.8$$

Where:

d_{LTP} = distance (feet) from LTP/FTP as measured along FAC

$W_{boundary}$ = perpendicular distance (feet) from course centerline to "W" surface outer boundary

Example:

$W_{boundary}=0.036\times5462.03+392.8$

$W_{boundary}\approx589.43$ feet

b. Elevation. Use formula 10-2-5 to calculate the "W" OCS angle and formula 10-2-6 to calculate the "W" OCS elevation for any specified distance beyond the OCS origin.

Formula 10-2-5. "W" OCS Angle

$$OCS_{angle} = atan\left(\frac{GPA}{102}\right)$$

Example:

$OCS_{angle}= atan\left(\frac{3.1}{102}\right)$

$OCS_{angle}\approx1.74^{\circ}$

Formula 10-2-6. "W" OCS Elevation

$$OCS_{elev} = \frac{(r + LTP_{elev}) \times \cos(OCS_{angle})}{cos\left[\frac{(d_{LTP} - d_{origin}) \times 180}{r \times \pi} + OCS_{angle}\right]} - r$$

Where:

OCS_{angle} = Formula 10-2-5 result

d_{LTP} = Distance (feet) from LTP (FTP if applicable) to point of interest as measured along FAC

d_{origin} = Distance (feet) from LTP/FTP to OCS slope origin (200 feet plus "d_{origin} " from formula 10-2-2)

Example:

$$OCS_{elev} = \frac{(r + 1125.4) \times \cos(1.74)}{\cos\left[\frac{(5280 - 200) \times 180}{r \times \pi} + 1.74\right]} - r$$

W $OCS_{elev} \approx 1280.35$

c. OCS evaluation. Compare the "W" OCS evaluation abeam the obstacle location with the O_{EE}. Lowest minimums are achieved when the "W" surface is clear. If the surface is penetrated by an obstacle take one or more of the following actions:

(1) Remove or adjust the obstruction location and/or height

(2) Raise the GPA (see paragraph 10-2-7)

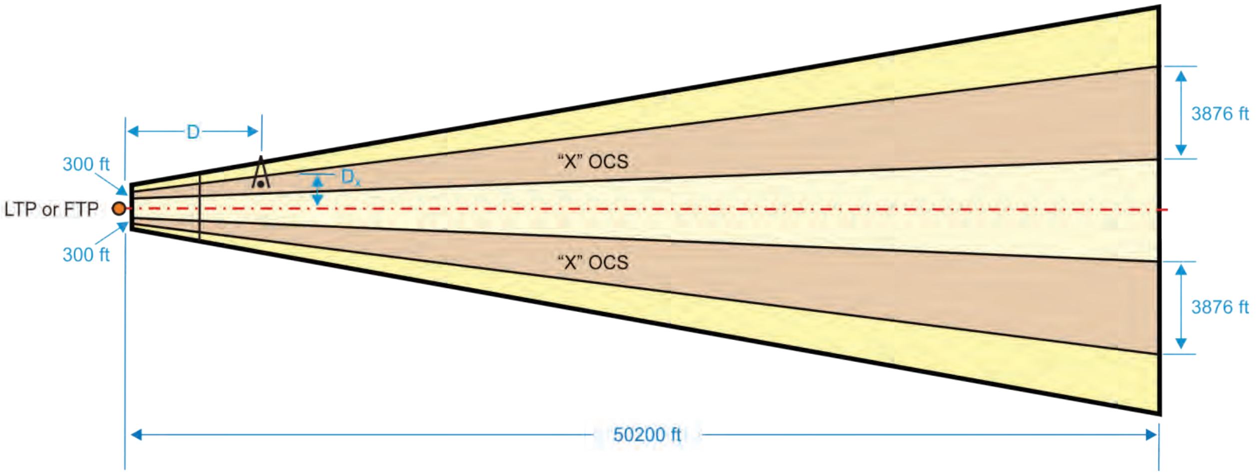
(3) Displace the RWT to eliminate the penetration.

(4) If the penetration cannot be eliminated, adjust the DA (see paragraph 10-2-7).

(5) Raise the TCH. Coordination must be accomplished with appropriate agencies due to the cost of moving ILS equipment.

10-2-4. "X" OCS (see figure 10-2-5).

Figure 10-2-5. “X” OCS



a. Width. Use formula 10-2-7 to calculate the perpendicular distance ($X_{boundary}$) from the course to the outer boundary of the "X" OCS at a specified distance.

Formula 10-2-7. Perpendicular Distance to X Boundary

$$X_{boundary} = 0.10752 \times d_{LTP} + 678.496$$

Where:

d_{LTP} = Distance (feet) from LTP (FTP if applicable) to point of interest as measured along FAC

Example:

$X_{boundary} = 0.10752 \times 5462.03 + 678.496$

$X_{boundary} \approx 1265.77$ feet

b. Elevation. The “X” OCS begins at the height of the “W” surface and rises at a slope of 4:1 in a direction perpendicular to the final approach course. The MSL elevation of an obstacle in the “X” surface is reduced by the amount of surface rise. Use formula 10-2-8 to determine the obstacle height adjustment “Q” for use in formula 10-2-3. Evaluate the obstacle in accordance with paragraph 10-2-2.c.

Formula 10-2-8. “X” OCS Obstacle Adjustment

$$Q = \frac{OBS_Y - W_{boundary}}{4}$$

Where:
OBS_Y = Perpendicular distance (feet) from the course centerline to the obstacle
$W_{boundary}$ = Perpendicular distance (feet) between FAC and the “W” surface boundary

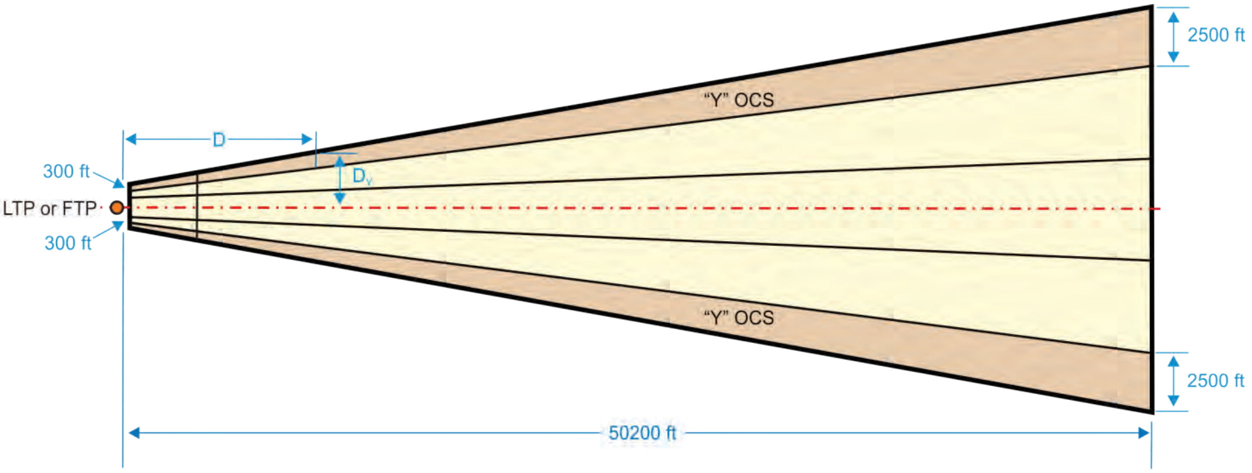
Example:

$$Q = \frac{1265.77 - 589.43}{4}$$

$Q \approx 169.09$ feet

10-2-5. "Y" OCS (see figure 10-2-6).

Figure 10-2-6. “Y” OCS



a. Width. Use formula 10-2-9 to calculate the perpendicular distance ($Y_{boundary}$) from the course to the outer boundary of the "Y" OCS at a specified distance.

Formula 10-2-9. Perpendicular Distance to Y Boundary

$$Y_{boundary} = 0.15152 \times d_{ltp} + 969.696$$

Where:
d_{LTP} = Distance (feet) from LTP (FTP if applicable) to point of interest as measured along FAC

Example:
$Y_{boundary} = 0.15152 \times 5462.03 + 969.696$
$Y_{boundary} \approx 1797.30$ feet

b. Obstacle Adjustment. The "Y" OCS begins at the height of the "X" surface and rises at a slope of 7:1 in a direction perpendicular to the final approach course. The MSL elevation of an obstacle in the "Y" surface is reduced by the amount of "X" and "Y" rise. Use formula 10-2-10 to determine the obstacle height adjustment "Q" for use in formula 10-2-3. Evaluate the obstacle in accordance with paragraph 10-2-2.c.

Formula 10-2-10. "Y" OCS at Specified Distance

$$Q = \frac{X_{boundary} - W_{boundary}}{4} + \frac{OBS_Y - X_{boundary}}{7}$$

Where:

$X_{boundary}$ = Perpendicular distance (feet) between FAC and the "X" surface boundary
$W_{boundary}$ = Perpendicular distance (feet) between FAC and the "W" surface boundary
OBS_Y = Perpendicular distance (feet) from the course centerline to the obstacle

Example:

$$Q = \frac{1265.77 - 589.43}{4} + \frac{1432.5 - 1265.77}{7}$$

$Q \approx 192.90$ feet

10-2-6. DA and Height Above Touchdown (HAT). The DA value may be derived from the HAT. The minimum HAT for PA CAT I is 200 feet. The minimum HAT for LDA with GS is 250 feet. Calculate DA using formula 10-2-11; calculate HAT using formula 10-2-12.

Formula 10-2-11. DA

$$DA = HAT + TDZE$$

Formula 10-2-12. HAT

$$HAT = DA - TDZE$$

10-2-7. Raising GPA for OCS penetrations. Raising the GPA may eliminate OCS penetrations. Apply formula 10-2-13 to determine the revised minimum GPA.

Formula 10-2-13. GPA Adjustment

$$\theta_{\text{adjusted}} = \tan\left[\operatorname{acos}\left(\frac{\text{SRD}^2 + (\text{r} + \text{LTP}_{\text{elev}})^2 - (\text{r} + \text{O}_{\text{EE}})^2}{2 \times \text{SRD} \times (\text{r} + \text{LTP}_{\text{elev}})}\right) - 90\right] \times 102$$

Where:
SRD = Formula 10-2-14 result
O_{EE} = Formula 10-2-13 result

Example:

$$\theta_{\text{adjusted}} = \tan\left[\operatorname{acos}\left(\frac{3795.85^2 + (\text{r} + 1125.4)^2 - (\text{r} + 1274.5)^2}{2 \times 3795.85 \times (\text{r} + 1125.4)}\right) - 90\right] \times 102$$
$$\theta_{\text{adjusted}} \approx 4.00^\circ$$

Formula 10-2-14. Square Root Distance (SRD)

$$\text{SRD} = \sqrt{(\text{r} + \text{O}_{\text{EE}})^2 + (\text{r} + \text{LTP}_{\text{elev}})^2 - 2 \times (\text{r} + \text{O}_{\text{EE}}) \times (\text{r} + \text{LTP}_{\text{elev}}) \times \cos\left[\frac{(\text{d}_{\text{LTP}} - \text{d}_{\text{origin}}) \times 180}{\text{r} \times \pi}\right]}$$

Where:
O_{EE} = Formula 10-2-3 result
d_{LTP} = Along track distance (feet) from LTP to penetrating obstacle
d_{origin} = Distance (feet) from LTP to OCS origin

Example:

$$\text{SRD} = \sqrt{(\text{r} + 1274.5)^2 + (\text{r} + 1125.4)^2 - 2 \times (\text{r} + 1274.5) \times (\text{r} + 1125.4) \times \cos\left[\frac{3992.7 - 200) \times 180}{\text{r} \times \pi}\right]}$$

$$\text{SRD} \approx 3795.85$$

10-2-8. Adjustment of DA for Final Approach OCS Penetrations. The DA may be increased to provide sufficient obstacle clearance (see figure 10-2-7).

a. DA distance from LTP/FTP. Use formula 10-2-15 to determine the distance from LTP/FTP to the adjusted DA point (d_{DA}).

Formula 10-2-15. Distance from LTP/FTP To Adjusted DA Point

$$d_{DA} = \frac{r \times \pi}{180} \times \left(90 - OCS_{angle} - asin\left[\frac{\cos\left(OCS_{angle}\right) \times (r + \ LTP_{elev})}{r + O_{EE}}\right]\right) + d_{origin}$$

Where:
OCS_{angle} = Formula 10-2-5 result
d_{origin} = Distance (feet) from LTP/FTP to OCS origin
O_{EE} = Calculated obstacle effective elevation in feet MSL

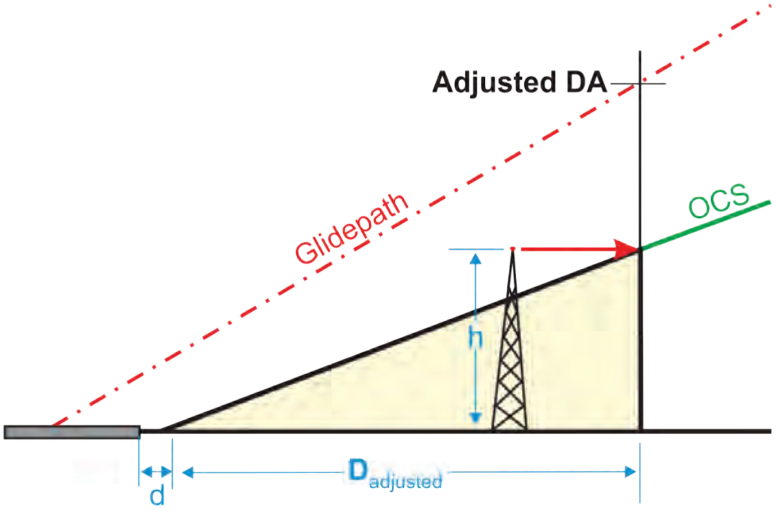
Example:

$$d_{DA} = \frac{r \times \pi}{180} \times \left(90 - 1.74 - asin\left[\frac{\cos(1.74) \times (r + \ 1125.4)}{r + 1271.5}\right]\right) + 200$$

$d_{DA} \approx 4991.01$ feet

Note: For obstacles in the “X” surface, subtract “X” surface rise from Obs_{elev}. If obstacle is in the “Y” surface, subtract “X” and “Y” surface rise from Obs_{elev}.

Figure 10-2-7. DA Adjustment



b. Use formula 10-2-16 to calculate the adjusted DA.

Formula 10-2-16. Adjusted DA

$$DA_{adj} = \frac{(r + LTP_{elev} + TCH) \times \cos(GPA)}{\cos\left(\frac{d_{DA} \times 180}{r \times \pi} + GPA\right)} - r$$

Where:

d_{DA} = Formula 10-2-15 result

Example:

$$\mathrm{DA_{adj}} = \frac{(\mathrm{r} + 1125.4 + 55) \times \cos(3.1)}{\cos\left(\frac{42041.91 \times 180}{\mathrm{r} \times \pi} + 3.1\right)} - \mathrm{r}$$

$$\mathrm{DA_{adj}} \approx 3500$$

c. Use formula 10-2-17 to calculate the revised minimum HAT and maximum ROC.

Formula 10-2-17. Minimum HAT and Maximum ROC

$$MinHAT/MaxROC_{Revised} = \frac{GPA}{3} \times 250$$

d. Compare HAT based on adjusted DA and the minimum HAT based on formula 10-2-17. Publish the DA associated with the higher of the two.

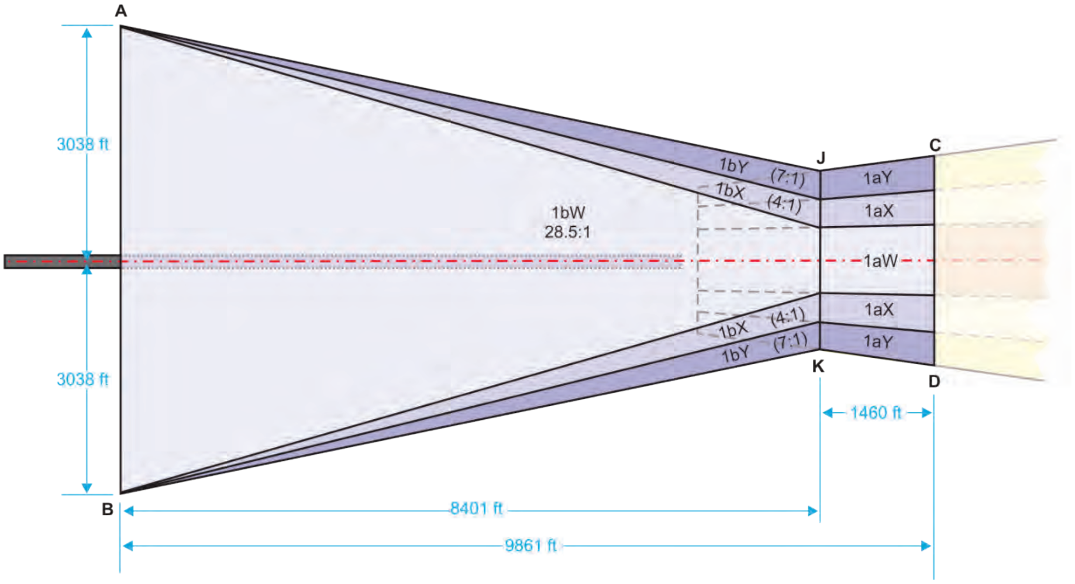
Section 10-3. CAT I Missed Approach Segment

10-3-1. General Information. This section applies to missed approach segments based on conventional (non-RNAV) guidance. Apply the LPV missed approach criteria specified in Order 8260.58 when the missed approach is based on RNAV guidance. The missed approach segment begins at DA and ends at the clearance limit. It is comprised of section 1 (initial climb) and section 2 (from end of section 1 to the clearance limit). The MA procedure is limited to two turns.

10-3-2. Section 1. Apply this paragraph when the final segment criteria specified within section 10-2 is used to evaluate the final approach segment. If the final approach segment is evaluated using appendix F, then apply the section 1 missed approach criteria with appendix F.

a. Section 1 is aligned with the final approach course. It is comprised of two subsections, 1a and 1b. Section 1 begins at a point where DA is achieved, less any RASS and precipitous terrain adjustments (line C-D). For example, if the published DA is 500 feet and incorporates a 100 foot RASS adjustment, then section 1 would begin at the point where a 400 foot DA point would be located. Section 1 extends 9861 feet from line C-D and terminates at line A-B (see figure 10-3-1).

Figure 10-3-1. Missed Approach Area Section 1



b. Section 1a.

(1) Area. Section 1a begins at line C-D and overlies the final segment OEA. It extends 1460 feet in the direction of the missed approach to line J-K. Section 1a is subdivided into section 1aW, sections 1aX, and sections 1aY. Each of the subsections corresponds to the underlying FAS "W", "X", and "Y" surfaces.

(2) OCS. The elevations of the section 1a surfaces are equal to the underlying “W,” “X,” or “Y” surface as appropriate. The section 1a surfaces must not be penetrated.

c. Section 1b.

(1) Area. Section 1b begins at line J-K at the end of section 1a and is aligned with the final approach course extended. It extends 8401 feet to line A-B. This section is subdivided into sections 1bW, sections 1bX, and sections 1bY. Apply formula 10-3-1 to calculate the distance from course centerline to the boundary of these areas.

(a) Section 1bW. This section extends from the end of section 1aW for a distance of 8401 feet. Its lateral boundaries splay from the ending width of section 1aW to a width of 3038 feet each side of the extended FAC.

(b) Sections 1bX. These sections extend from the end of sections 1aX for a distance of 8401 feet. The inner boundaries are shared with the lateral boundaries of section 1bW. The outer boundaries taper to points 3038 feet each side of the extended FAC.

(c) Sections 1bY. These sections extend from the end of sections 1aY for a distance of 8401 feet. The inner boundaries are shared with the outer boundaries of section 1bX. The outer boundaries taper to points 3038 feet each side of the extended FAC.

Formula 10-3-1. Section 1b Boundary Distances

$$1b_{boundary} = \frac{d_{1aEnd} \times (3038 - 1a_{boundary})}{8401} + 1a_{boundary}$$

Where:

$1b_{boundary}$ = The boundary of interest (that is, 1bW, 1bX, or 1bY)
d_{1aEnd} = Distance (feet) as measured along section 1 centerline from line J-K
$1a_{boundary}$ = Distance (feet) as measured along line J-K from centerline of section 1 to respective ending 1a boundary. For example, if calculating 1bX width, then use 1aX distance.

Example:

$$1\mathrm{b}_{\mathrm{boundary}} = \frac{2591.8 \times (3038 - 481.06)}{8401} + 481.06$$

$1\mathrm{b}_{\mathrm{boundary}} \approx 1269.90$ feet

(2) OCS elevation.

(a) Section 1bW. The OCS begins at an elevation equal to the ending elevation of section 1aW and rises in the direction of the extension of the FAC at a slope of 28.5:1. Apply formula 10-3-2 to determine the Section 1bW elevation at any distance from line J-K.

(b) Sections 1bX. The OCS begins at the boundary with section 1bW and rises perpendicularly from the extended FAC at a slope of 4:1. Use formula 10-2-8 to calculate the adjustment “Q” for “X” surface obstacles.

(c) Sections 1bY. The OCS begins at the boundary with section 1bX and rises perpendicularly from the extended FAC at a slope of 7:1. Use formula 10-2-10 to calculate the adjustment "Q" for "Y" surface obstacles.

Formula 10-3-2. Section 1bW OCS Elevation

$$OCS_{Section1bW} = e^{\left(\frac{d_{OCS}}{r \times 28.5}\right)} \times \left(r + OCS_{start}\right) - r$$

Where:
d_{OCS} = Distance from end of Section 1a (line J-K) as measured along FAC extension
OCS_{start} = Ending elevation of section 1aW

Example:

$$\mathrm{OCS_{elev}} = \mathrm{e}^{\left(\frac{2591.8}{\mathrm{r} \times 28.5}\right)} \times (\mathrm{r} + 1191.75) - \mathrm{r}$$

$$\mathrm{OCS_{elev}} \approx 1282.70 \text{ feet}$$

(3) OCS evaluation. The section 1bW, 1bX, and 1bY surfaces must not be penetrated. Use formula 10-3-3 to determine the amount of section 1b surface penetration.

Formula 10-3-3. Section 1b Surface Penetration

$$\mathrm{p} = \mathrm{O_{MSL}} - \mathrm{Q} - \mathrm{1bW_{elev}}$$

Where:
Q = Obstacle adjustment (feet) for X or Y surface rise. Zero (0) if in the W surface
$\mathrm{1bW_{elev}}$ = Elevation (feet) of the 1bW surface abeam the obstacle

Example:

$$\mathrm{p} = 1325.8 - 24.22 - 1282.70$$
$$\mathrm{p} \approx 18.88 \text{ feet}$$

(4) OCS penetration. If any section 1b surface is penetrated, take one or more of the following actions (see figure 10-3-2):

(a) Removing or adjusting the obstruction location and/or height.

(b) Raising GPA within categorical limits.

(c) Adjusting DA. For a surface 1b penetration of p feet, the DA point must move Δd_{DA} feet further from the LTP to raise the surface above the penetration (see formula 10-3-4).

Formula 10-3-4. DA Adjustment

$$\Delta d_{DA} = \frac{p \times 28.5 \times FAS_{slope}}{28.5 + FAS_{slope}}$$

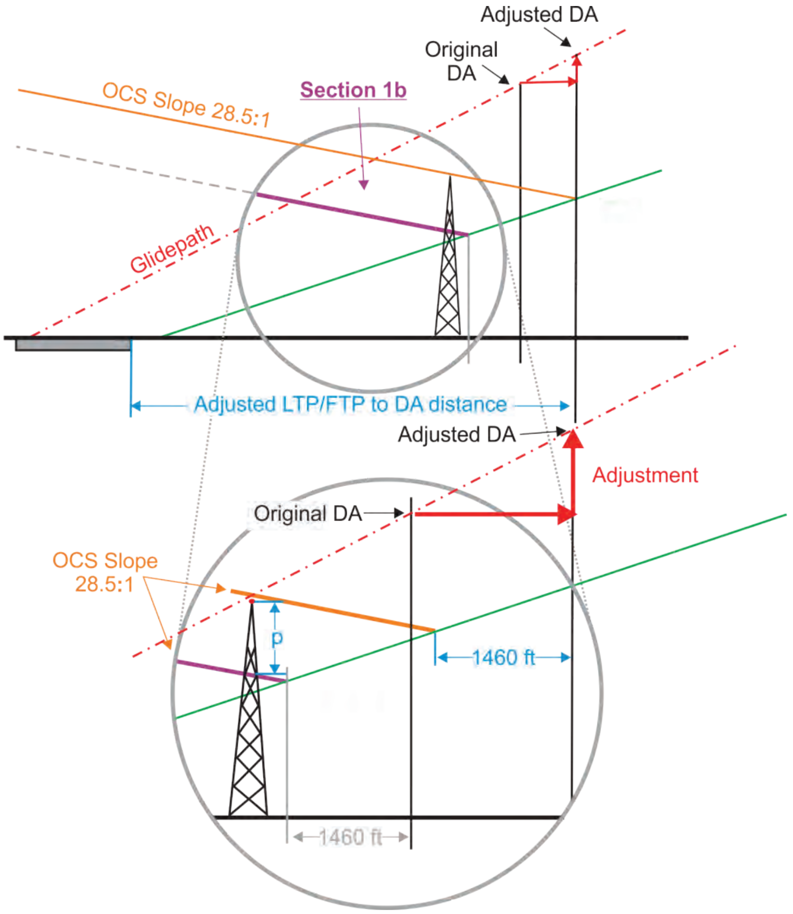
Where:
p = Penetration (feet) of the 1b OCS
FAS_{slope} = Final approach segment OCS slope ratio

Example:

$$\Delta d_{DA} = \frac{18.88 \times 28.5 \times 34}{28.5 + 34}$$

$\Delta d_{DA} \approx \mathbf{292.72}$ feet

Figure 10-3-2. Penetration of Section 1b OCS



d. Apply formula 10-3-5 to calculate aircraft elevation at the end of section 1.

Formula 10-3-4. Aircraft Elevation at End of Section 1

$$AC_{Section1End} = DA - \tan(\theta) \times 1460 + \frac{8401 \times 0.3048 \times 200}{1852}$$

Where:

DA = DA less any adjustments
θ = GPA

Example:

$$\text{Section 2 start altitude} = 1225 - \tan(3.1) \times 1460 + \frac{8401 \times 0.3048 \times 200}{1852}$$

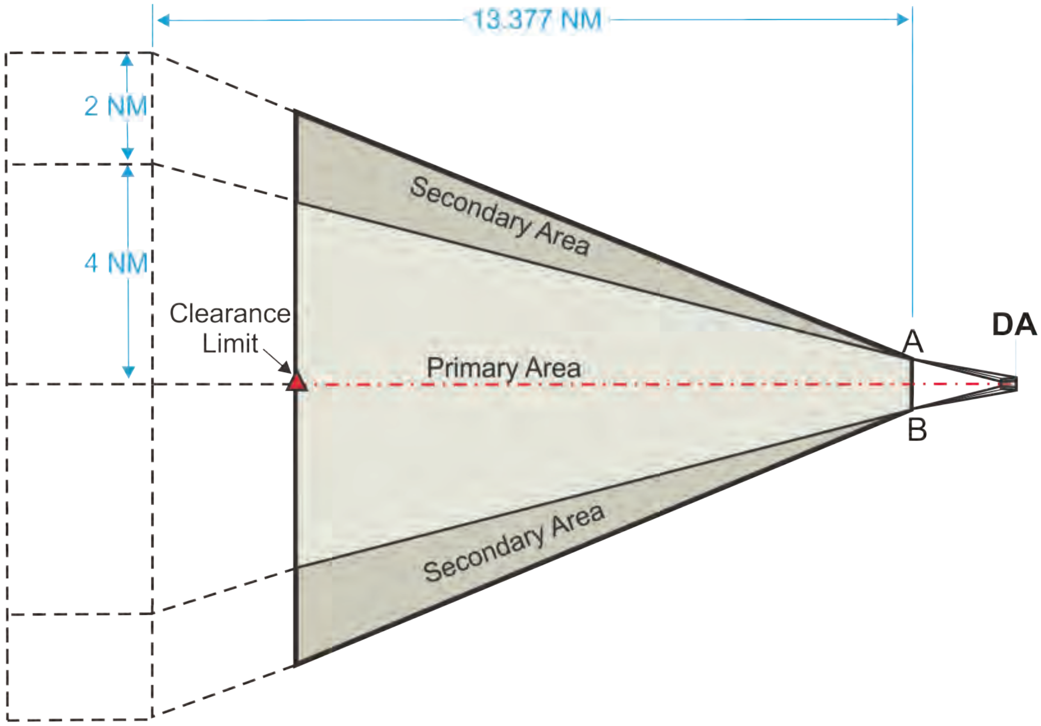
$$\text{Section 2 start altitude} \approx 1422.45 \text{ feet}$$

10-3-3. Section 2. Section 2 starts at the end of section 1 centered on the published missed approach course and ends at the clearance limit. Secondary areas may be established where PCG is available. Apply paragraph 2-8-8.d to determine the preliminary charted missed approach altitude, paragraph 2-8-8.e to assess the need for a climb-in-holding evaluation, and paragraph 2-8-8.f to determine the charted missed approach altitude.

a. Straight. Apply to turns of 15 degrees or less from continuation of the FAC.

(1) Straight area. The width increases from ± 3038 feet at line A-B to reach ± 6 NM at a point 13.377 NM from the beginning. Where applicable, secondary areas begin at 0 NM wide and expand to reach 2 NM on both sides of the primary area at 13.377 NM (see figure 10-3-3).

Figure 10-3-3. Section 2, Straight Missed Approach Area with PCG



(2) Obstacle clearance. Within the primary area, obstacles are measured shortest distance to line A-B. The section 2 OCS start height is the section 1 OCS end elevation. The standard OCS in the primary area is a 40:1 slope. For obstacles located in the secondary area, apply the primary OCS slope to a point abeam the obstacle, then apply a 12:1 secondary OCS (perpendicular to course) from the primary boundary to the obstacle.

b. Turning. Apply only when the result of formula 10-3-5 is ≥ 400 feet above TDZE, otherwise apply the combination straight and turning criteria specified in paragraph 10-3-3.c.

(1) Turning area. The inside turn boundary connects to points C, B or T (when it exists) whichever results in the larger area. Point B is on the outside turn edge at the end of section 1b. Point C is on the inside turn edge of section 1a adjacent to DA. Point T (when it can be determined) is the point of tangency between the outer boundary radius and the inner boundary expansion line. The outside turn boundary always connects to point B. The flight track and outer boundary radii are specified in paragraph 2-8-6 and table 2-8-1. The outer and inner boundaries expand to reach ± 6 NM at a point 13.377 NM from the beginning of section 2. Where applicable, secondary areas begin after completion of the turn at 0 NM wide and expand to reach 2 NM on both sides of the primary area at 13.377 NM (see figure 10-3-4).

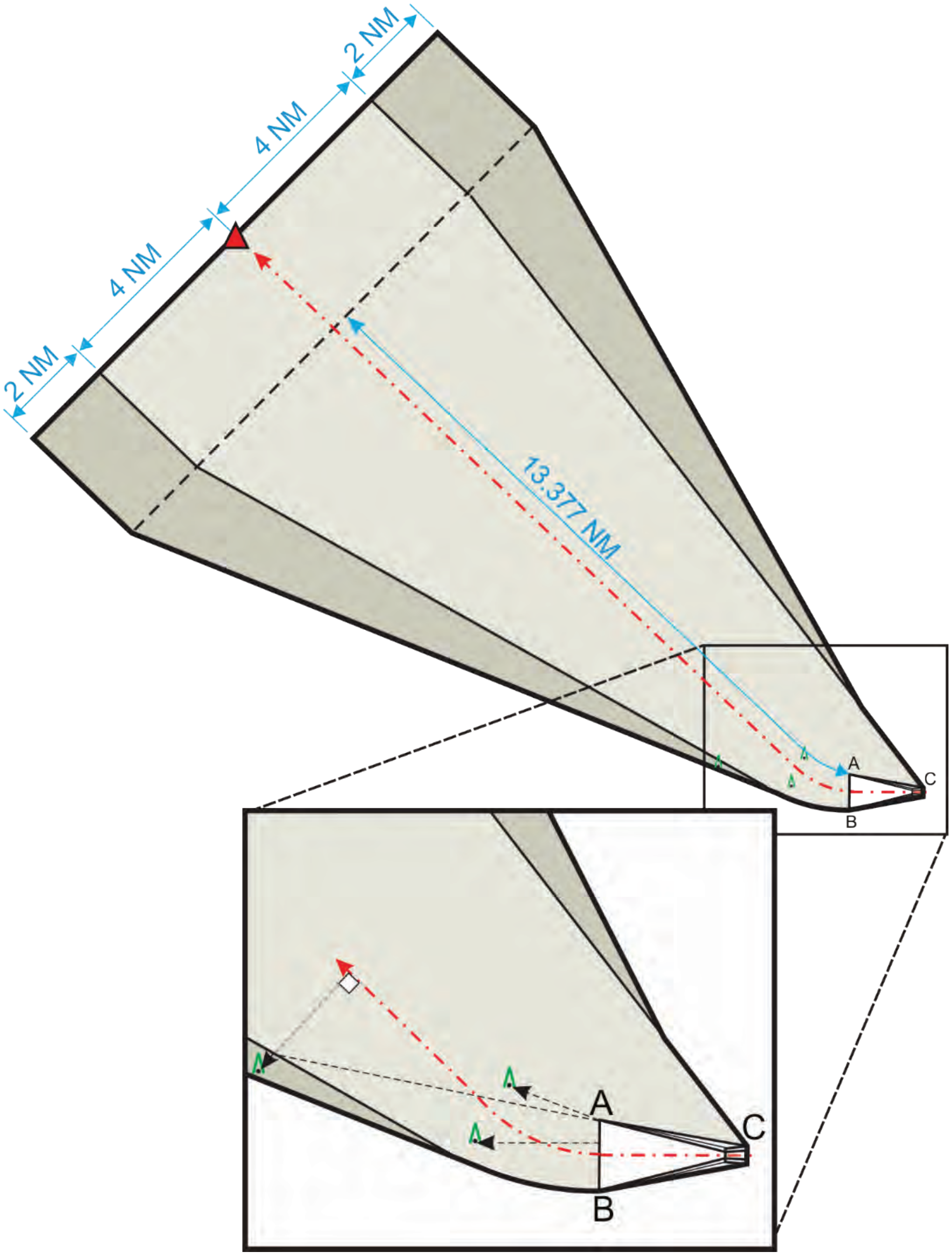
(2) Turning obstacle clearance. Apply paragraph 2-8-7 with the following exceptions:

(a) Zones 1 and 4 are not applicable.

(b) In zone 2, obstacles are measured shortest distance to the section 1 outer boundary on the side of the turn. The zone 2 OCS start height is the section 1 OCS end elevation.

(c) In zone 3, obstacles are measured shortest distance to point C. The zone 3 OCS start height is equal to the DA less any RASS and precipitous terrain adjustments.

Figure 10-3-4. Section 2, Turning Missed Approach Area



c. Combination straight and turning. Apply when a turn fix is established beyond the end of section 1 on a course 15 degrees or less from continuation of the FAC or when it's necessary to specify a turn initiation area (TIA) before beginning a turn (see figure 10-3-5).

(1) Straight portion ending at turn fix. Apply paragraph 10-3-3.a for the straight portion, extended to the turn fix. Secondary areas are not permitted in the straight section.

(2) Straight portion ending at a TIA. Specify an altitude in a 20-foot increment that is at least 400 feet above TDZE and is greater than the aircraft elevation at the end of section 1 (see formula 10-3-5). Apply paragraph 10-3-3.a until reaching Line A'- B', which is the point the minimum turning altitude is expected to be reached.

(3) Turning portion. The area and obstacle clearance is as specified in paragraphs 10-3-3.b(1) and 10-3-3.b(2), except that it begins at the end of the straight portion, and:

(a) When a fix denotes the turn point and PCG is available following the turn, connect the inside turn boundary to point B', D, or T (when it exists) whichever results in the larger area. Point B' is located on the outside turn edge at the end of the straight portion. Establish point D on the inside boundary of either section 2 or section 1, measured 9000 feet prior to point A' along the boundaries of the straight portion and if necessary, section 1. In zone 2, obstacles are measured shortest distance to the boundary of section 1 or the straight portion of section 2 on the side of the turn. The zone 2 OCS start height is equivalent to the OCS elevation at the turn fix. Zone 3 obstacles are measured shortest distance to point D. The zone 3 OCS start height is the aircraft altitude at the turn fix calculated using formula 10-3-5 (see figure 10-3-5).

Formula 10-3-5. Calculated Aircraft Altitude at Turn Fix

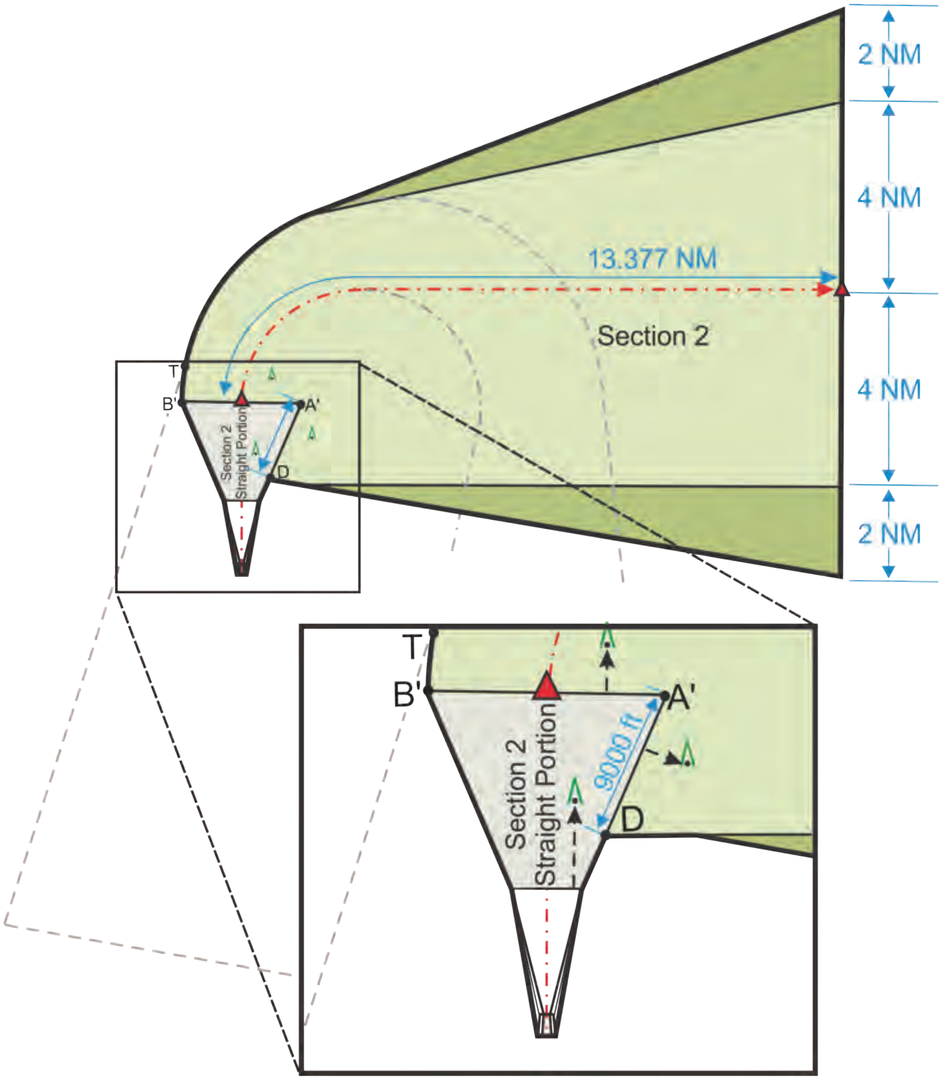
$$turnfix_{MSL} = \frac{d_{straight} \times 0.3048 \times CG}{1852} + AC_{Section1End}$$

Where:

$turnfix_{MSL}$ = Aircraft altitude at turn fix (MSL)
$d_{Straight}$ = Distance (feet) from end of section 1 to turn point
CG = Climb gradient (200 ft/NM or as specified)
$AC_{Section1End}$ = Formula 10-3-4 result.

(b) When the turn is based on a TIA, or when PCG is not available following the turn, the inside turn boundary connects to point B', C, or T (when it exists) whichever results in the larger area. Point B' is located on the outside turn edge at the end of the straight portion. In zone 2, obstacles are measured shortest distance to the boundary of section 1 or to the boundary of the straight portion of section 2. The zone 2 OCS start height is equivalent to the end OCS elevation of the straight portion of section 2. Zone 3 obstacles are measured shortest distance to point C. The zone 3 OCS start height is the specified turn altitude less any RASS and precipitous terrain adjustments for the final segment.

Figure 10-3-5. Combination Straight and Turning Missed Approach Area



10-3-4. Missed Approach Climb Gradient. Where the section 2 OCS is penetrated and the lowest HAT is required, a missed approach climb gradient greater than 200 ft/NM may be specified. Gradients greater than 425 ft/NM require a waiver. Calculate the required climb gradient termination altitude and the climb gradient by applying formula 10-3-6 and formula 10-3-7.

Formula 10-3-6. Required Climb Gradient Termination Altitude

$$CG_{term} = 48 \times D + O_{elev} - \frac{\mathrm{d}_{\mathrm{primary}}}{12} + AC_{start} - OCS_{start} + Adj$$

Where:

D = Shortest distance (NM) section 2 origin to obstacle or secondary measurement point
O_{elev} = Obstacle elevation (MSL)
ACstart = Starting altitude (feet) of the aircraft
OCSstart = Starting altitude (feet) of the OCS
Adj = Final adjustments (RASS and Precipitous Terrain)

Formula 10-3-7. Required Climb Gradient

$$CG = \frac{CG_{term} - AC_{start} - Adj}{D}$$

Where:

CG_{term} = Result from formula 10-3-6
ACstart = Starting altitude (feet) of the aircraft
D = Shortest distance (NM) section 2 origin to obstacle or secondary measurement point
Adj = Final adjustments (RASS and Precipitous Terrain)

Section 10-4. Special Authorization (SA) CAT I ILS Missed Approach

10-4-1. General Information. This section describes criteria for the evaluation of SA CAT I ILS procedures established under Order 8400.13.

10-4-2. Final Approach Segment. The CAT I ILS final approach segment obstacle evaluation applies to the SA CAT I approach authorization. The CAT I procedure must support a 200-foot HAT and lowest possible visibility (no restrictions incurred by lack of infrastructure or obstacle surface penetrations).

10-4-3. Approach Minimums.

a. The lowest SA CAT I HAT is 150 feet. Do not establish an SA CAT I procedure if the required HAT value is greater than 185 feet.

b. SA CAT I procedures require radio altimeter (RA) minimums. If flight inspection determines the procedure RA is unsatisfactory, then an SA CAT I procedure is not authorized.

c. Determine the published RVR using table 10-4-1 (see exception in paragraph 10-4-4.a(2)).

Table 10-4-1. Minimum RVR Values

HAT RANGE	RVR
150-170	1400
171-185	1600

10-4-4. Missed approach evaluation.

a. On runways with established CAT II approaches, evaluate the missed approach segment by applying paragraph 10-5-5 except:

(1) Obstacle penetrations of missed approach surface “A” do not require a HAT adjustment unless the obstacle penetrates the surface by more than 50 feet. When the amount of penetration exceeds 50 feet, adjust the HAT one foot for each foot of surface penetration in excess of 50 feet. For example, if the object penetrates the surface by 58 feet, then increase the HAT from 150 feet to 158 feet.

(2) Do not increase HAT for penetrations of the missed approach surface “B”, “C”, or “D", however if the penetration exceeds the surface height by more than 70 feet, then increase runway visual range (RVR) from 1400 to 1600.

(3) Table 10-4-2 is provided as a quick-reference for assessing each missed approach surface area.

Table 10-4-2. CAT II Missed Approach Surface Penetration Disposition

SURFACE A	SURFACE A1	SURFACE B, C, OR D
1. Adjust HAT upward one foot for each foot of penetration as if the HAT was adjusted, but do not publish a revised HAT until the adjustment exceeds 50 feet; in this case, the amount of HAT adjustment is equal to the amount of penetration that exceeds 50 feet. 2. Increase RVR by applying table 10-4-1 as appropriate. 3. An adjusted HAT greater than 185 feet is not authorized.	Penetration not authorized unless deemed acceptable in accordance with the CAT II missed approach standard.	1. Adjust HAT upward one foot for each foot of penetration in excess of 50 feet as if the HAT was adjusted, but **do not** publish a revised HAT. 2. Increase RVR by applying table 10-4-1 based on the adjusted HAT. 3. An adjusted HAT greater than 185 feet is not authorized.

b. On runways without a CAT II ILS procedure, apply section 10-3 with the following exceptions.

(1) Aircraft are assumed to be 200 feet above the DA at the end of section 1 (9860.69 feet from the DA point).

(2) Minimum turn altitude is 400 feet above the TDZE, therefore a combination straight and turning missed approach must always be constructed to accommodate a climb to at least 400 feet above TDZE before a turn can commence.

(a) Straight Portion. Do not extend section 1. Construct the straight portion by applying 10-4-3.a (section 2, straight missed approach construction) from the end of section 1 the necessary distance for the aircraft to reach the specified turn altitude. The straight portion is considered part of section 2. Secondary areas are not permitted in the straight portion.

(b) Turning Portion. The area begins at the end of the straight portion.

(3) Any obstacle located within section 1 of the missed approach that would qualify to be eliminated from TERPS consideration under the CAT II missed approach standard may also be eliminated from consideration using the CAT I standard.

c. SA CAT I ILS procedures with obstacle driven missed approach climb gradients of up to 425 ft/NM may be established as public-use procedures without waiver approval when evaluated under paragraph 10-4-4.b. Consider this option prior to adjusting the HAT.

Section 10-5. CAT II/III ILS Evaluation

10-5-1. General Information. This section describes criteria for the evaluation of CAT II and III ILS procedures.

10-5-2. Final Approach Segment. The CAT I ILS final approach segment obstacle evaluation applies to the CAT II/III approach authorization. The CAT I procedure must support a 200-foot HAT and lowest possible visibility (no restrictions incurred by lack of infrastructure or obstacle surface penetrations). The GPA must be 3.0 degrees unless approved (see paragraph 1-4-2).

10-5-3. Approach Light Area. Obstructions must not penetrate the approach light plane or the inner-approach OFZ in accordance with AC 150/5300-13.

10-5-4. Approach Minimums. The lowest CAT II HAT is 100 feet. Apply table 10-5-1 to determine the minimum RVR associated with the lowest authorized CAT II HAT (see paragraph 10-5-6 for CAT III RVR requirements).

Table 10-5-1. Minimum Authorized CAT II RVR

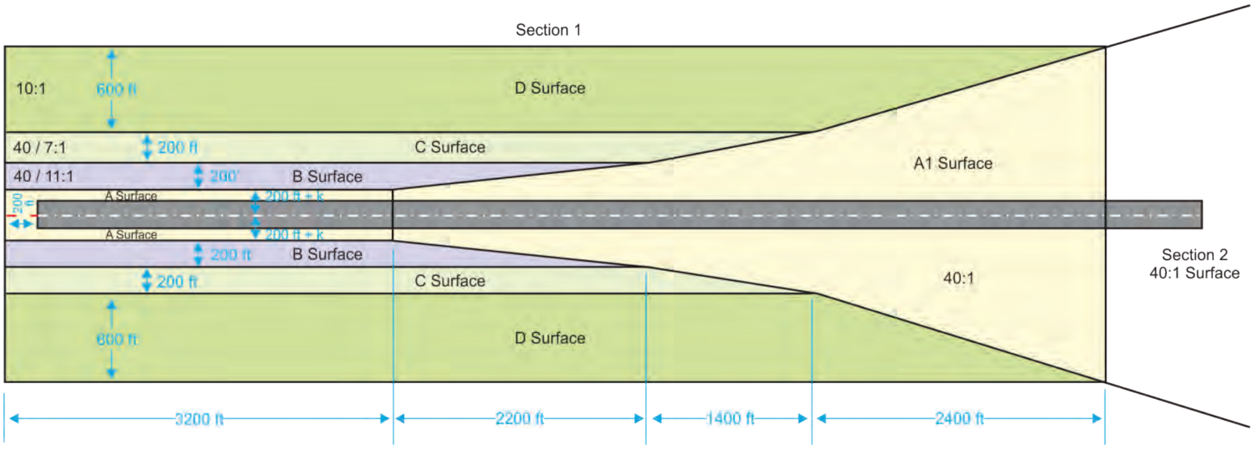
HAT (FEET)	RVR
100 - 140	1200
141- 180	1600
181 - 199	1800

10-5-5. Missed Approach Segment. The CAT II/III missed approach area is comprised of two sections.

a. Section 1 (see figure 10-5-1).

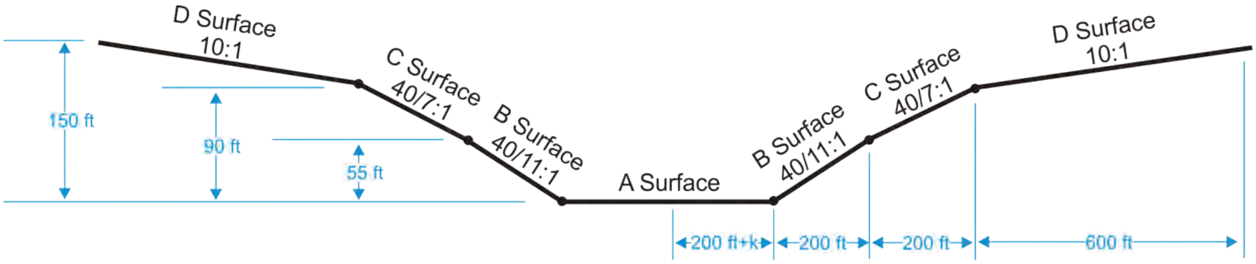
(1) The section 1 area begins at the end of the final approach OCS and is aligned with a continuation of the FAC, continuing in the direction of landing for a distance of 9200 excluding extensions. It is comprised of five surfaces: A, B, C, D, and A1.

Figure 10-5-1. Section 1 Plan View



(2) The OCS slopes associated with surface A, B, C, and D are depicted in figure 10-5-2. Surface A1 has a slope of 40:1 rising in the direction of the missed approach.

Figure 10-5-2. Section 1 Profile View and OCS Slopes



Where airport elev ≤ 1000 ft, k = 0
Where airport elev > 1000 ft, k = .01(airport elev - 1000 ft)

(a) Apply formula 10-5-1 to calculate the MSL height of the surface A, B, C, or D OCS at any given distance (X) from the LTP and (Y) from the runway centerline when X is 3000 feet or less.

Formula 10-5-1. Surface A, B, C, D Surface Height Where X ≤ 3000 and Y:

$Y < (200 + k)\colon\ h = e$ A surface

$Y \geq\ (200 + k)\colon$

$h = \frac{11(Y-(200+k))}{40} + e$ B surface

$Y > (400 + k)\colon\ h = \frac{7\times(Y-(400+k))}{40} + 55 + e$ C surface

$Y > (600 + k)\colon\ h = \frac{Y-(600+k)}{10} + 90 + e$ D surface

Where:
h = MSL height of OCS
X = Distance (feet) from runway threshold measured parallel to runway centerline
Y = Perpendicular distance (feet) from runway centerline
e = MSL elevation of the runway centerline at distance X
k = 0 if airport elevation ≤ 1000 MSL, otherwise k = 0.01(airport elevation – 1000)

(b) Apply formula 10-5-2 to calculate the MSL height of the B, C, D, or A1 OCS at any given distance (X) from the LTP and (Y) from the runway centerline when X is greater than 3000 feet but equal to or less than 9000.

Formula 10-5-2. Surface B, C, and D Surface Height Where X > 3000 and Y:

$Y > (200 + k)\colon\ h = \frac{11\times(Y-(200+k))}{40} + f$ B surface

$Y > (400 + k)\colon\ h = \frac{7\times(Y-(400+k))}{40} + 55 + f$ C surface

$Y > (600 + k)\colon\ h = \frac{Y-(600+k)}{10} + 90 + f$ D surface

Where:
h = MSL height of OCS
X = Distance (feet) from runway threshold measured parallel to runway centerline
Y = Perpendicular distance (feet) from runway centerline
f = MSL elevation of the runway centerline 3000 feet from threshold
k = 0 if airport elevation ≤ 1000 MSL, otherwise k = 0.01(airport elevation – 1000)

(c) Apply formula 10-5-3 to calculate the MSL height of the surface A1 at any given distance (X) from the LTP and (Y) from the runway centerline when X is greater than 3000 feet but equal to or less than 9000.

Formula 10-5-3. Surface A1 Surface Height

$$h = \frac{X - 3000}{40} + f$$

Where:

h = MSL height of OCS
X = Distance (feet) from runway threshold measured parallel to runway centerline
f = MSL elevation of the runway centerline 3000 feet from LTP

(3) An obstacle must not penetrate the OCS of surface A, B, C, D, or A1 unless the obstacle is either deemed acceptable under table 10-6-1, or the minimums are adjusted as follows:

(a) Surface A or inner approach OFZ. Adjust the HAT upward one foot for each foot of surface penetration. A CAT II procedure is not authorized if the resultant HAT is greater than 199 feet.

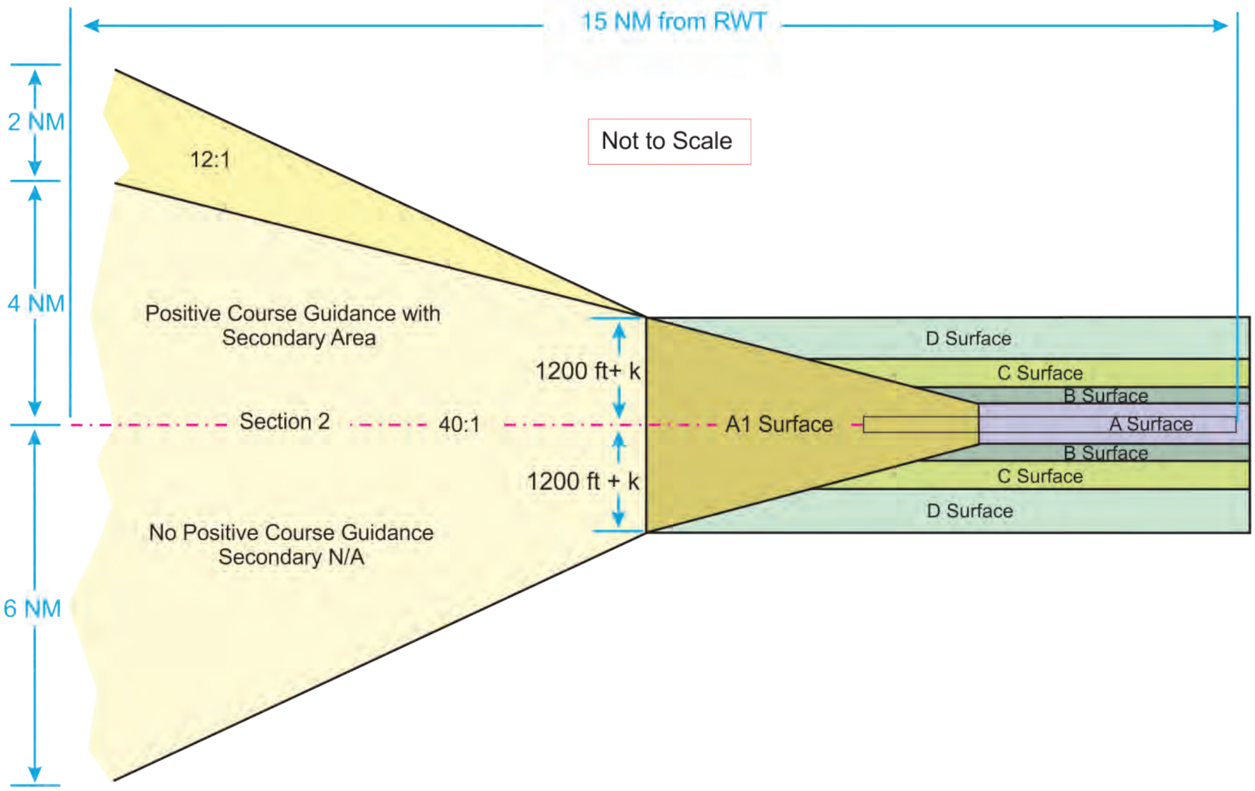
(b) Surface B, C, or D. Increase RVR as specified in table 10-5-1 as if the HAT was adjusted, but do not raise the HAT.

(c) Surface A1. This surface must not be penetrated unless the obstacle is deemed acceptable under table 10-6-1.

b. Section 2 (see figure 10-5-3).

(1) Straight-ahead missed approach area (applies to turns 15 degrees or less). This area starts at the end of the A1 surface and is centered on the specified missed approach course. The width increases uniformly from +/- (1200 + k) feet at the beginning to en route width at a point 15 NM from the LTP. When PCG is provided for the missed approach procedure, secondary areas that are zero miles wide at the point of beginning and which increase uniformly to initial secondary width may be added to section 2.

Figure 10-5-3. Straight Missed Approach Area



(2) Turning Missed Approach Area (applies to turns of more than 15 degrees) (see figure 10-5-4). Design the procedure to accommodate an aircraft turning at least 400 feet above the TDZE. Aircraft are assumed to be 200 feet above the runway elevation at the end of the A1 surface; therefore, an extension to the A1 surface must be constructed (referred to as $A1_{extended}$). Determine the length of $A1_{extended}$ by applying formula 10-5-4.

Formula 10-5-4. $A1_{extended}$ Length

$$d = (T_{MSL} - (f + 200)) \times \left(\frac{1852}{0.3048 \times CG}\right)$$

Where:

d = Length of $A1_{extended}$ from end of surface A (feet)
T_{MSL} = Aircraft MSL turn height (minimum is TDZE elevation + 400)
f = MSL elevation of the runway centerline 3000 feet from LTP
CG = Climb gradient (normally 200 ft/NM)

(a) The $A1_{extended}$ surface area splays outward at 15 degrees from the missed approach course until reaching the turn altitude/point (see figure 10-5-5).

(b) The flight track and outer boundary radii of the turn are specified in paragraph 2-8-6 and table 2-8-1 both originating on a line marking the end of the $A1_{extended}$ surface. Unless a fix/facility identifies the turn point, the inner boundary line commences at the inside turn edge of the D surface opposite the end of the touchdown area (A surface). When the turn point is marked by a fix/facility, the inside tieback may be constructed relative to the end of the $A1_{extended}$ surface. When the point on the inside turn side of section 2 area abeam the clearance limit is past an imaginary line extended perpendicular to the edge of section 1 abeam the end of the touchdown zone on inside turn side, the inner boundary line commences on the outside turn edge of the D surface opposite the end of the touchdown area [(A surface) (see figure 10-5-6)]. The outer and inner boundary lines extend to points each side at flight track at the clearance limit at a rate that achieves initial segment width 15 NM from the LTP. Where secondary areas are required, they must commence after completion of the turn at the point where PCG is achieved.

(3) Section 2 OCS is a 40:1 inclined plane originating at the end of section 1.

(a) Beginning height is equivalent to the end of the A1 surface height on centerline.

(b) The beginning height of the section 2 OCS outside of the $A1_{extended}$ surface is equivalent to the ending height of the $A1_{extended}$ surface on centerline. Obstacles outside of the $A1_{extended}$ surface are measured to the nearest edge of section 1 (or to the $A1_{extended}$ surface).

(c) Section 3 is necessary for turns more than 90 degrees as described in paragraph 2-8-7.b, except point “B” is defined as the point of the inside of turn edge of section 1 abeam the end of the A surface regardless of the location of the inside tieback point (see paragraph 10-5-5b(2)(b)).

(d) The 40:1 OCS within section 2 (to include $A1_{extended}$) and section 3 must not be penetrated by an obstacle.

Figure 10-5-4. Turning Missed Approach Area

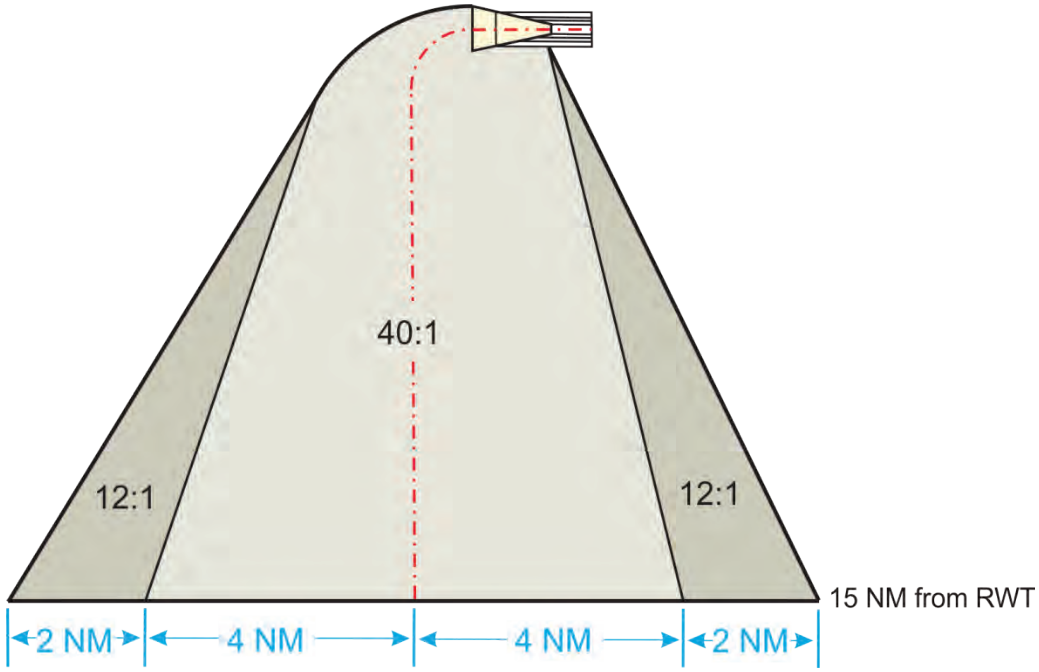


Figure 10-5-5. Turning Missed Approach OCS Detail

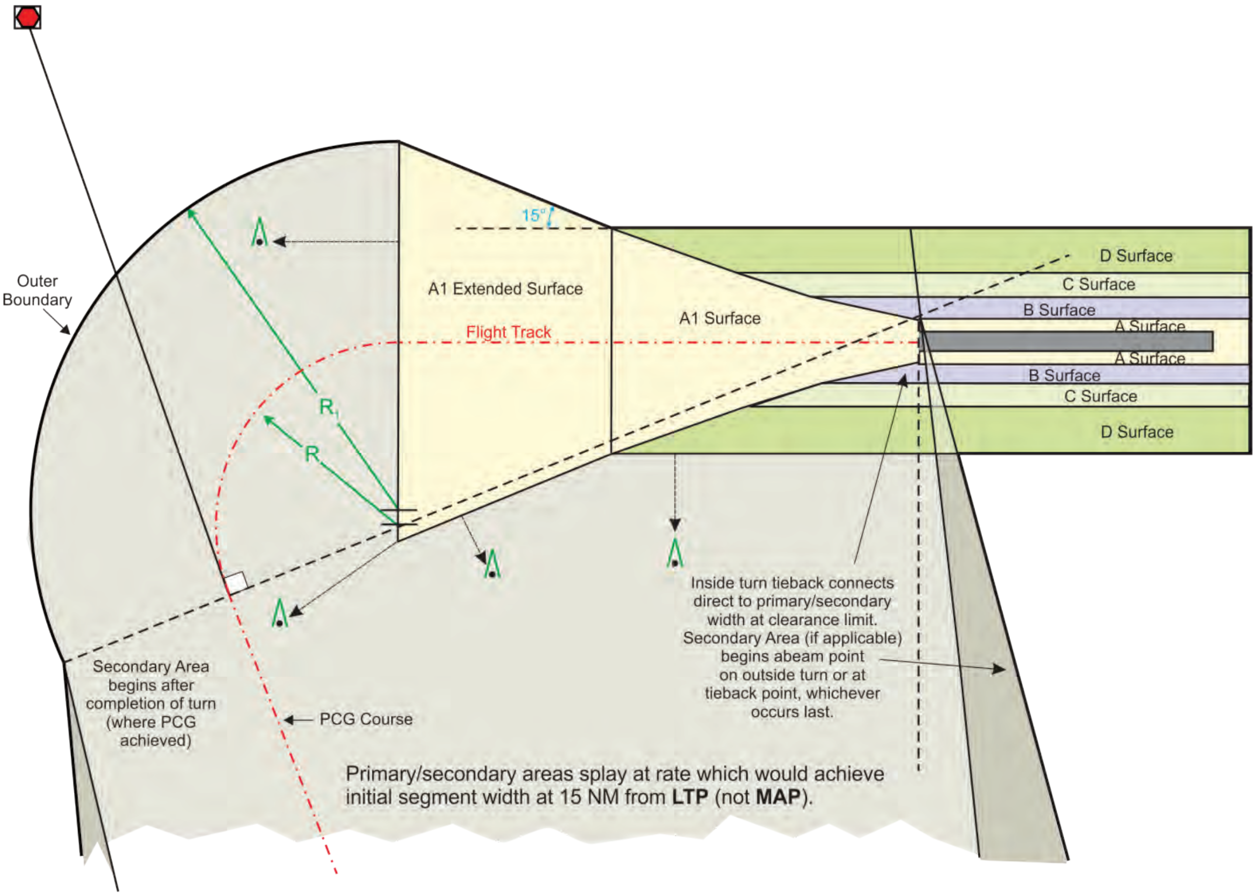
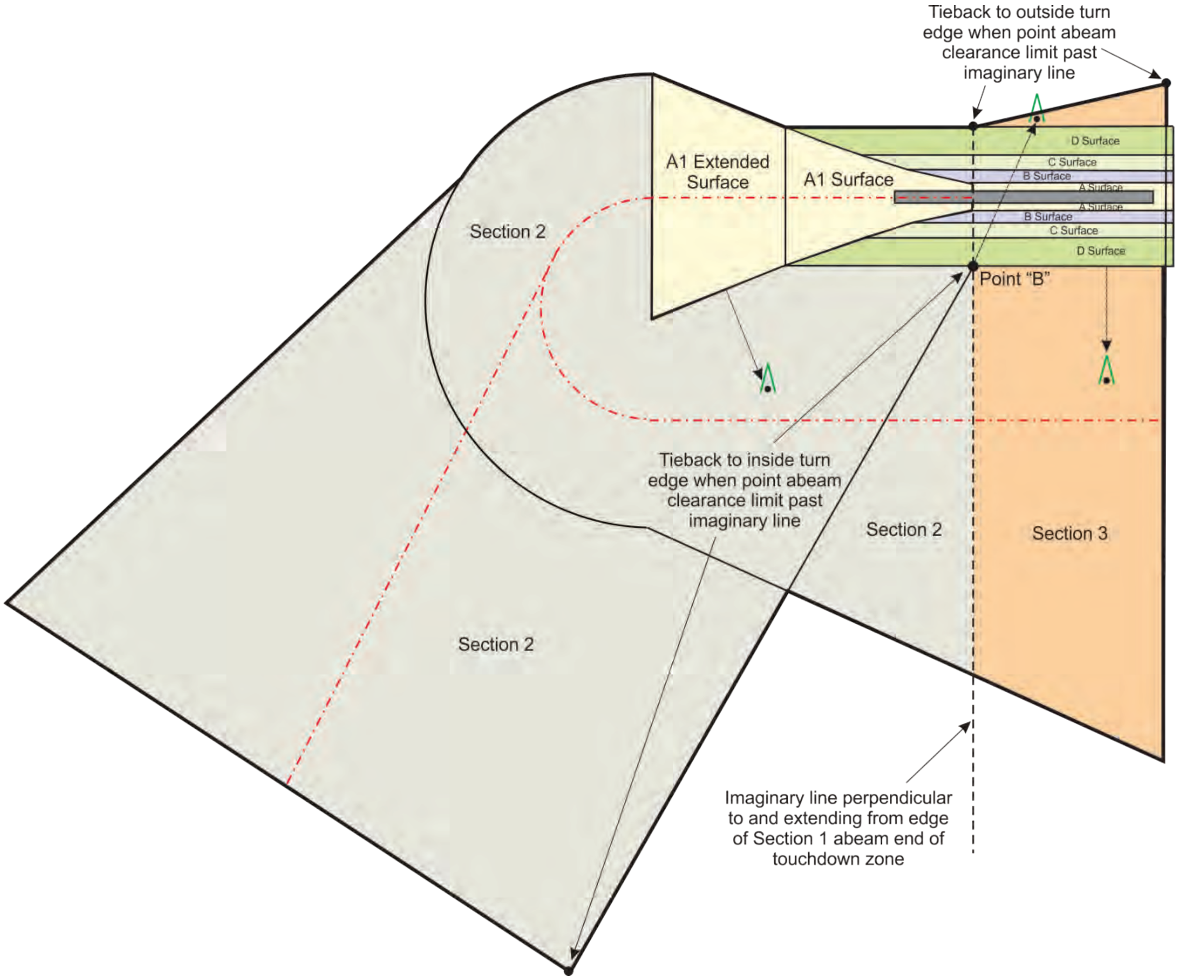


Figure 10-5-6. Turning Missed Approach OCS Detail (Continued)



10-5-6. Requirements for CAT III ILS. Except as noted within this paragraph, the requirements for CAT II ILS applies.

a. Minimums.

(1) Publish the lowest authorized CAT III RVR when the runway supports unrestricted CAT II operations (100-foot HAT and RVR 1200).

(2) The following CAT III minimum RVR standards are applicable based on equipment performance class:

(a) III/D/3 for RVR ≥ 700

(b) III/E/3 for RVR ≥ 600

(c) III/E/4 for RVR < 600

Section 10-6. PA and APV Obstacle Assessment

10-6-1. Acceptable Obstacles. Certain equipment essential to flight operations may penetrate PA and APV final approach and missed approach surfaces without impacting the procedure. Refer to table 10-6-1 to determine if an obstacle is permitted to be excluded from obstacle clearance consideration based on its type and location. If an obstacle is permitted to be excluded, then no adjustment to the procedure is required.

Table 10-6-1. Acceptable Obstacles

OBSTACLE TYPE	LOCATION
VGSI[1] (PAPI, VASI, etc.)	CAT II/III Section 1 Missed Surface A, B, A1
Approach Lights[1]	Final Segment OCS
REIL[1] Runway and taxiway lights[2]	CAT II/III Section 1 Missed Surface A, B
Airport Signs[3]	Final Segment OCS CAT II/III Section 1 Missed Surface A, B
End-fire glide slope antenna[4]	CAT II/III Section 1 Missed Surface A, B
PAR components[5] Radar reflectors[5] (frangible mounted)	CAT II/III Section 1 Missed Surface B
Aircraft and Vehicles	Final segment OCS[6] CAT II/III Section 1 Missed Surface B, C, A1[7]

[1] When installed in accordance with Order JO 6850.2, Visual Guidance Lighting Systems.
[2] When installed in accordance with AC 150/5340-30, Design and Installation Details for Airport Visual Aids.
[3] When installed in accordance with AC 150/5340-18, Standards for Airport Sign Systems.
[4] When installed in accordance with Order 6750.16, Siting Criteria for Instrument landing Systems and AC 150/5300-13.
[5] Must be at least 400 feet from RCL and no higher than 15 feet above the closest point on the RCL.
[6] Only when the requirements of paragraph 10-6-2.b are met.
[7] Only when the requirements of paragraph 10-6-2.c are met.

10-6-2. Aircraft and Ground Vehicles as Obstacles. Taxiing, holding, parked aircraft and ground vehicles are considered obstacles for instrument procedure obstacle clearance except as permitted by application of table 10-6-1.

a. Evaluation. When evaluating aircraft as obstacles, consider the location of the taxiway or ramp and consider the highest aircraft surface that falls within the area. For ground vehicles, consider the road/taxiway/ramp with routine vehicle traffic and apply the appropriate height from 14 CFR Part 77.13(a)(3).

b. Final segment obstacles. Taxiing, holding, and parked aircraft/ground vehicles are considered obstacles in the final segment OCS unless positive controls have been established to keep the surfaces clear when aircraft on approach to the same runway are within 2 NM of the LTP when the ceiling is less than 800 feet and/or the prevailing visibility is less than 2 SM. Positive controls include proper placement of hold markings/signage as specified by FAA Airports Engineering Division and/or establishment of ATC operating procedures. Private roads and airport access roads are considered acceptable when positive controls are established to either keep the surface clear when the reported weather is less than 800-2, or when access is restricted to vehicles of less than 10 feet in height that are necessary for the maintenance of the airport/navigation facilities. Controls must also prevent vehicles that penetrate the OCS from parking in the surface without being in direct contact with ATC.

c. CAT II/III Section 1 Missed Surface B, C, A1 obstacles. Aircraft and vehicles may be excluded from obstacle clearance consideration provided they are operating on a taxiway that is distanced appropriately from the runway. Appropriate runway-to-parallel taxiway distances are specified within AC 150/5300-13. Entry and exit taxiways are considered compliant if the hold line-to-runway centerline distances meet the airport design standards specified in AC 150/5300-13 (normally 250-280 feet).

Chapter 11. Radar Approach Procedures and Vectoring Charts

Section 11-1. General Information

11-1-1. General. This chapter applies to radar approach procedures and vectoring charts utilizing ground-based radar or other approved surveillance systems (such as satellite-based). The types of systems supported are:

a. PAR is a system that graphically displays lateral course, glidepath, and distance from touchdown information of sufficient accuracy, continuity, and integrity to provide precision approach capability to a runway/landing area.

b. Surveillance radar is a system that displays direction and distance information with suitable accuracy, continuity, and integrity to safely provide radar vectoring capability for departures, arrivals, en route operations, and ASR approaches to an airport.

(1) Within this chapter, the term “single sensor” applies to configurations authorized to use 3-NM lateral separation, and the term “multi-sensor” applies to those that require 5 NM as specified in Order JO 7110.65, paragraph 5-5-4. Where both single sensor and multi-sensor separation standards apply, either establish a separate procedure/chart for each sensor configuration, or establish one procedure/chart to accommodate the larger standard.

Note: Within 60 NM of the antenna, single sensor separation applies to full time reinforced Monopulse Secondary Surveillance Radar (MSSR) systems.

(2) FUSION describes adaptations based on the input of all available surveillance sources such as ASR, ARSR, automatic dependent surveillance – broadcast (ADS-B), and any future surveillance source, into the display of a single tracked target for air traffic control separation services.

(a) When the aircraft target symbol can be used for 3-NM separation, minimum lateral obstacle clearance is 3 NM.

(b) When the aircraft target symbol can be used for 5-NM separation (Increased Separation Required (ISR) is displayed), minimum lateral obstacle clearance is 5 NM.

c. ADS-B. Apply paragraph 11-1-1.b, except not authorized for conducting ASR approaches.

Section 11-2. Radar Approaches

11-2-1. General. Both ASR and PAR approach procedures may be established where the applicable Order 8200.1, U.S. Standard Flight Inspection Manual, coverage, and alignment tolerances are met. ASR approaches may be established when the final segment is adapted for Single Sensor operations and the radar antenna is not more than 20 NM from:

a. The LTP when the procedure is designed to meet straight-in alignment.

b. The ARP when the procedure is designed to meet circling-only alignment.

11-2-2. Feeder Routes and Initial Approach Segments.

a. Feeder and initial segments do not need to be established when navigation guidance and obstacle clearance are provided by ATC radar vectors during the transition from the en route to the terminal phase of flight.

b. Feeder/Initial segments based on routes (Military Only). When operationally required, establish feeder routes and/or initial segments based on conventional navigation, RNAV, or radar routes.

(1) Conventional/RNAV Feeder/Initial. Develop in accordance with chapter 2 or Order 8260.58 as appropriate.

(2) Radar Feeder/Initial. The route/segment begins at an established fix that permits positive radar identification and ends at the appropriate termination fix for the segment. Display the course centerline on a radar video map as a “special use” track per Order 7210.3, Facility Operation and Administration, chapter 3, section 7.

(a) Alignment. Design feeder/initial and initial/initial segment intersections with the smallest amount of course change necessary for the procedure. The maximum allowable course change between segments is 90 degrees.

(b) Area. The OEA begins at the applicable radar fix displacement prior to the route/segment start fix and extends to the segment termination fix. Primary area half-width is equal to the minimum lateral clearance applicable to the radar configuration/adaptation (see paragraph 11-1-1.b) from course centerline. There is no secondary area. The area has no specified maximum or minimum length; however, the segment must be long enough to permit the required altitude loss without exceeding the maximum authorized descent gradient.

Note: When the minimum lateral clearance changes within a segment, the OEA half-width also changes without the need to “splay” or “taper.” For example, when transitioning from a Multi-sensor to Single Sensor configuration, the lateral clearance changes from 5 NM to 3 NM. Likewise lateral clearance changes from 5 NM to 3 NM when the distance to the sensor reduces to less than 40 NM and the configuration qualifies for 3 NM clearance at that point (see paragraph 11-1-1.b(1) and Order JO 7110.65 paragraph 5-5-4).

(c) Obstacle clearance. Apply the chapter 2 standard applicable to the segment.

(d) Descent gradient. Apply the chapter 2 standard applicable to the segment.

(e) Altitude selection. Apply the chapter 2 standard applicable to the segment. Do not publish fix altitudes higher than the minimum required for obstacle clearance or airspace to achieve an "*optimum*" descent gradient.

11-2-3. Intermediate Approach Segment. Establish an intermediate segment when necessary (for example, ATC radar vectors not available or MVA too high to support desired PFAF altitude). The intermediate segment begins at the intermediate fix and extends to the PFAF. When there is a preceding conventional/RNAV route segment, the applicable conventional/RNAV intermediate segment standards apply, except as specified in paragraph 11-2-3.b(2).

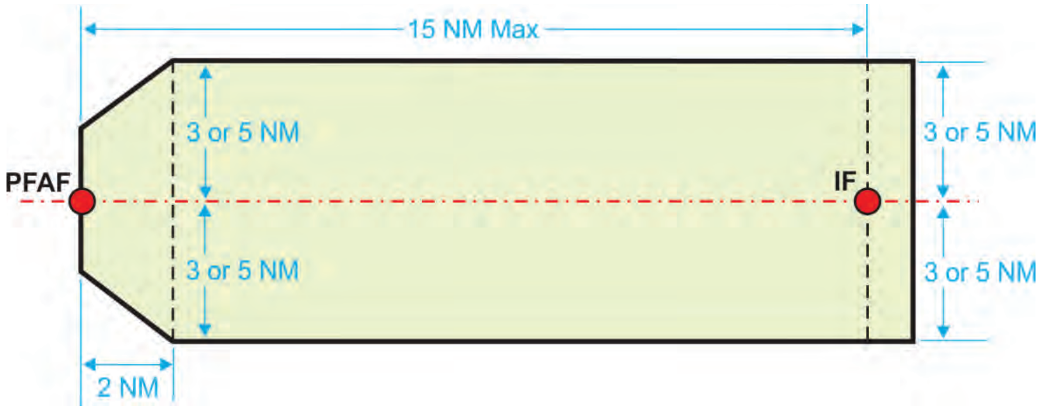
a. Alignment. The intermediate course is an extension of the final approach course (no course change permitted at the PFAF).

b. Area.

(1) Radar intermediate. When radar is used for course guidance (route or vector), the OEA begins at the applicable radar fix displacement prior to the IF and extends to the PFAF. Primary area half-width is equal to the minimum lateral clearance applicable to the radar configuration/adaptation (see paragraph 11-1-1.b) until reaching a point 2 NM prior to the PFAF, then tapers to the width of the ASR/PAR/PAR without glide slope final approach segment (FAS) primary OEA width abeam the PFAF (see paragraphs 10-2-1, 11-2-4, and 11-2-5) (USN NA). There are no intermediate secondary areas (see figure 11-2-1).

Note: When the minimum lateral clearance changes within a segment (for example, when transitioning from a multi- to single-sensor configuration, or at the applicable distance for a single sensor configuration), the OEA half-width also changes without the need to "splay" or "taper."

Figure 11-2-1. Intermediate Segment Area



(2) Non-radar intermediate. When conventional/RNAV navigation is used for course guidance, apply the intermediate OEA criteria from the applicable 8260-series order with the following exceptions:

(a) Connection to PAR final. Connect the outer edges of the intermediate primary area abeam the IF to the outer edges of the precision “X” OCS and the intermediate secondary area to the precision “Y” OCS abeam the PFAF.

(b) Connection to ASR final. Connect the outer edges of the intermediate primary and secondary areas abeam the IF to the outer edge of the ASR area abeam the PFAF.

c. Length. The intermediate segment length is normally 6 NM. The minimum length varies based on course guidance but must always accommodate the required altitude loss. The maximum length is 15 NM. For conventional/RNAV and radar route course guidance, apply paragraph 2-5-3.b(1) for ASR approaches and paragraph 10-1-3.b for PAR approaches. Radar intermediate segments may not be less than 2 NM.

d. Obstacle clearance. The minimum ROC is 500 feet. Apply paragraph 3-2-2 adjustments. For conventional/RNAV course guidance, apply secondary area ROC criteria from the applicable 8260-series directive.

e. Descent gradient. Apply paragraph 2-5-3.d.

11-2-4. PAR Final Approach Segment.

a. Inoperative/unused components. Failure of the azimuth component renders the entire PAR system inoperative. When the elevation component (glidepath) fails or is not used (for example, to support pilot or controller training) the PAR azimuth may be used to provide an ASR approach. A stand-alone PAR azimuth without glide slope procedure is not required when ASR minimums are established to the same runway and used during the approach, the missed approach instructions are the same, and the ASR missed approach point is identifiable on the PAR scope. Alternatively, a separate PAR azimuth without glide slope procedure may be established when required and/or operationally advantageous. Evaluate using the localizer area and obstacle clearance requirements specified in chapter 8. NPA visibility minimums are established according to section 3-3 and documented in accordance with applicable directives.

b. General. Apply the final segment general criteria applicable ILS for GPA, TCH, and PFAF.

(1) Use the highest applicable MVA to determine the PFAF to LTP distance when there is no preceding segment.

(2) ILS HAT and DA standards apply (to include paragraph 3-2-2), except the minimum HAT may be 100 feet for DoD-only approaches when the OCS is clear. Adjusting TCH to reduce/eliminate OCS penetrations is not applicable to PAR FAS evaluations.

c. OEA/OCS. Apply the ILS FAS criteria for alignment, OCS slope, width, height, and OEA/OCS evaluation except the OEA extends to the PFAF (no radar fix tolerance applied).

Also, where the PFAF must be located more than 50200 feet from the RWT coordinates, the OEA continues to splay to the PFAF or until reaching the minimum lateral clearance applicable to the radar configuration (see paragraph 11-1-1.b).

11-2-5. ASR FAS. Use the highest applicable MVA to determine the PFAF location when there is no preceding segment.

a. General. Apply the current non-vertically guided final segment general criteria.

b. Alignment. Align the FAC with the extended runway centerline for a straight-in approach, or to the ARP for a circling approach. When an operational advantage can be achieved, the FAC for circling approaches may be aligned to pass through any portion of the usable landing surface.

c. Area. The final approach begins at the applicable radar fix displacement prior to the PFAF and ends at the FEP or the appropriate radar fix displacement beyond the MAP, whichever is encountered last. Determine the primary area half-width (½W_p) using formula 11-2-1. When the distance of any point on FAC centerline is greater than 20 NM, the primary area ½W_p is 3 NM. Connect the width calculated at the PFAF to the width calculated at the FEP (straight line connection). The width at the early or late fix displacement points is equal to the width at the PFAF and FEP (see figure 11-2-2).

Formula 11-2-1. Final Area Half-Width at PFAF and RWT/FEP

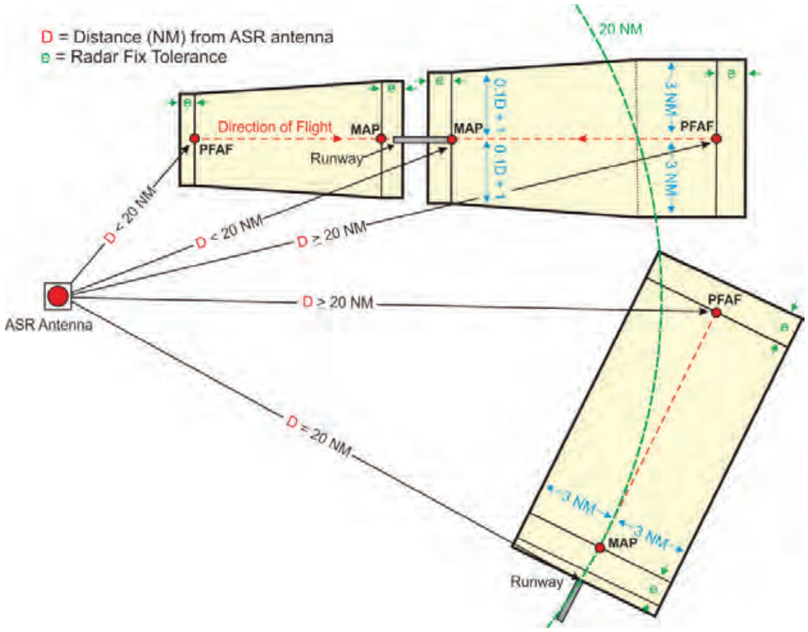
$$\frac{1}{2}W_P = 0.1 \times D + 1$$

Where:

D = Distance, FAC point to Antenna (NM)

Note: ½ W_P = 3 NM where D > 20 NM

Figure 11-2-2. ASR Final Approach Segment



d. Length. The segment must provide sufficient length to accommodate required altitude loss. The minimum length is 3 NM and maximum length is 10 NM.

e. Obstacle clearance. The minimum ROC is 250 feet. Apply paragraph 3-2-2 adjustments.

f. Vertical Descent Angle (VDA). Apply paragraphs 2-6-2 and 2-6-4 criteria, except do not publish the VDA.

g. Recommended altitudes (RecAlt). Determine recommended altitudes at each mile on final approach for ATC use. RecAlt values below the MDA are not issued. Round recommended altitudes to the nearest 20-foot increment. Determine RecAlt values using formula 11-2-2.

Formula 11-2-2. Recommended Altitudes (RecAlt)

$$RecAlt = A - DG$$

Where:
A = PFAF altitude or last RecAlt (unrounded)
DG = (1852/0.3048) x tan(VDA calculated per paragraph 2-6-4)

Example:

PFAF altitude = 2000 ft MDA = 660 ft, VDA = 3.00 (318.436/NM)
6 NM (PFAF) = 2000 ft
5 NM recommended altitude: 2000 - 318.436 = 1681.564 (1680)
4 NM recommended altitude: 1681.564 - 318.436 = 1363.128 (1360)
3 NM recommended altitude: 1363.128 - 318.436 = 1044.692 (1040)

2 NM recommended altitude: 1044.692 - 318.436 = 726.256 (720)
1 NM recommended altitude: 726.256 - 318.436 = 407.82 (Not issued)

Note: RecAlt with Stepdown Fix above the VDA. When the minimum altitude at a stepdown fix is above the vertical path of the VDA, calculate RecAlt using the appropriate VDA for each sub-segment (VDA from PFAF to stepdown altitude prior to stepdown fix, and VDA from stepdown altitude to TCH after the stepdown fix).

Example:

PFAF altitude = 3300 ft, MDA = 1400 ft, VDA PFAF to stepdown fix = 3.00 (318.436/NM), VDA at 4 NM SDF to TCH = 3.39° (359.924/NM)
6 NM (PFAF) = 3300
5 NM recommended altitude: 3300 - 318.436 = 2981.564 (2980)
4 NM recommended altitude: 2981.564 - 318.436 = 2663.128 (2660)
3 NM recommended altitude: 2663.128 - 359.924 = 2303.204 (2300)
2 NM recommended altitude: 2303.204 - 359.924 = 1943.280 (1940)
1 NM recommended altitude: 1943.280 - 359.924 = 1583.356 (1580)

11-2-6. Missed Approach Segment.

a. PAR. Apply the CAT I ILS missed approach criteria to approaches with HAT values greater than or equal to 200 feet. Apply the CAT II ILS missed approach criteria for approaches with HAT values lower than 200 feet.

b. ASR. Apply section 2-8 missed approach criteria. The MAP is located on the final approach course not farther from the PFAF than the FEP.

Section 11-3. Minimum Vectoring Altitude Charts

11-3-1. Minimum Vectoring Altitude Chart (MVAC). An MVAC is used by air traffic facilities when providing terminal service. An MVAC may be developed by En Route facilities in selected areas where the MIA chart does not meet operational needs. An MVAC specifies the lowest MSL altitude at or above the floor of controlled airspace that provides at least the minimum ROC over obstacles. The MVAC may be used in lieu of feeder, initial, and intermediate approach segment(s) for radar approaches (see Orders JO 7210.3 or 7210.37, En Route Minimum IFR Altitude (MIA) Sector Charts).

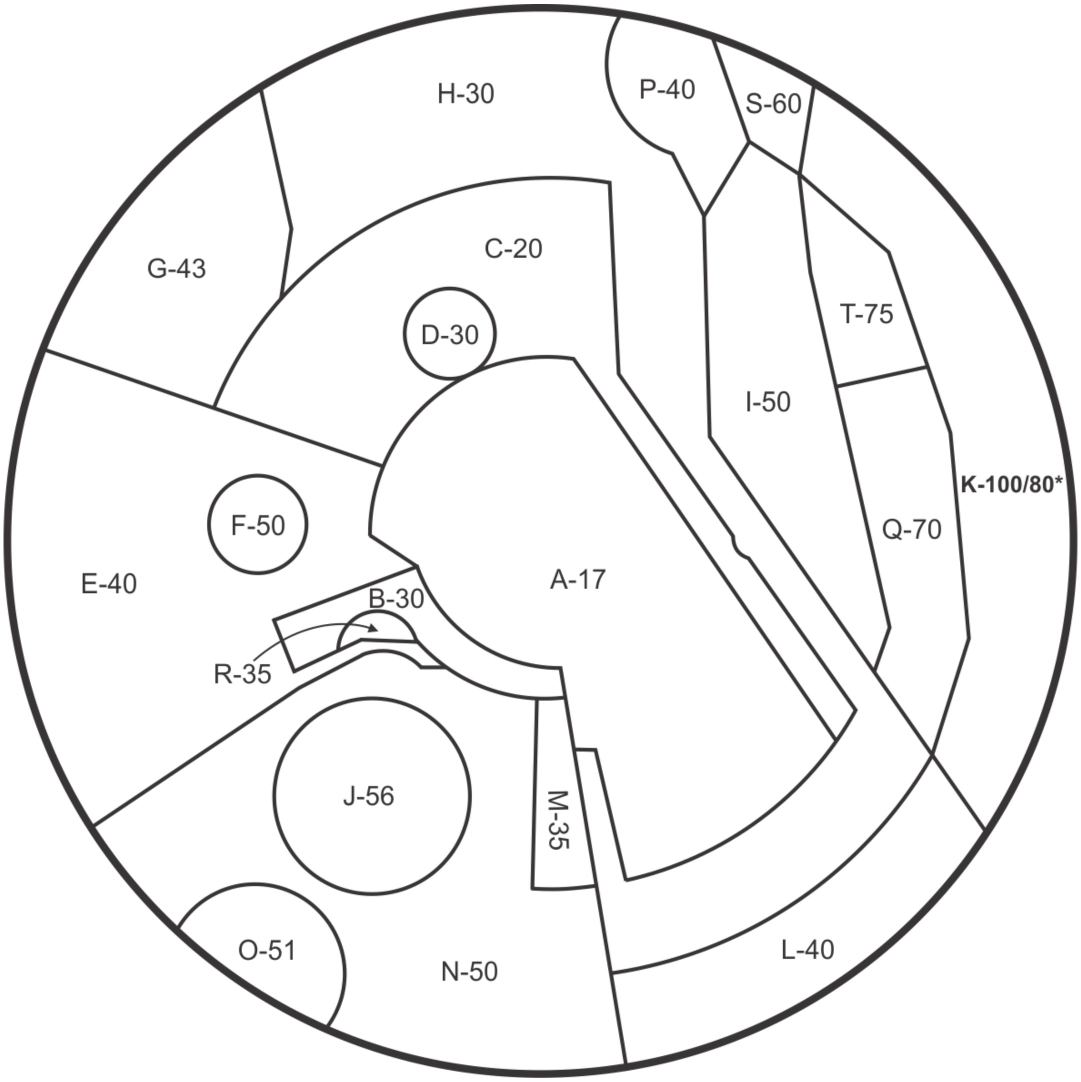
a. General. Apply current Order JO 7210.3 criteria (or applicable military directive) to determine when an MVAC is required, the range/coverage of the chart(s) and the lateral obstacle clearance applicable to the chart and/or specific sectors. When the area of responsibility is beyond the radar system limits but a vectoring chart is still operationally necessary, apply Order JO 7210.37 for the non-radar area.

b. Apply the vertical and horizontal obstacle accuracy standards in Order 8260.19.

c. FUSION-based MVACs must be developed to provide both 3-NM separation minima or more and 5-NM separation minima or more from obstacles. The MVAC(s) must depict obstacle clearances outward to the lateral limits of the associated approach control airspace and an appropriate buffer outside the lateral approach control airspace boundaries.

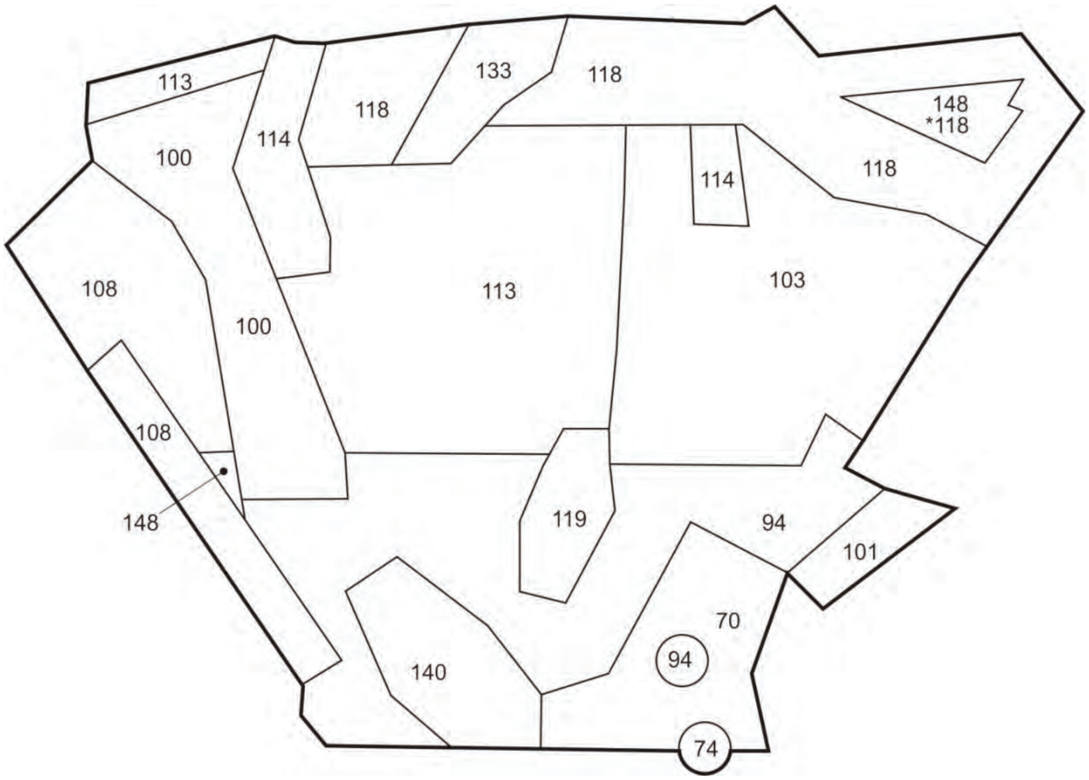
d. Single sensor configuration or FUSION adaptation. Center the MVAC on the radar sensor or designated point of tangency for FUSION MVA Charts. Define sector boundaries by bearings, point-to-point lines, arcs, and/or circles relative to a specified point or points; such as a radar antenna, NAVAID, fix, latitude/longitude coordinate, etc (see figure 11-3-1).

Figure 11-3-1. MVAC for Single Sensor Configuration or FUSION Adaptation



e. Multi-sensor configuration. Sector boundaries may be defined by any combination of bearings, point-to-point lines, arcs, and/or circles relative to a specified point or points, such as a radar antenna, NAVAID, fix, latitude/longitude coordinate, etc (see figure 11-3-2).

Figure 11-3-2. MVAC for Multi-Sensor Configuration



11-3-2. Sectors. The MVAC may be subdivided into sectors to gain relief from obstacles. There is no prescribed limit on the size, shape, or orientation of MVAC sectors. Where small contiguous sectors with different altitudes do not serve an operational need, consider combining them.

a. OEA. Adjacent sectors share common boundaries; however, each sector OEA is stand-alone and evaluated separately. The sector OEA includes the volume of airspace contained within its defined boundaries. Except for isolation areas (see paragraph 11-3-2.b), each sector includes a buffer equal to the minimum required lateral clearance for the applicable radar configuration/adaptation.

(1) Single sensor configuration. An OEA buffer expands outward at least 3 NM from those portions of the boundary within 40 NM of the radar antenna and at least 5 NM outward from those portions of the boundary equal to or greater than 40 NM from the radar antenna. When a contiguous sector crosses 40 NM from the radar antenna, the sector is effectively divided into sub-sectors at the 40 NM arc and normal OEA/buffers applied to each, except buffers expanding INTO the sector may be truncated at the boundary. The highest altitude from each sub-sector applies (see figure 11-3-3 and figure 11-3-4).

Note: For full time reinforced MSSR systems use 60 NM instead of 40 NM in all instances within the above paragraph.

Figure 11-3-3. Sector Buffer Areas (Single Sensor, w/out reinforced MSSR)

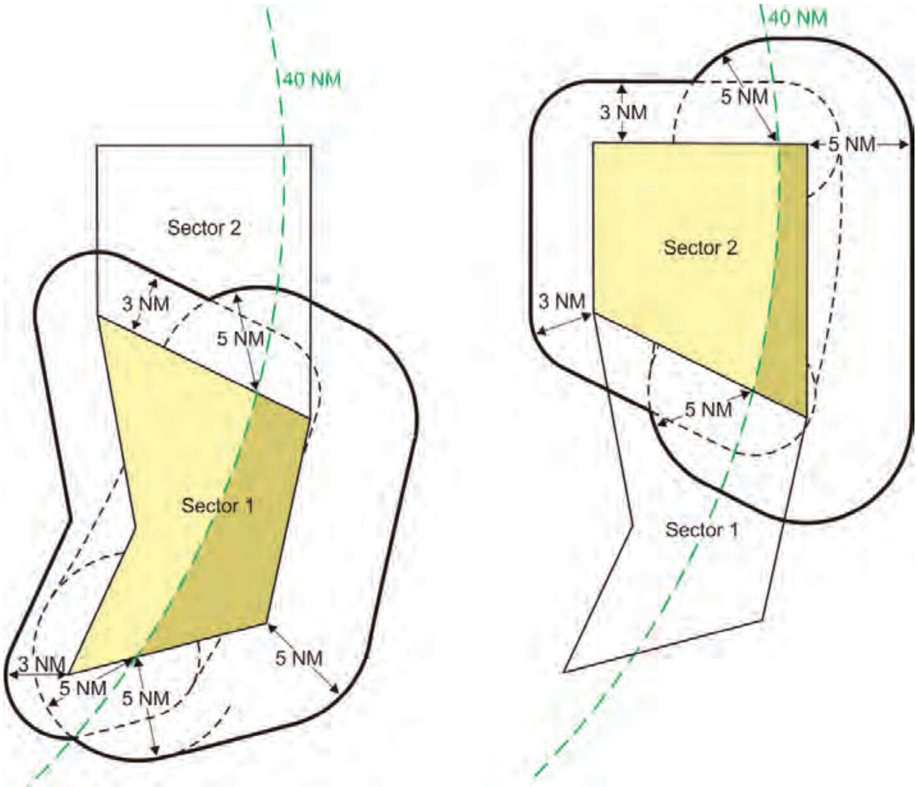
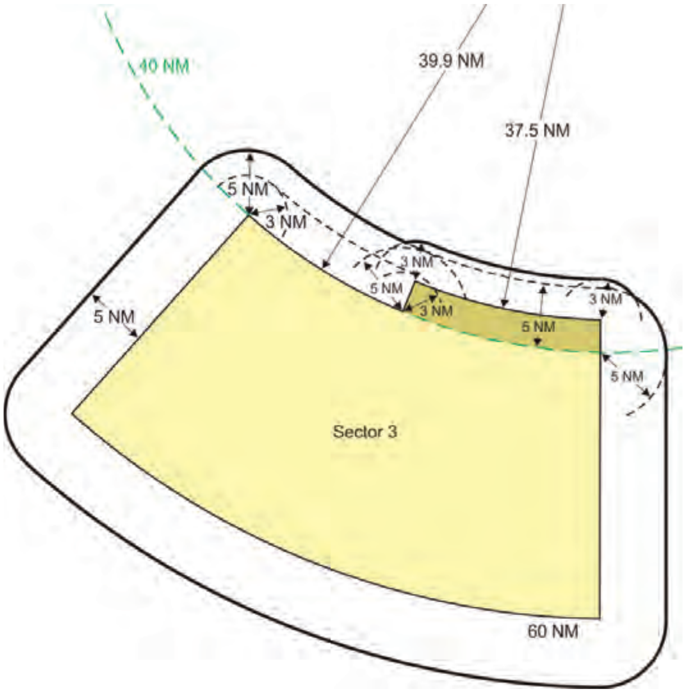
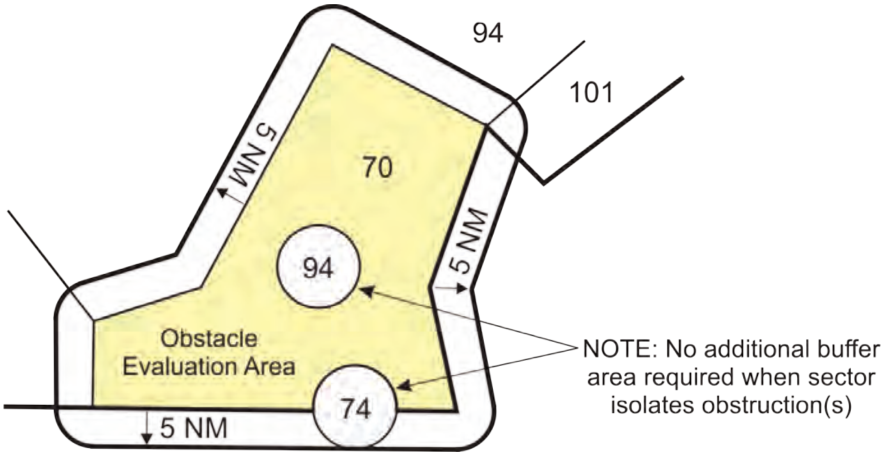


Figure 11-3-4. Buffer Area, Contiguous Sector crossing 40 NM.
(Single Sensor, w/out reinforced MSSR)



(2) Multi-sensor configuration. The OEA includes a buffer extending at least 5 NM outward from the boundary, regardless of distance to radar antenna or MVAC center (see figure 11-3-5).

Figure 11-3-5. Multi-Sensor Buffer Areas

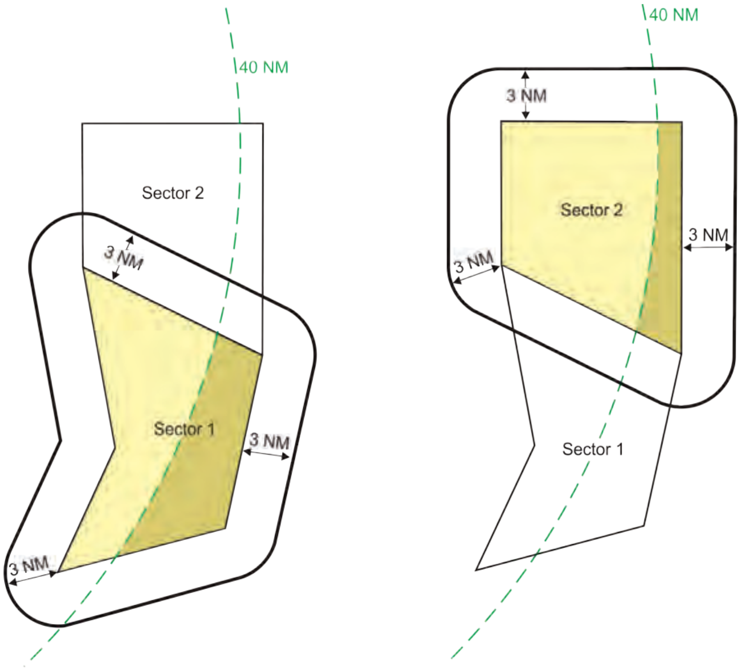


NOTE: No additional buffer area required when sector isolates obstruction(s)

(3) FUSION adaptation:

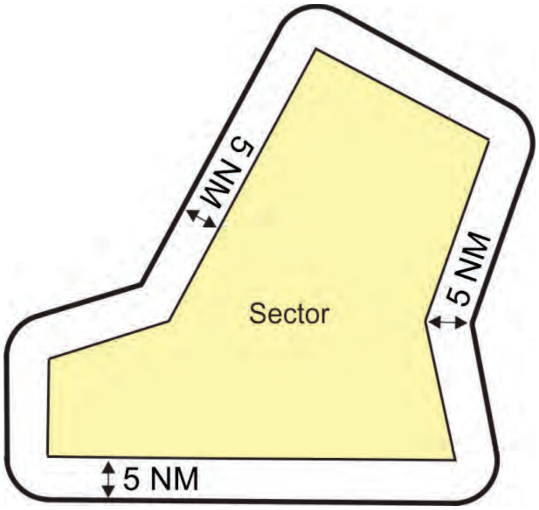
(a) The OEA includes a buffer extending at least 3 NM outward from the boundary, regardless of distance to radar antenna or MVAC center for the 3-NM separation minima chart (see figure 11-3-6).

Figure 11-3-6. Fusion Adaptation Sector Buffer Areas (3 NM Separation Minima Chart)



(b) The OEA includes a buffer extending at least 5 NM outward from the boundary, regardless of distance to radar antenna or MVAC center for the 5-NM minima separation chart (see figure 11-3-7).

Figure 11-3-7. Fusion Adaptation Sector Buffer Areas (5-NM Separation Minima Chart)



b. Isolating obstacles. Any obstacle may be isolated to lower the MVA in one or more standard sectors. The OEA buffers of neighboring sectors still apply in the isolation area, but exclude the specific feature being isolated (all other obstacles must be considered). Truncate an isolation area at the sector boundary when it expands into a sector requiring a higher MVA. The dimensions of the isolation area otherwise depend on the feature type and whether single sensor configuration, multi-sensor configuration, or a FUSION adaptation applies.

(1) Point feature (antennas, towers, high-rise buildings, etc). The isolation area is based on a radius centered on the feature that provides at least the minimum lateral clearance applicable to the radar configuration/adaptation (see paragraph 11-1-1.b). Apply Order 8260.19 section 2-11, Obstacle Data. Isolation areas for multiple point features (such as antenna or wind farms, etc) may be combined; however the minimum required lateral clearance must be provided from each feature and the MVA must equal the highest required for any individual feature.

(a) Single sensor configuration. The isolation area boundary is a 3-NM radius when the feature is 35 NM or less from the radar antenna, and a 5-NM radius when the feature is more than 35 NM from the radar antenna (see figure 11-3-8). When operationally advantageous, the boundary may be reduced to less than 5 NM for those portions of the isolation area within 40 NM from the antenna, but not less than the minimum required lateral clearance (see figure 11-3-9).

Note: For full time reinforced MSSR systems use a 3-NM radius when the feature is 55 NM or less from antenna (instead of 35 NM). Boundaries may also be reduced to less than 5 NM for those portions of an isolation area within 60 NM of these system antennas (instead of 40 NM).

Figure 11-3-8. Isolation Area, Point Feature

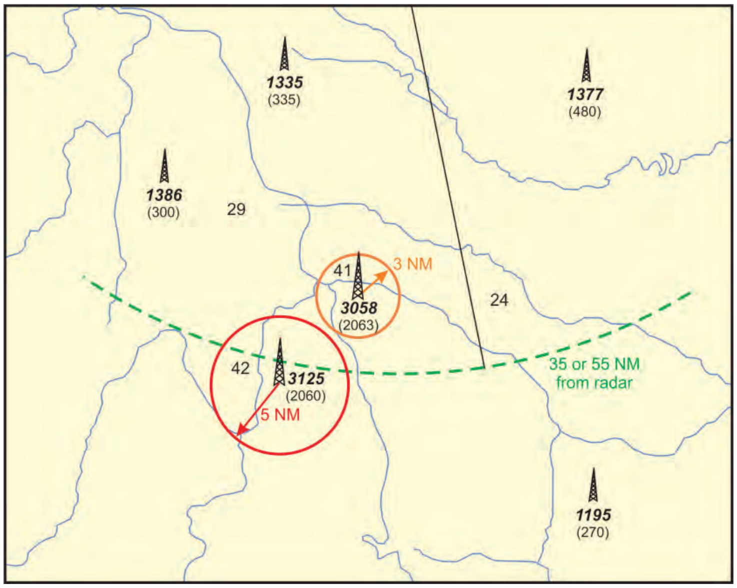
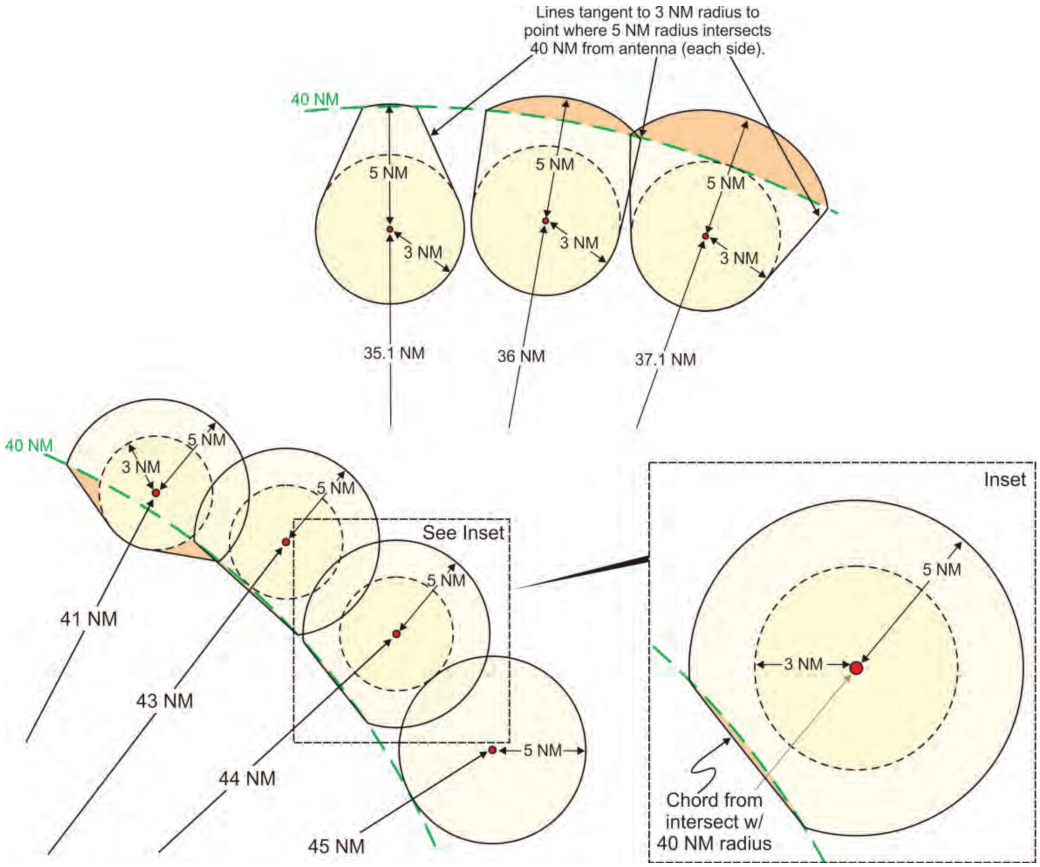


Figure 11-3-9. Isolation Area, Point Feature, Example construction > 35 NM from Radar (Single Sensor, w/out reinforced MSSR)



(b) Multi-sensor configuration. Isolation area boundary is a 5 NM radius, regardless of distance from radar antenna.

(c) FUSION adaptation.

1. The isolation area boundary is a 3-NM radius, regardless of distance from radar antenna for the 3-NM minima separation chart (see figure 11-3-6).

2. The isolation area boundary is a 5-NM radius, regardless of distance from radar antenna for the 5-NM minima separation chart (see figure 11-3-7).

(2) Zone feature (for example, distinct terrain, topographical contours, etc.). When determining the sector boundary, first define the dimensions of the feature to be isolated (for example, mountain from 4700-foot contour and above).

(a) Single sensor configuration. Establish the isolation area boundary 3 NM from the feature for points 35 NM or less from the radar antenna and 5 NM from the feature for points more than 35 NM from the radar antenna. When operationally advantageous, the boundary may be reduced to less than 5 NM for those portions of the isolation area within 40 NM from the antenna, but not less than the minimum required lateral clearance (see figure 11-3-10 and figure 11-3-11).

Figure 11-3-10. Isolation Area, Zone Feature > 35 NM from Radar (Single Sensor, w/out reinforced MSSR)

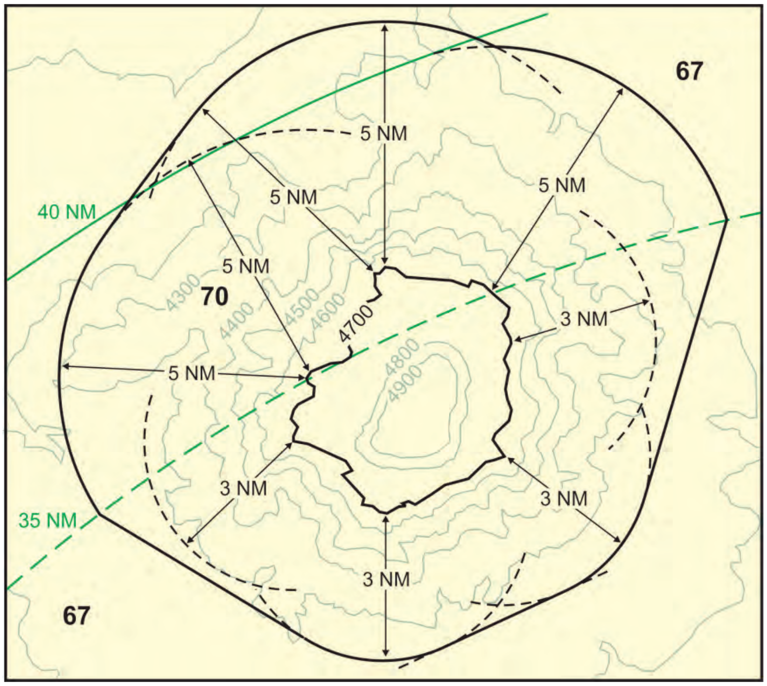
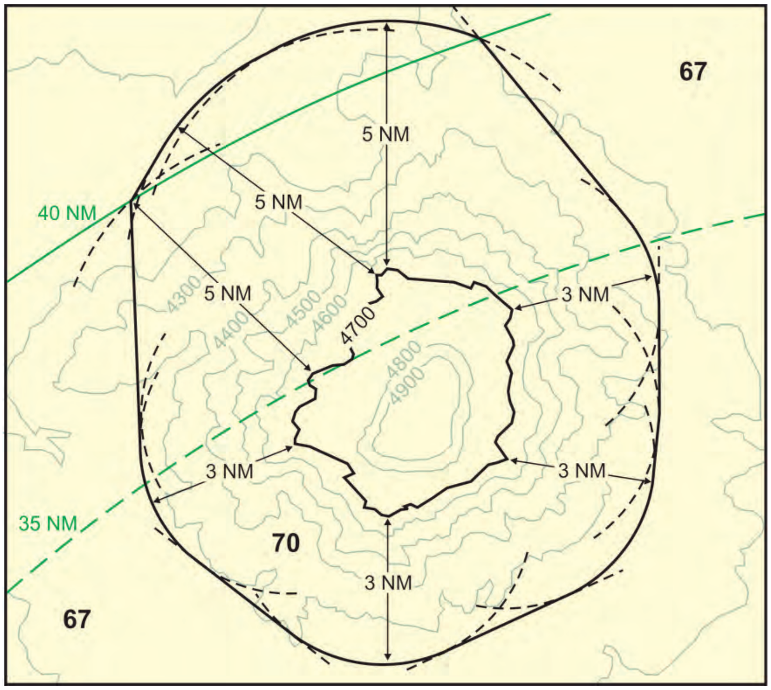


Figure 11-3-11. Isolation Area, Zone Feature, Example construction > 35 NM from Radar (Single Sensor, w/out reinforced MSSR)



(b) Multi-sensor configuration. Isolation area boundary is 5 NM from the feature, regardless of distance from radar antenna.

(c) FUSION adaptation.

1. The isolation area boundary is a 3-NM radius from the feature, regardless of distance from radar antenna for the 3-NM minima separation chart.

2. The isolation area boundary is a 5-NM radius from the feature, regardless of distance from radar antenna for the 5-NM minima separation chart.

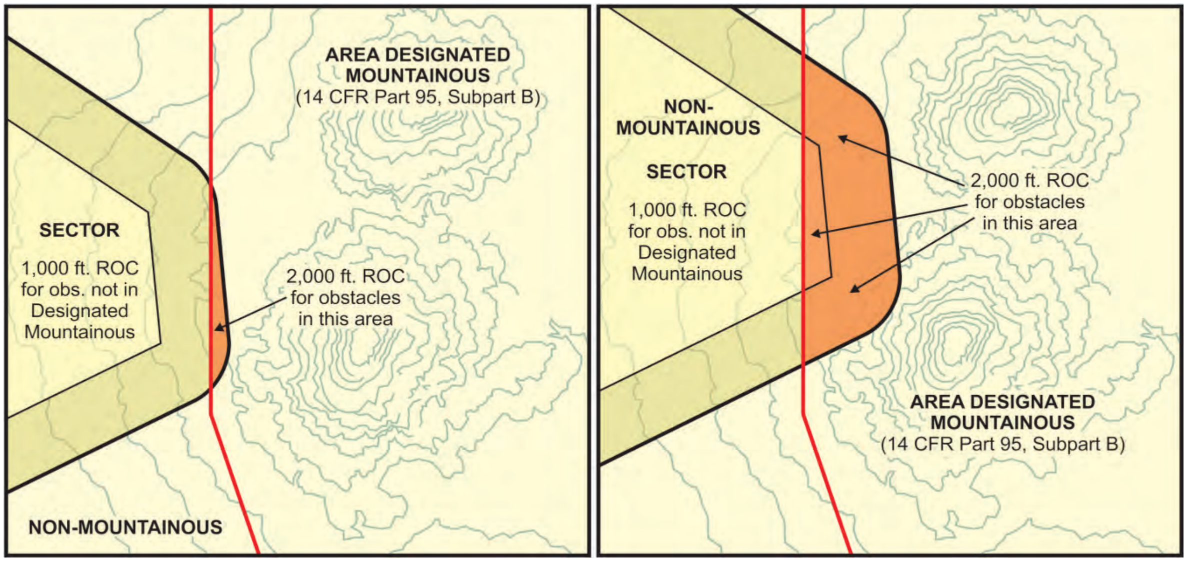
11-3-3. Obstacle Clearance. ROC depends on the relationship of the obstacle to those areas designated mountainous per 14 CFR Part 95 Subpart B.

a. Non-mountainous areas. The minimum ROC is 1000 feet.

b. Mountainous areas. The minimum ROC is 2000 feet unless a reduction has been requested, approved, and documented in accordance with current Order JO 7210.3. ROC must not be reduced to less than 1000 feet.

c. When a sector/buffer/isolation area overlies both non-mountainous and mountainous terrain, consider revising sector boundaries. Otherwise, apply the appropriate ROC based on the location of the obstacle (see figure 11-3-12).

Figure 11-3-12. Sector/Buffer Overlying Both Mountainous and Non-Mountainous Areas



11-3-4. Adverse Assumption Obstacle (AAO) considerations. Apply AAO to terrain except those areas around primary/satellite airports exempted by Order 8260.19 and/or when applying 2000 feet of unreduced ROC.

11-3-5. Airspace. Establish sector altitudes (to include isolation areas) that provide at least a 300-foot buffer above the floor of controlled airspace. When operationally required, altitudes may be reduced not lower than the floor of controlled airspace. When consideration of floor of controlled airspace results in an exceptionally high altitude; such as in areas where the floor of controlled airspace is 14500 MSL and operationally required to vector aircraft in underlying Class G (uncontrolled) airspace, two sector altitudes may be established. The first must be based on obstacle clearance and the floor of controlled airspace. A second lower altitude that provides obstacle clearance only may be established. The obstacle clearance only altitude must be uniquely identified [by an asterisk (*) for example]. Do not consider sector buffer areas for controlled airspace evaluations.

11-3-6. Altitude Selection. Specify sector altitudes (to include isolation areas) in the 100-foot increment that provides ROC over all obstacles within the OEA.

a. Sector altitudes may be rounded to the nearest 100-foot increment over AAO obstacles when operationally required.

b. For non-AAO obstacles, sector altitudes may be rounded to the nearest 100-foot increment where the entire sector (excluding buffer) or isolation area is;

(1) In the contiguous United States (not authorized in Alaska, Hawaii, or any other territory or possession).

(2) Documented to be within 65 NM of an altimeter setting source which is issued by ATC in accordance with Order JO 7110.65 chapter 2, section 7 and either;

(a) Outside of any area designated mountainous by 14 CFR Part 95, or;

(b) In an area designated mountainous where ROC is not reduced, or;

(c) In an area designated mountainous where for this purpose the terrain is considered not to be precipitous (no significant elevation changes greater than 1500 feet) and at least 951 feet ROC is provided or;

(d) In an area designated mountainous where rounding provides ROC in accordance with table 11-3-1. Interpolation of this table permitted.

Table 11-3-1. Minimum Obstacle Clearance (feet)
Based on ACT/distance from Altimeter Source

ACT (°C/°F)	DISTANCE ≤ 65 NM
-40/-40	1851
-30/-22	1651
-20/-4	1451
-10/14	1251
0/32	1051
2/36	1051*
7/45	951

* 951 within 35 NM

Example: The ACT is determined to be -30 degrees C. The controlling obstacle is a 2549 MSL tower, and ROC is reduced to 1800 feet. The minimum sector altitude may be rounded to 4300 feet since it provides at least 1651-foot clearance.

Chapter 12. Helicopter Procedures

Section 12-1. Administrative

12-1-1. General. This chapter contains criteria for application to “helicopter only” procedures. These criteria are based on the premise that helicopters are classified CAT A and are capable of special maneuvering characteristics. The intent; therefore, is to provide relief from those portions of chapters within this order that are more restrictive than the criteria specified herein. However, any criteria contained elsewhere in other chapters of this document may be applied to helicopter only procedures when an operational advantage may be gained.

a. Identification of inapplicable criteria. Criteria contained elsewhere in this document normally apply to helicopter procedures. Where this chapter changes such criteria, the changed material is identified. Circling approach and high altitude teardrop turn criteria do not apply to helicopter procedures.

b. Use of existing facilities. Helicopter only procedures based on existing facilities may be developed using criteria contained in this chapter.

12-1-2. Type of Procedure. Helicopter only procedures are designed to meet low altitude straight-in requirements only.

12-1-3. Facilities for which Criteria are not Provided. This chapter does not include criteria for procedures predicated on ARA or MMLS. Refer to Order 8260.42, United States Standard for Helicopter Area Navigation (RNAV), for helicopter procedures predicated on RNAV.

12-1-4. Procedure Identification. Identify helicopter-only procedures using the term “COPTER,” the type of facility or system providing final approach course guidance, and:

a. For approaches to runways. The abbreviation "RWY,” and the runway number; for example, COPTER ILS or LOC RWY 17; COPTER VOR RWY 31.

b. For approaches to heliports and a Point-in-Space (PinS). The magnetic final approach course value and degree symbol; for example, COPTER ILS or LOC 014°; COPTER TACAN 097°, COPTER RNAV (GPS) 010°.

c. For approaches based on an arc final. The word "ARC" will be used, and will be followed by a sequential number; for example, COPTER VOR/DME ARC 1.

d. For separate procedures at the same location using the same type of facility and same final approach course. Add an alpha suffix starting in reverse alphabetical order; COPTER ILS or LOC Z RWY 28L (first procedure), COPTER ILS or LOC Y RWY 28L (second procedure), COPTER ILS or LOC X RWY 28L (third procedure), etc.

Section 12-2. General Criteria

12-2-1. Application. These criteria are based on the unique maneuvering capability of the helicopter at airspeeds not exceeding 90 knots.

12-2-2. PinS Approach. Where the center of the landing area is not within 2600 feet of the MAP, an approach procedure to a PinS may be developed using any of the facilities for which criteria are provided in this chapter. In such procedures the PinS and the MAP are identical and upon arrival at this point, helicopters must proceed under visual flight rules (or special VFR in a Class B, C, D, or E surface area) to a landing area or conduct the specified missed approach procedure. The published procedure must be noted to this effect and also should identify available landing areas in the vicinity by noting the course and distance from the MAP to each selected landing area. PinS approach procedures will not contain alternate minima.

12-2-3. Approach Categories. When helicopters use instrument flight procedures designed for fixed-wing aircraft, CAT “A” approach minima apply regardless of helicopter weight.

12-2-4. Procedure Construction. Apply paragraph 2-1-8 except for the reference to circling.

12-2-5. Descent Gradient/Vertical Descent Angle. The descent gradient/VDA criteria specified in other chapters of this order do not apply. The optimum descent gradient in all segments of helicopter approach procedures is 400 ft/NM. Where a higher descent gradient is necessary, the recommended maximum is 600 ft/NM. However, where an operational requirement exists, a gradient of as much as 800 ft/NM may be authorized, provided the gradient used is depicted on approach charts (see special procedure turn criteria in paragraph 12-2-7).

12-2-6. Initial Approach Segments Based on Straight Courses and Arcs with Positive Course Guidance. Apply paragraph 2-4-3 except as follows:

a. Alignment.

(1) Courses. The 2-NM lead radial specified in paragraph 2-4-3.a(1) is reduced to 1 NM.

(2) Arcs. The minimum arc radius specified in paragraph 2-4-3.a(2) is reduced to 4 NM. The 2-NM lead radial may be reduced to 1 NM.

12-2-7. Initial Approach Based on Procedure Turn. Apply paragraph 2-4-5, except for all of paragraph 2-4-5.d. Within paragraph 2-4-5.e(1), 300 feet is changed to 600 feet.

a. Area. Since helicopters operate at CAT A speeds the 5 NM-procedure turn will normally be used (see figure 12-2-1). However, the larger 10 NM and 15 NM areas may be used if considered necessary.

b. Descent gradient. Because the actual length of the track will vary with environmental conditions and pilot technique, it is not practical to specify a descent gradient solely in feet per NM for the procedure turn. Instead, the descent gradient is controlled by requiring the procedure turn completion altitude to be as close as possible to the PFAF altitude. The difference between the procedure turn completion altitude and the altitude over the PFAF must not be greater than those shown in table 12-2-1.

Figure 12-2-1. Helicopter Procedure Turn Area

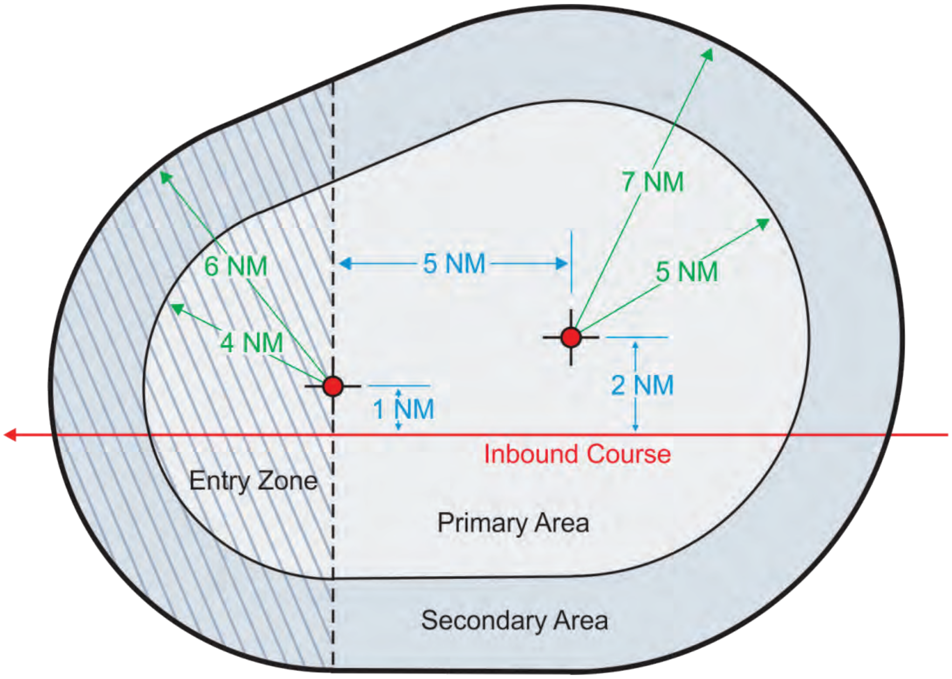


Table 12-2-1. Procedure Turn Completion Altitude Difference

Type Procedure Turn	Altitude Difference
15 NM PT from PFAF	Within 6000 ft of alt over PFAF
10 NM PT from PFAF	Within 4000 ft of alt over PFAF
5 NM PT from PFAF	Within 2000 ft of alt over PFAF
15 NM PT, no PFAF	Not Authorized
10 NM PT, no PFAF	Within 4000 ft of MDA on Final
5 NM PT, no PFAF	Within 2000 ft of MDA on Final

12-2-8. Intermediate Approach Segment Based On Straight Courses. Apply paragraph 2-5-3 except as follows:

a. Alignment. The intermediate course must not differ from the FAC by more than 60 degrees.

b. Length. The optimum length of the intermediate approach segment is 2 NM. The minimum length is 1 NM and the recommended maximum is 5 NM. A distance greater than 5 NM should not be used unless an operational requirement justifies the greater distance. The minimum length specified in table 12-2-2 applies when the angle at which the initial approach course joins the intermediate course exceeds 30 degrees (see figure 2-4-1).

12-2-9. Intermediate Approach Segment Based on an Arc. Apply paragraph 2-5-4 except as follows: Arcs with a radius of less than 4 NM or more than 30 NM from the navigation facility must not be used. The optimum length of the intermediate segment is 2 NM. The minimum length is 1 NM and the recommended maximum is 5 NM. A distance greater than 5 NM should not be used unless an operational requirement justifies the greater distance. The minimum length specified in table 12-2-2 applies when the angle at which the initial approach course joins the intermediate course exceeds 30 degrees (see figure 2-4-1).

Table 12-2-2. Minimum Intermediate Course Length
(Not applicable to PAR and ILS)

Angle (degrees)	Minimum Length (NM)
0 - 30	1.0
> 30 - 60	2.0
> 60 - 90	3.0
> 90 - 120	4.0

Note: This table may be interpolated.

12-2-10. Intermediate Segment within a Procedure Turn Segment. Apply paragraph 2-5-5 except as follows: The normal procedure turn distance is 5 NM from the fix or from the facility. This produces an intermediate segment 5 NM long. The portion of the intermediate segment considered for obstacle clearance will always have the same length as the procedure turn distance. A distance greater than 5 NM should not be used unless an operational requirement justifies the greater distance.

12-2-11. Final Approach. Paragraph 2-6-1 applies except that the word runway is understood to include landing area and the reference to circling approach does not apply. The FAC of a PA procedure must be aligned as indicated in paragraphs 12-9-3 and 12-10-3. FAC alignment for NPA procedures is as follows:

a. Approach to a landing area. The FAC (or its extension) should be aligned so as to pass through the landing area. Where an operational advantage can be achieved, a FAC which does not pass through the landing area may be established, provided such a course lies within 2600 feet of the landing area at the MAP.

b. PINs approach. The FAC should be aligned to provide for the most effective operational use of the procedure consistent with safety.

12-2-12. Missed Approach Point. Apply paragraph 2-8-3 except the specified distance may not be more than the distance from the PFAF to a point not more than 2600 feet from the center of the landing area. The MAP may be located more than 2600 feet from the landing area provided the minimum visibility agrees with the increased distance; for example, if the MAP is 3800 feet from the landing area, then the minimum visibility (NALS) is ¾ SM (see figure 12-5-1). For PinS approaches, the MAP is on the FAC at the end of the final approach area.

12-2-13. Straight Missed Approach Area. Apply paragraph 2-8-4 except that the missed approach area expands uniformly to the width of an en route airway at a point 7.5 NM from the MAP.

12-2-14. Straight Missed Approach Obstacle Clearance. Apply paragraph 2-8-5 except that the slope of the missed approach surface is changed from 40:1 to 20:1; and the secondary area slope is changed from 12:1 to 4:1.

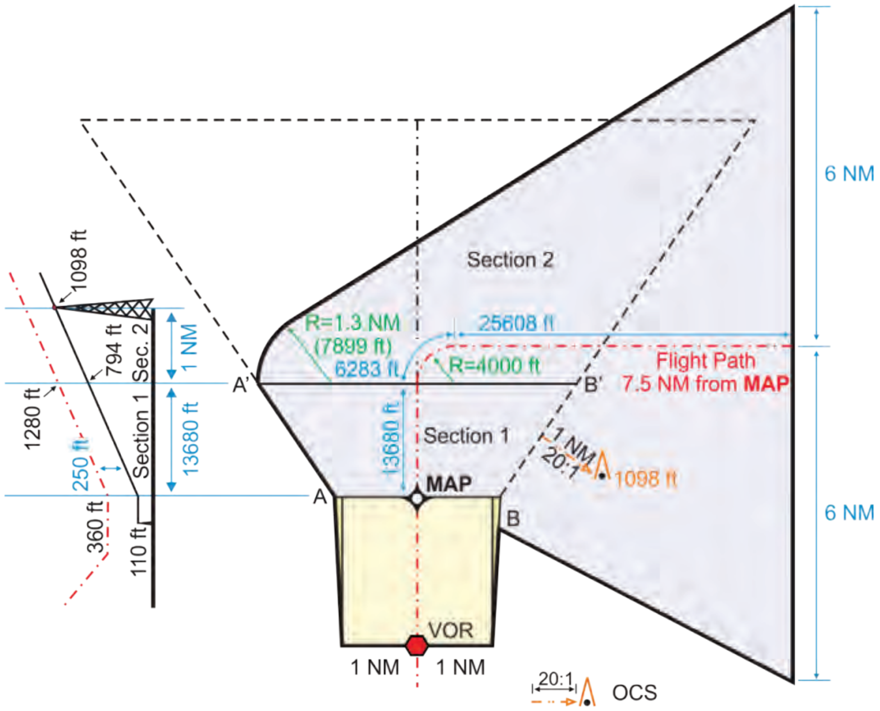
12-2-15. Turning Missed Approach Area. Apply paragraph 2-8-6 except that when applying missed approach criteria shown in figure 2-8-4 thru figure 2-8-9, and table 2-8-1, change all flight path lengths to 7.5 NM, missed approach surface slope to 20:1, secondary slopes to 4:1, obstacle clearance radius (R) to 1.3 NM, and flight path radius (R_1) to 4000 feet (0.66 NM). The area width will expand uniformly to the width of an en route airway.

12-2-16. Turning Missed Approach Obstacle Clearance. All missed approach areas described in paragraph 2-8-7 and depicted in Figure 2-8-10 and Figure 2-8-11 will be adjusted for helicopter operation using the values shown in paragraph 12-2-15. The area width will expand uniformly to the appropriate en route airway width.

12-2-17. Combination Straight and Turning Missed Approach. Apply paragraph 2-8-8 except that the values in paragraph 12-2-15 must be used and point B is relocated to a position abeam the MAP. The area width will expand uniformly to the width of an en route airway (see Figure 12-2-2).

12-2-18. Holding. Apply chapter 17, except within paragraph 17-9-2, when the PFAF is a facility, the inbound holding course must not differ from the final approach course by more than 90 degrees.

Figure 12-2-2. Combination Missed Approach Area



Example:

Given:

1. MDA is 360 feet MSL based on obstacles in the approach area
2. 1098 feet MSL obstacle is 1 NM from the near edge of section 1

Determine:

1. Section 1 length
2. Minimum turn altitude
3. Missed approach instructions

Solution:

1. Section 1 length
   a. $\frac{1\,NM}{20\,feet} = \frac{1852}{20\times0.3048} \approx 304\,ft$
   b. 1098 feet - 304 feet = 794 feet MSL, required section 1 end height
   c. MDA – (ROC + Adjustments) = 110 feet MSL, section 1 start height
   d. 794 feet – 110 feet = 684 feet, required section 1 rise
   e. 684 feet x 20 = 13680 feet, required length of section 1

2. Minimum turn altitude
   a. $\left(\frac{13680}{15.19}\right) + MDA = 1261$
   b. Round to next higher 20-foot increment = 1280 feet MSL

3. Missed approach instructions "Climb to 1280 then turn right direct…"

Section 12-3. Takeoff and Landing Minimums

12-3-1. Application. The minimums specified in this section apply to Helicopter Only procedures.

12-3-2. Altitudes. Apply section 3-2, except do not establish a CMDA for helicopter only procedures.

12-3-3. Visibility. Apply section 3-3, except as follows:

a. Nonprecision approaches.

(1) Approach to runway. The minimum visibility may be ½ the computed straight-in value from table 3-3-3.

(2) Approach to landing area (landing area within 2600 feet of MAP). The minimum visibility required prior to applying credit for lights may not be less than the visibility associated with the HAL, as specified in table 12-3-1. Do not apply paragraph 3-3-2.

b. Precision approaches.

(1) Approach to runway. The minimum visibility may be ½ the computed value specified in table 3-3-1, but not less than ¼ SM/1200 RVR.

(2) Approach to landing area. The minimum visibility authorized prior to applying credit for lights is ½ SM/2400 RVR. Do not apply paragraph 3-3-2.

c. PinS approaches. The minimum visibility prior to applying credit for lights is ¾ SM. If the HAS exceeds 800 feet, the minimum no-lights visibility is 1 SM. No credit for lights will be authorized unless an approved visual lights guidance system is provided (see also paragraph 3-1-2.c(3)). Alternate minimums are not authorized. Do not apply table 12-3-1.

12-3-4. Visibility Credit. Where visibility credit for lighting facilities is allowed for fixed-wing operations, the same type credit should be considered for helicopter operations. The approving authority will grant credit on an individual case basis, until such time as a standard for helicopter approach lighting systems is established. Apply the concepts stated in paragraph 3-1-2.c(2), except heliport markings may be substituted for the runway marking requirements specified therein.

Table 12-3-1. Effect of HAL Height on Visibility Minimums

HAL	250-600 feet	601-800 feet	More than 800 feet
Visibility Minimum (SM)	1/2	3/4	1

12-3-5. Takeoff Minimums. Do not apply section 3-5. Helicopter takeoff minimums will be in accordance with the appropriate FAA/DoD directives.

Section 12-4. On-Airport/Heliport VOR (No PFAF)

12-4-1. General. Do not apply paragraph 4-1-1. Those criteria apply to procedures based on a VOR facility located within 2600 feet of the center of the landing area in which no PFAF is established. These procedures must incorporate a procedure turn.

12-4-2. Initial and Intermediate Segments. Apply criteria contained in section 12-2.

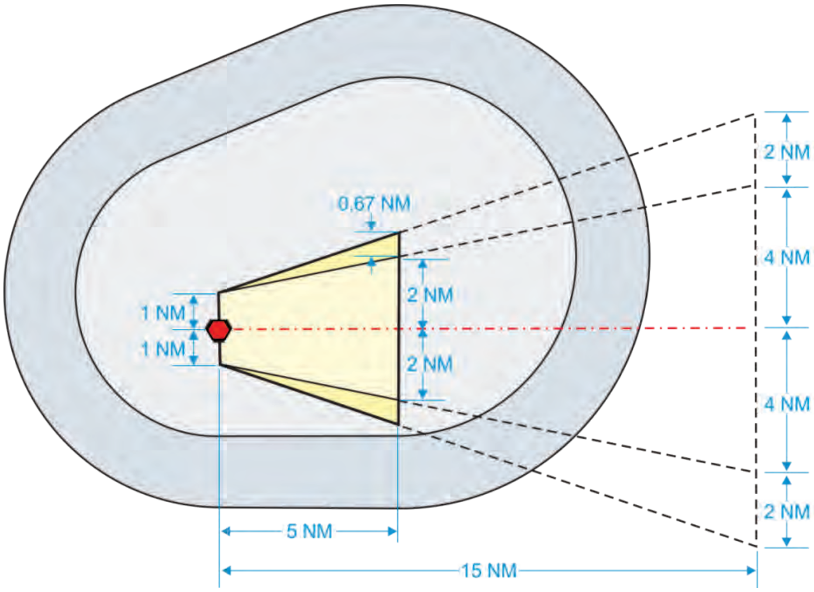
12-4-3. Final Approach Segment. Do not apply paragraph 4-2-4, except as noted below. The final approach begins where the PT intersects the FAC inbound.

a. Alignment. Apply paragraphs 12-2-11.

b. Area. The primary area is longitudinally centered on the final approach course. The minimum length is 5 NM. This may be extended if an operational requirement exists. The primary area is 2 NM wide at the facility and expands uniformly to 4 NM wide at 5 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility and expands uniformly to 0.67 NM on each side of the primary area at 5 NM from the facility (see figure 12-4-1).

c. Obstacle clearance. Apply paragraph 4-2-4.c(1).

Figure 12-4-1. Final Approach Primary and Secondary area On-Airport/Heliport VOR, No PFAF



d. Procedure turn altitude. The procedure turn completion altitude must be in accordance with table 12-2-1.

e. Use of stepdown fix. Apply paragraph 4-2-4.e, except that 4 NM is changed to 2.5 NM.

f. MDA. Apply criteria for determining MDA contained in sections 12-3 and 3-2.

Section 12-5. TACAN, VOR/DME, and VOR with PFAF

12-5-1. Final Approach Segment. Do not apply paragraph 5-2-4, except as noted below.

a. Alignment. Apply paragraph 12-2-11.

b. Area. Apply paragraph 5-2-4.b, except when the PFAF is the facility providing course guidance, the minimum length specified in table 12-5-1 applies.

c. Obstacle clearance. Apply paragraph 5-2-4.c(1).

Table 12-5-1. Minimum Length of Final Approach Segment When PFAF is the Facility

Turn Magnitude Over Facility	0 – 30 Degrees	60 Degrees	90 Degrees
Minimum Length	1.0 NM	2.0 NM	3.0 NM

Note: This table may be interpolated.

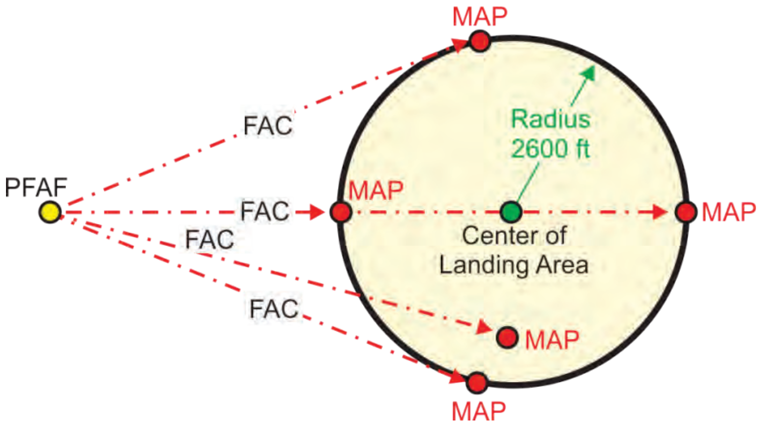
12-5-2. Missed Approach Point. Apply paragraph 5-2-5, except the MAP is a point on the FAC which is not farther than 2600 feet from the center of the landing area (see figure 12-5-1). For PinS approaches the MAP is on the FAC at the end of the final approach area.

12-5-3. Arc Final Approach Segment. Paragraph 5-3-4.b(1) does not apply. The final approach arc should be a continuation of the intermediate arc. It must be specified in NM and tenths thereof.

a. Radius. The minimum arc radius on final approach is 4 NM.

b. Alignment. The final approach arc should be aligned so as to pass through the landing area. Where an operational advantage can be achieved, a final approach arc which does not pass through the landing area may be established provided the arc lies within 2600 feet of the landing area at the MAP.

Figure 12-5-1. Missed Approach Points, Off-Airport/Heliport VOR With PFAF



Section 12-6. On-Airport/Heliport NDB, No PFAF

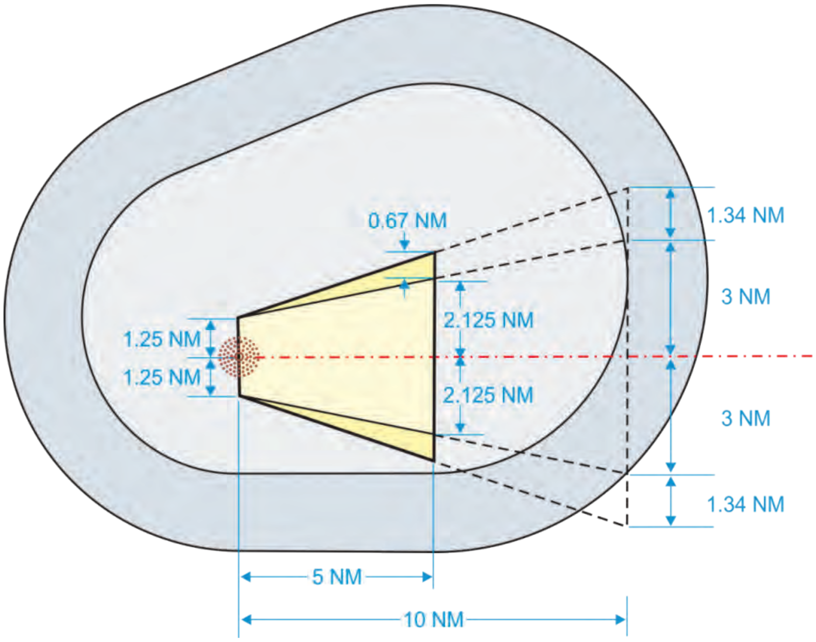
12-6-1. General. Do not apply paragraph 6-1-1 These criteria apply to procedures based on an NDB facility located within 2600 feet of the center of the landing area in which no PFAF is established. These procedures must incorporate a procedure turn.

12-6-2. Final Approach Segment. Do not apply paragraph 6-2-4, except as noted below. The final approach begins where the PT intersects the FAC inbound.

a. Alignment. Apply paragraph 12-2-11.

b. Area. The primary area is longitudinally centered on the final approach course. The minimum length is 5 NM. This may be extended if an operational requirement exists. The primary area is 2.5 NM wide at the facility, and expands uniformly to 4.25 NM wide at 5 NM from the facility. A secondary area is on each side of the primary area. It is 0 NM wide at the facility, and expands uniformly to 0.67 NM wide on each side of the primary area at 5 NM from the facility. Figure 12-6-1 illustrates the primary and secondary areas.

Figure 12-6-1. Final Approach Primary and Secondary Areas, On-Airport/Heliport NDB, No PFAF



c. Obstacle clearance. Apply paragraph 6-2-4.c(1).

d. Procedure turn altitude. The procedure turn completion altitude must be in accordance with table 12-2-1.

e. Use of stepdown fix. Apply paragraph 6-2-4.e, except that 4 NM is changed to 2.5 NM.

f. MDA. Apply criteria for determining the MDA contained in sections 12-3 and 3-2.

Section 12-7. NDB Procedures with PFAF

12-7-1. General. These criteria apply to procedures based on an NDB facility which incorporates a PFAF.

12-7-2. Final Approach Segment. Do not apply paragraph 7-1-5, except as noted below:

a. Alignment. Apply paragraph 12-2-11.

b. Area. Apply paragraph 7-1-5.b, except when the PFAF is the facility providing course guidance, the minimum length specified in table 12-5-1 applies.

c. Obstacle clearance. Apply paragraph 7-1-5.c(1).

12-7-3. Missed Approach Point. Apply paragraph 5-2-5, except the MAP is a point on the FAC which is not farther than 2600 feet from the center of the landing area (see figure 12-5-1). For PinS approaches the MAP is on the FAC at the end of the final approach area.

Section 12-8. Localizer and LDA Procedures

12-8-1. Localizer and LDA. Apply chapter 8, except as noted in this paragraph.

a. Alignment. Apply paragraph 8-1-2 for localizer alignment. Apply paragraph 12-2-11 for LDA alignment.

b. Area. Apply paragraph 8-1-3, except the minimum length specified in table 12-5-1 applies.

c. MAP. Apply paragraph 8-1-7, except the MAP is a point on the FAC which is not farther than 2600 feet from the center of the landing area (see figure 12-5-1). For PinS approaches the MAP is on the FAC at the end of the final approach area. The MAP must be at least 3000 feet from the LOC/LDA facility.

Section 12-9. ILS Procedures

12-9-1. General. Apply chapter 10 except as noted in this section.

12-9-2. Intermediate Approach Segment. Table 12-10-1 specifies the minimum length of the intermediate segment based on the angle of intersection of the initial approach course with the localizer course.

12-9-3. Final Approach Segment.

a. The optimum length of the final approach course is 3 NM. The minimum length is 2 NM. A distance in excess of 4 NM should not be used unless a special operational requirement exists.

b. Final approach termination. The final approach must terminate at a landing point (runway) or at a hover point between the decision height and the GPI. Where required, visual hover/taxi routes will be provided to the terminal area.

12-9-4. Missed Approach Area. Normally existing missed approach criteria will be utilized for helicopter operations. However, if an operational advantage can be gained, the area described in paragraphs 12-10-11 through 12-10-14 may be substituted.

Section 12-10. Precision Approach Radar (PAR)

12-10-1. Intermediate Approach Segment. Apply paragraph 11-2-3 with the exception that table 12-10-1 specifies the minimum length of the intermediate segment based on the angle of intersection of the initial approach course with the intermediate course.

Table 12-10-1. Intermediate Segment Angle of Intercept VS. Segment Length

Angle of Intercept	0 – 30 Degrees	60 Degrees	90 Degrees
Minimum Length	1.0 NM	2.0 NM	3.0 NM

Note: This table may be interpolated.

12-10-2. Final Approach Segment. Apply paragraph 11-2-4, except that the minimum distance from the glide slope intercept point to the GPI is 2 NM.

12-10-3. Final Approach Alignment. The final approach course must be aligned to a landing area. Where required, visual hover/taxi routes must be established leading to terminal areas.

12-10-4. Final Approach Area.

a. Length. The final approach area is 25000 feet long, measured outward along the final approach course from the GPI. Where operationally required for other procedural considerations or for existing obstacles, the length may be increased or decreased symmetrically, except when glide slope usability would be impaired or restricted (see figure 12-10-1).

b. Width. The final approach area is centered on the final approach course. The area has a total width of 500 feet at the GPI and expands uniformly to a total width of 8000 feet at a point 25000 feet outward from the GPI. The widths are further uniformly expanded or reduced where a different length is required as in paragraph 12-10-4.a (see figure 12-10-1). The width either side of the centerline at a given distance "D" from the point of beginning can be found by using the formula 12-10-1.

Formula 12-10-1. PAR Final Approach Area ½ Width

$$250 + .15 \times D = \frac{1}{2} width$$

Where:

The width either side of the centerline at a given distance “D” from the point of beginning.

12-10-5. Final Approach Obstacle Clearance Surface. The final approach obstacle clearance surface is divided into two sections.

a. Section 1. This section originates at the GPI and extends for a distance of 775 feet in the direction of the PFAF. It is a level plane, the elevation of which is equal to the elevation of the GPI.

b. Section 2. This section originates 775 feet outward from the GPI. It connects with section 1 at the elevation of the GPI. The gradient of this section varies with the glidepath angle used. To identify the glide slope angle and associated final approach surface gradient to clear obstacles in section 2:

(1) Determine the distance "D" from the GPI to the controlling obstacle and the height of the controlling obstacle above the GPI.

Figure 12-10-1. PAR Final Approach Area

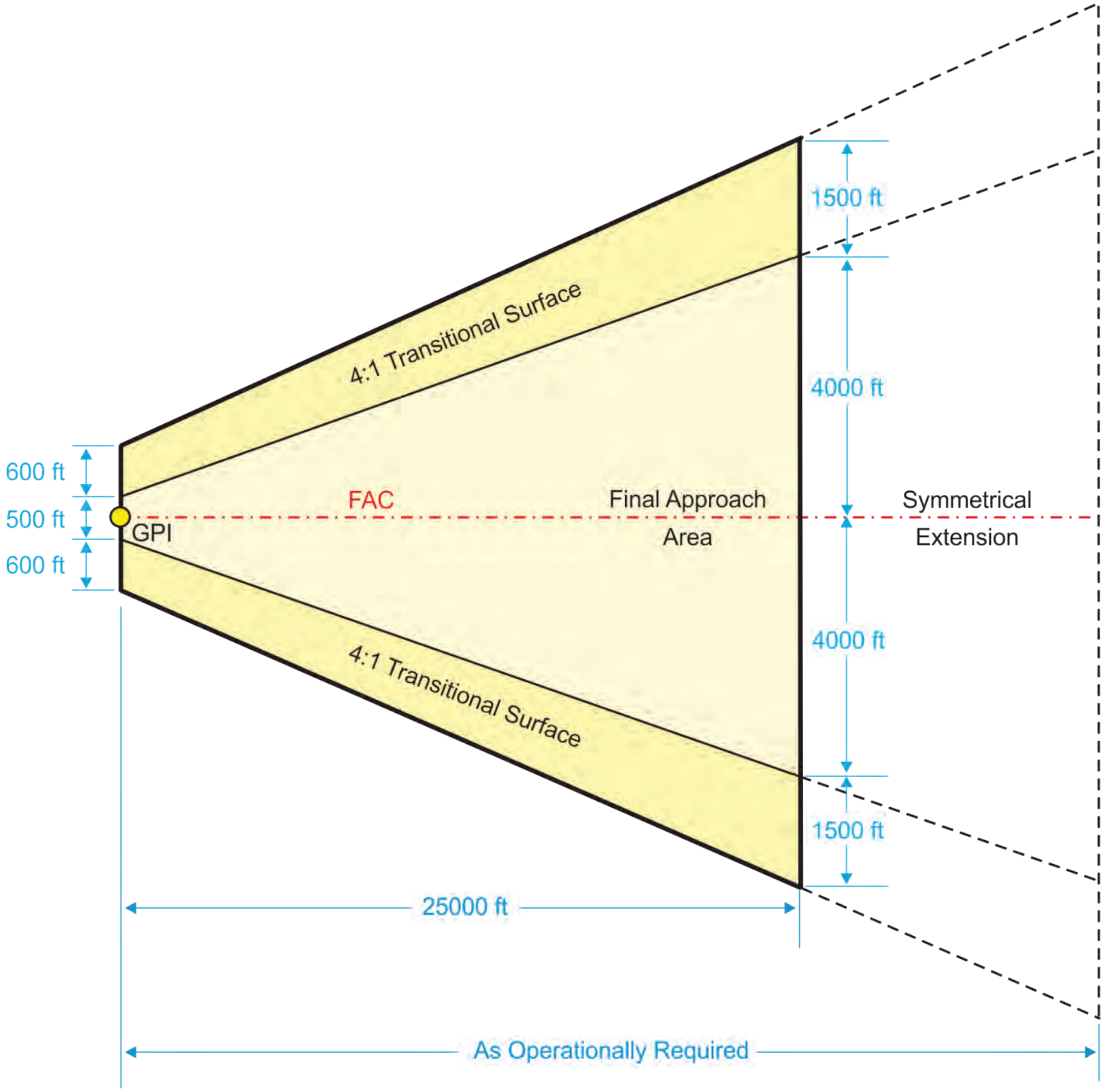


Table 12-10-2. Final Approach Glide Slope – Surface Slope Angles

Glide Slope Angle (Degrees)	Less Than 3	3	4	5	6	7	8	12
Section 2 obstacle clearance surface gradient (degrees)	NA	1.65	2.51	3.37	4.23	5.09	5.95	9.39

Note: This table may be interpolated.

(2) Enter these values in formula 12-10-2:

Formula 12-10-2. PAR Section 2 Approach Surface Gradient

$$\mathrm{TanAngle} = \frac{\mathrm{ObstacleHeight}}{\mathrm{D} - 775}$$

(3) Convert the tangent angle. This is the angle of the section 2 approach surface gradient measured at the height of the GPI.

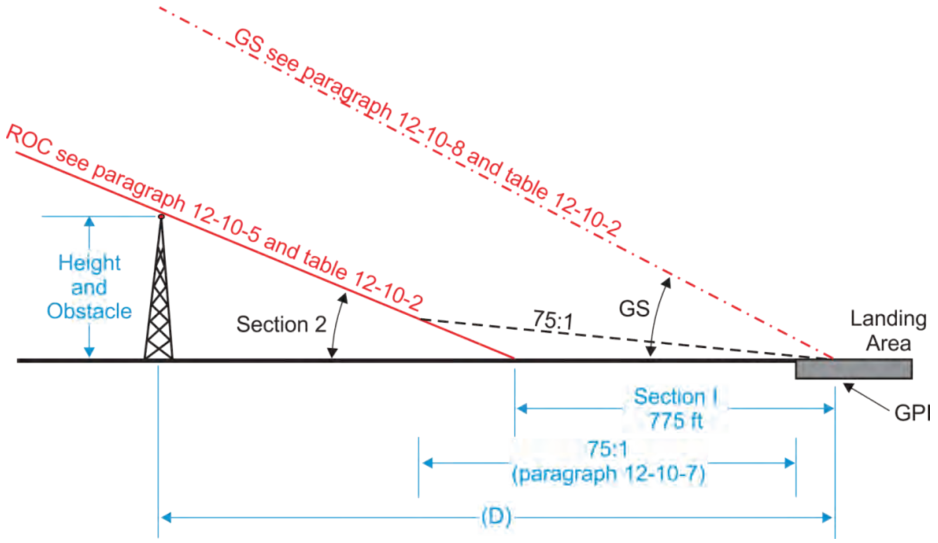
(4) The minimum glide slope angle required is found in table 12-10-2.

12-10-6. Transitional Surfaces. Transitional surfaces for PAR are inclined planes with a slope of 4:1 which extend outward and upward from the edges of the final approach surfaces. They start at the height of the applicable final approach surface and are perpendicular to the final approach course. They extend laterally 600 feet at the GPI and expand uniformly to a width of 1500 feet at 25000 feet from the GPI.

12-10-7. Obstacle Clearance. No obstacle may penetrate the applicable final approach surfaces specified in paragraphs 12-10-5 and 12-10-6. Obstacle clearance requirements greater than 500 feet need not be applied unless required in the interest of safety due to precipitous terrain or radar system peculiarities (see figure 12-10-2).

Note: The terrain in section 1 may rise at a gradient of 75:1 without adverse effect on minimums provided the surface is free of obstacles.

Figure 12-10-2. Final Approach Area Surface and Obstacle Clearance



12-10-8. Glide Slope. Required obstacle clearance is specified in paragraph 12-10-7. In addition, consideration must be given to the following in the selection of the glide slope angle:

a. Angles less than three degrees are not authorized.

b. Angles greater than six degrees must not be established without authorization of the approving authority. The angle selected should be no greater than that required to provide obstacle clearance.

c. Angles selected should be increased to the next higher tenth of a degree, for example, 4.71 degrees becomes 4.8; 4.69 degrees becomes 4.7.

12-10-9. Relocation of the Glide Slope. The GPI must normally be located at the arrival edge of the landing area. If obstacle clearance requirements cannot be satisfied, or if other operational advantages will result, the GPI may be moved into the landing area provided sufficient landing area is available forward of the displaced or relocated GPI.

12-10-10. Adjustment of DH. An adjustment is required whenever the angle to be used exceeds 3.8 degrees (see table 12-10-3). This adjustment is necessary to provide ample deceleration distance between the DH point and the landing area.

Table 12-10-3. Minimum DH - GS Angle Relationship

GS Angle (degrees)	up to 3.80	3.81 to 5.70	Over 5.70
Minimum DH (feet)	100	150	200

12-10-11. Missed Approach Obstacle Clearance. No obstacle may penetrate a 20:1 missed approach surface which overlies the missed approach areas illustrated in figure 12-10-5, figure 12-10-6, and figure 12-10-7**.** The missed approach surface originates at the GPI. However, to gain relief from obstacles in the missed approach area the point at which the surface originates may be relocated as far backward from the GPI as a point on the final approach course which is directly below the MAP. In such cases the surface originates at a height below the DH as specified in table 12-10-4 (see figure 12-10-3 and figure 12-10-4).

Note: When penetration of the 20:1 surface originating at the GPI occurs, an upward adjustment to the DH equal to the maximum penetration of the surface should be considered.

12-10-12. Straight Missed Approach Area. The straight missed approach (maximum of 15-degree turn from final approach course) area starts at the MAP and extends to 7.5 NM.

a. Primary area. This area is divided into three sections.

(1) Section 1a is a continuation of the final approach area. It starts at the MAP and ends at the GPI. It has the same width as the final approach area at the MAP.

(2) Section 1b is centered on the missed approach course. It begins at the GPI and extends to a point 1 NM from the MAP outward along the missed approach course. It has a beginning width the same as the final approach area at the MAP and expands uniformly to 4000 feet at 1 NM from the MAP.

Table 12-10-4. Beginning Point of Missed Approach Surface

GS Angle (Degrees)	3	6	9
Dist. below DH point (feet)	100	150	200

Note: This table may be interpolated.

Figure 12-10-3. Missed Approach Surface at GPI

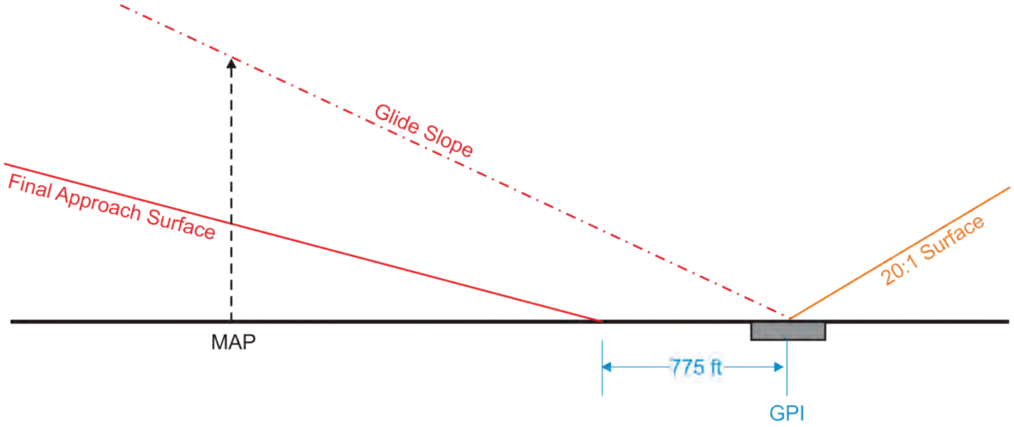
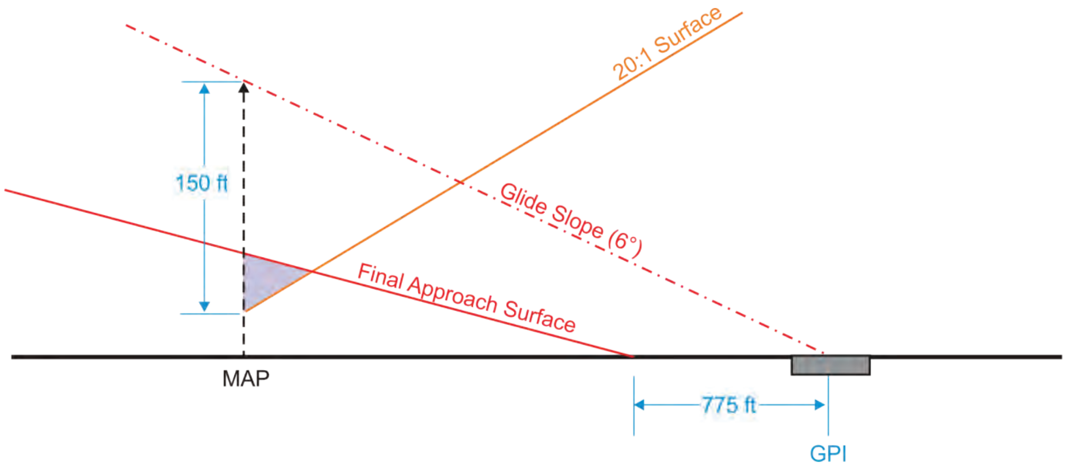


Figure 12-10-4. Missed Approach Surface at MAP

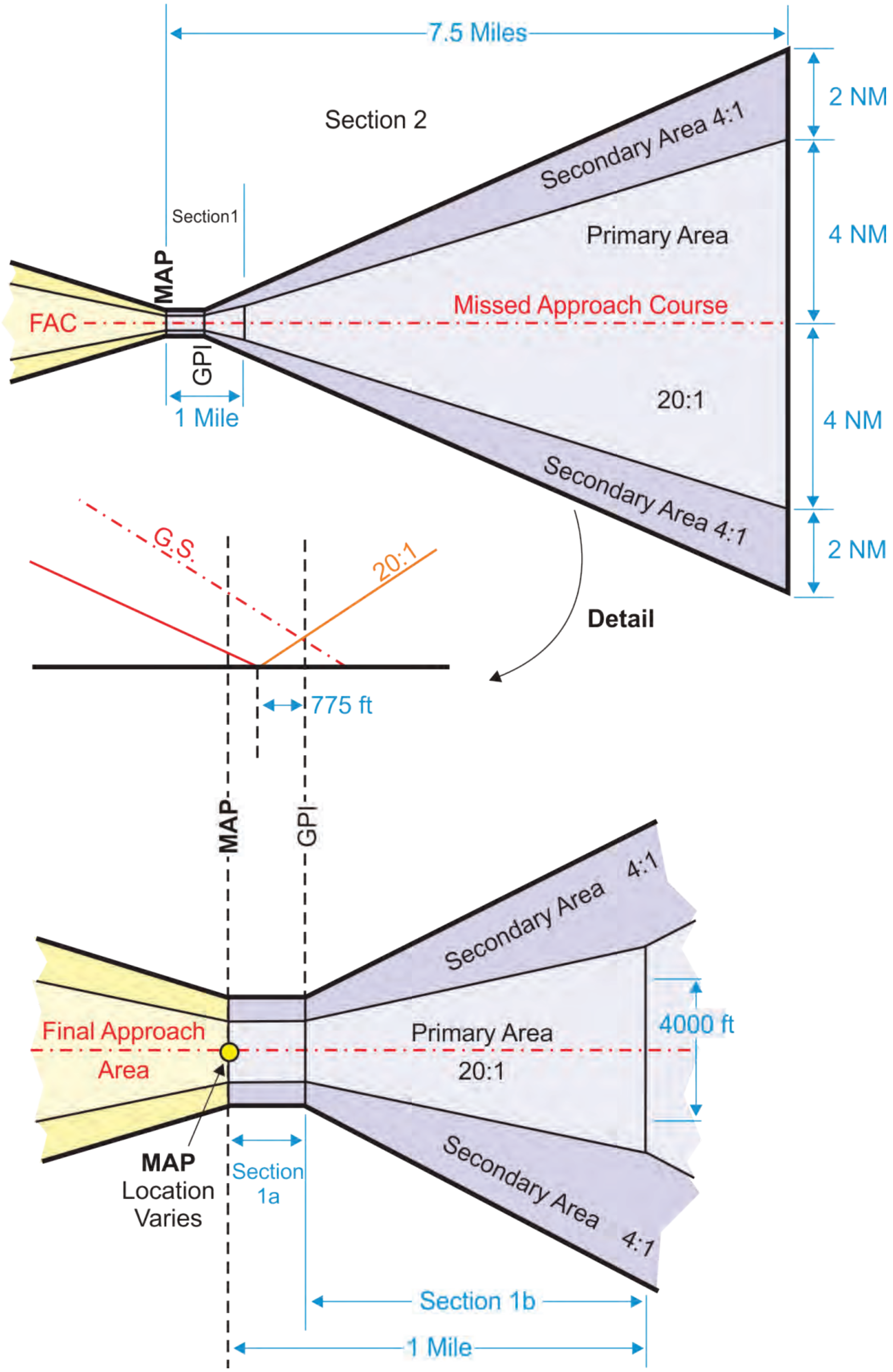


Note: Obstacles in shaded area not considered.

(3) Section 2 is centered on the continuation of the section 1b course. It begins 1 NM from the MAP and ends 7.5 NM from the MAP. It has a beginning width of 4000 feet, expanding uniformly to a width equal to that of an initial approach area at 7.5 NM from the MAP.

b. Secondary area. The secondary area begins at the MAP, where it has the same width as the final approach secondary area. In section 1a the width remains constant from the MAP to the GPI, after which it increases uniformly to the appropriate airway width at 7.5 NM from the MAP (see figure 12-10-5).

Figure 12-10-5. Straight Missed Approach

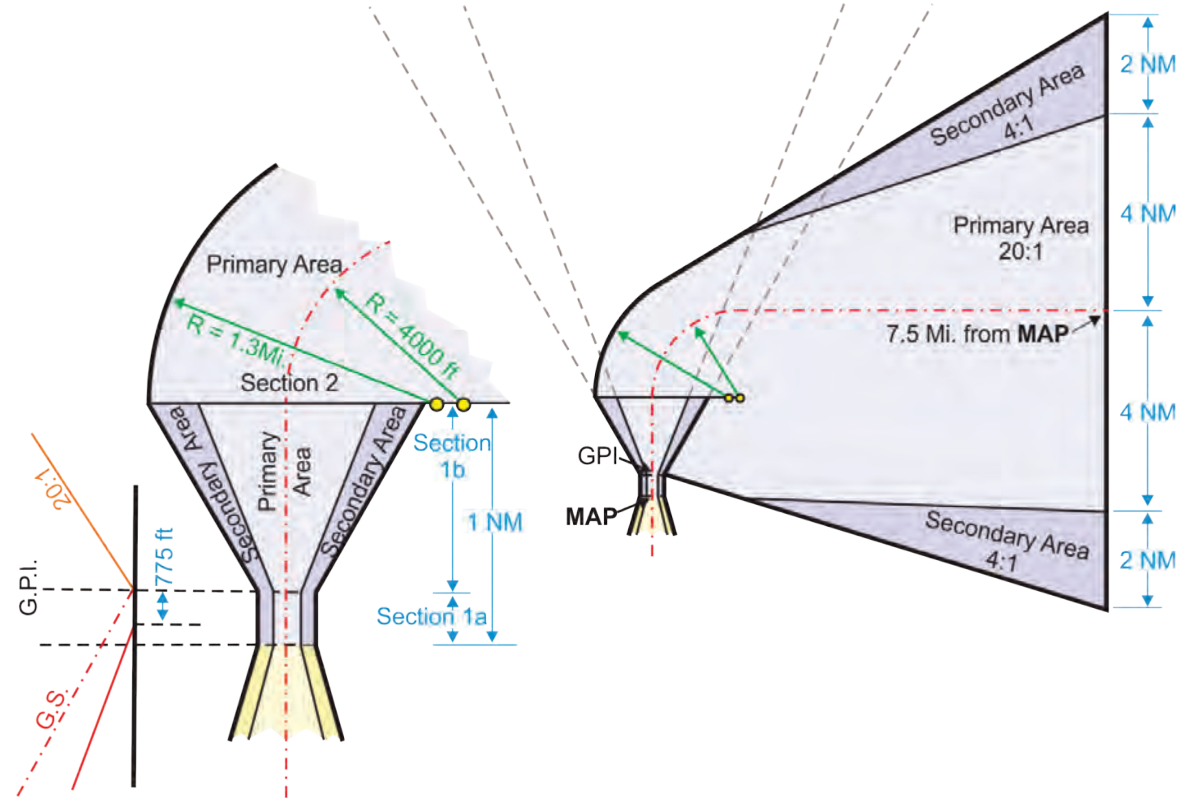


12-10-13. Turning Missed Approach Area. Where turns of more than 15 degrees are required in a missed approach procedure, they must commence at an altitude which is at least 400 feet above the elevation of the landing area. Such turns are assumed to commence at the point where section 2 begins. The turning flight track radius must be 4000 feet (0.66 NM).

a. Primary areas. The outer boundary of the section 2 primary area must be drawn with a 1.3-NM radius. The inner boundary must commence at the beginning of section 1b. The outer and inner boundaries expand uniformly to the width of an initial approach area 7.5 NM from the MAP.

b. Secondary area. Secondary areas for reduction of obstacle clearance are identified with section 2. The secondary areas begin after completion of the turn. They are 0 NM wide at the point of beginning and increase uniformly to the appropriate airway width at the end of section 2. Positive course guidance is required to reduce obstacle clearance in the secondary area (see figure 12-10-6).

Figure 12-10-6. Turning Missed Approach Area



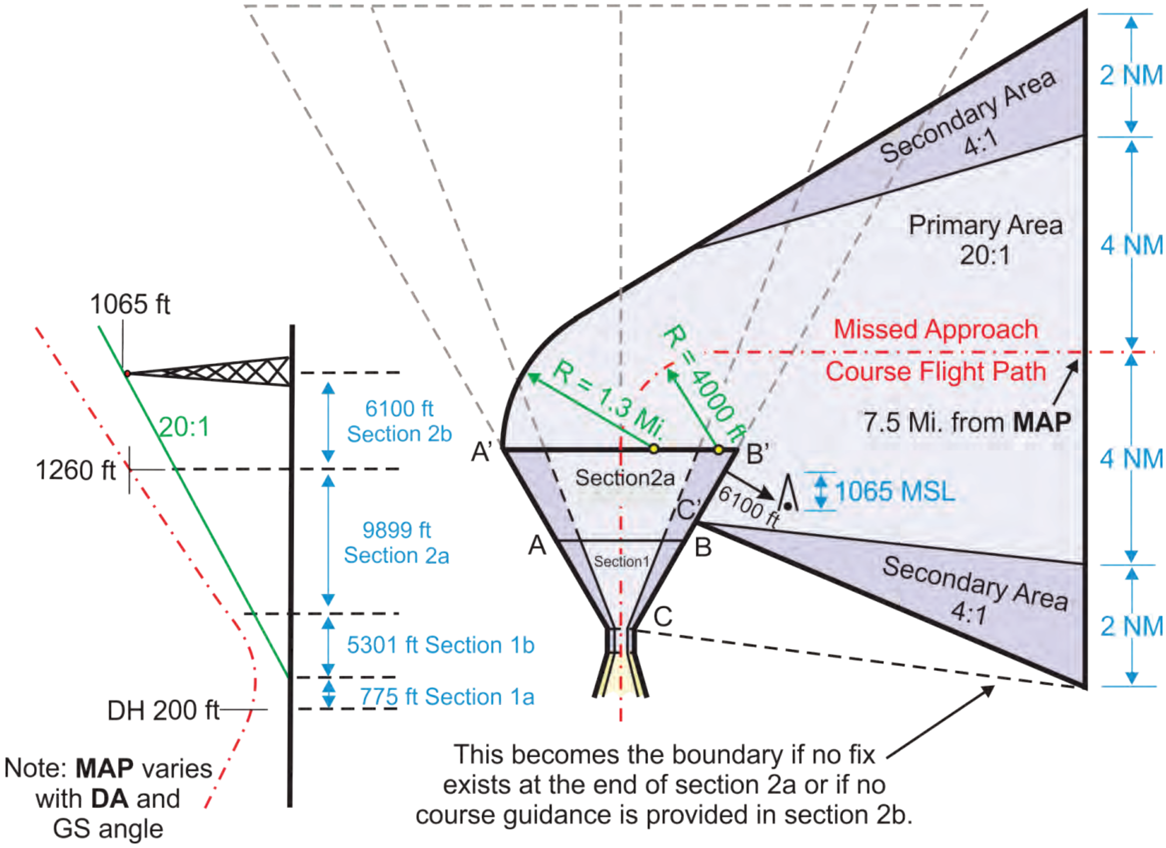
12-10-14. Combination Straight And Turning Missed Approach Area. If a straight climb to an altitude greater than 400 feet is necessary prior to commencing a missed approach turn, a combination straight and turning missed approach area must be constructed. The straight portion of this missed approach area is divided into sections 1 and 2a. The portion in which the turn is made is section 2b.

a. Straight portion. Sections 1 and 2a correspond respectively to sections 1 and 2 of the normal straight missed approach area and are constructed as specified in paragraph 12-10-12 except that section 2a has no secondary areas. Obstacle clearance is provided as specified in paragraph 12-2-14. The length of section 2a is determined as shown in figure 12-10-7, and relates to the need to climb to a specified altitude prior to commencing the turn. The line A'-B' marks the end of section 2a. Point C' is 5300 feet from the end of section 2a.

b. Turning portion. Section 2b is constructed as specified in paragraph 12-10-12 except that it begins at the end of section 2a instead of the end of section 1. To determine the height which must be attained before commencing the missed approach turn, first identify the controlling obstacle on the side of section 2a to which the turn is to be made. Then measure the distance from this obstacle to the nearest edge of the section 2a area. Using this distance as illustrated in figure 12-10-7, determine the height of the 20:1 slope at the edge of section 2a. This height plus 250 feet (rounded off to the next higher 20-foot increment) is the height at which the turn should be started. Obstacle clearance requirements in section 2b are the same as those specified in paragraph 12-10-7 except that section 2b is expanded to start at point C if no fix exists at the end of section 2a or if no course guidance is provided in section 2 (see figure 12-10-7).

Note: The missed approach areas expand uniformly to the appropriate airway width.

Figure 12-10-7. Combination Straight and Turning Missed Approach



Note: **MAP** varies with **DA** and GS angle

This becomes the boundary if no fix exists at the end of section 2a or if no course guidance is provided in section 2b.

Example:

Given:

1. DA/DH is 200 feet
2. Obstacle height: 1065 MSL
3. Obstacle in section 2 = 6100 feet from the near edge of section 2a
4. Missed approach surface begins at GPI

Determine:

1. Distance from DA point to end of section 2a
2. Minimum turn altitude
3. Missed approach instructions

Solution:

1. Distance from DA point to end of section 2a
    - a. $\frac{6100}{20} = 305\ ft$
    - b. 1065 - $305 = 760$ MSL, required section 2a end OCS height
    - c. $760 - 0$ (20:1 origin height) $= 760$ feet of total rise in sections 1 and 2a
    - d. $760 \times 20 = 15200$ feet, distance from 20:1 origin to end of section 2a
    - e. $15200\ + 775$ (distance from DA point to 20:1 origin) = 15975 feet

2. Minimum turn altitude
    - a. $\frac{15975}{15.19} + DA = 1251.68$
    - b. Round to next higher 20-foot increment = 1260 MSL

3. Missed approach instructions “Climb to 1260 then turn right…”

Section 12-11. Airport Surveillance Radar (ASR)

12-11-1. Initial Approach Segment. Apply paragraph 11-2-2, except that 90 degrees is changed to 120 degrees.

12-11-2. Intermediate Approach Segment. Apply paragraph 11-2-3. The maximum angle of interception between the intermediate and initial segment is 120 degrees. Table 12-2-2 is used to determine the required minimum length of the intermediate segment.

12-11-3. Final Approach Segment. Apply paragraph 11-2-5, except for paragraphs 11-2-5.a and 11-2-5.f. Apply paragraph 12-2-11.

12-11-4. Missed Approach Point. The MAP is a point on the FAC which is not farther than 2600 feet from the center of the landing area (see figure 12-5-1). For PinS approaches the MAP is on the FAC at the end of the final approach area.

Chapter 13. VOR/DME RNAV

Section 13-1. General Information

13-1-1. General. This chapter applies to instrument procedures based on VOR/DME RNAV systems. Criteria are presented for VOR/DME RNAV approach procedures, and for the construction of RNAV routes (en route). VOR/DME RNAV systems use signals based solely upon a VOR/DME, VORTAC, or TACAN reference facility. These systems use radials and distances from a reference facility to compute position and flight track information.

13-1-2. Procedure Construction. VOR/DME RNAV procedural construction requirements are as follows:

a. Reference facility. Reference facilities must have collocated VOR and DME components. For terminal procedures, components within 100 feet of each other are defined as collocated. For en route procedures, components within 2000 feet of each other are defined as collocated. An RNAV approach procedure must be supported by a single reference facility.

b. WP. A WP must be used to identify the point at which RNAV begins and the point at which RNAV ends, except when the RNAV portion of the procedure terminates at the MAP, and the MAP is an ATD fix.

c. Segment. Approach segments begin and end at a WP or ATD fix.

(1) The segment area considered for obstacle clearance begins at the earliest point the WP or ATD fix can be received and, except for the final approach segment, ends at the plotted position of the fix.

(2) Segment length is based on the distance between the plotted positions of the WP or ATD fix defining the segment ends.

(3) Segment widths are specified in appropriate paragraphs of this chapter, but in no case will they be narrower than XTRK fix displacement tolerances for that segment.

(4) Minimum segment widths are also determined/limited in part according to WP location relative to the reference facility. This limiting relationship is depicted in figure 13-1-2 and explained in paragraph 13-1-3. Refer also to formula 13-1-1.

d. Fix displacement. Except in the case of the MAP overlapping the RWY WP or APT WP (see paragraph 13-4-3), the ATRK fix displacement tolerance must not overlap the plotted position of the adjacent fix. Additionally, except for a turn at a MAP designated by a WP, WP displacement tolerances must be oriented along the courses leading to and from the respective WP (see figure 13-3-6).

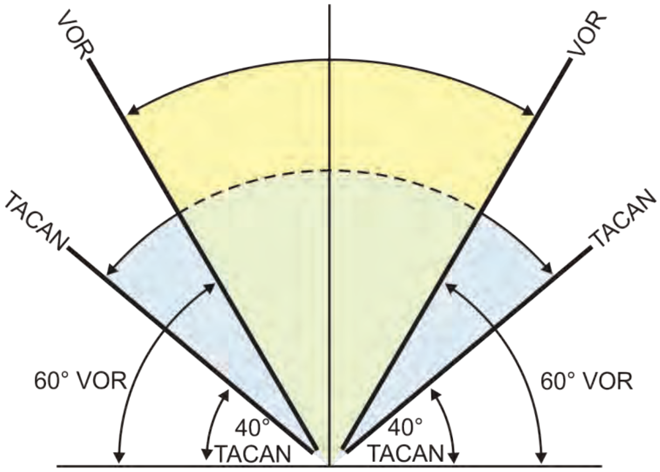
e. Turning areas. Turning area expansion criteria must be applied to all turns, en route and terminal, where a change of direction of more than 15 degrees is involved (see also paragraphs 13-2-2.c and 13-3-1).

f. Cone of ambiguity. The primary obstacle clearance area at the minimum segment altitude must not be within the cone of ambiguity of the reference facility. If the primary area for the desired course lies within the cone of ambiguity, the course should be relocated or the facility flight inspected to verify that the signal is adequate within the area. Order 9840.1, U.S. National Aviation Handbook for the VOR/DME/TACAN Systems, defines the vertical angle coverage. Azimuth signal information permitting satisfactory performance of airborne components is not provided beyond the following ranges:

(1) VOR - beyond 60 degrees above the radio horizon (see figure 13-1-1).

(2) TACAN - beyond 40 degrees above the radio horizon see figure 13-1-1).

Figure 13-1-1. Cones of Ambiguity

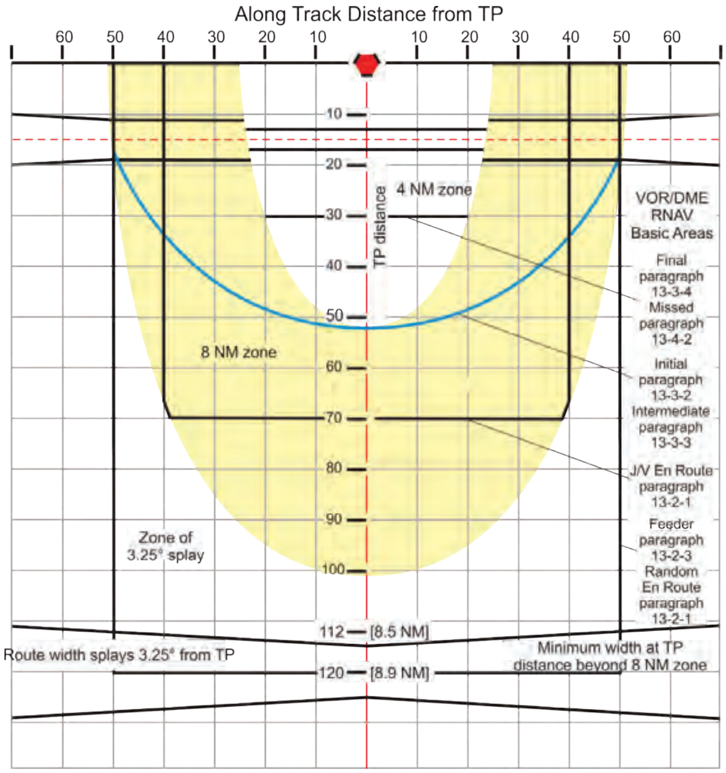


g. Use of ATD fixes. ATD fixes are normally used in lieu of approach WPs when no course change is required at that point. An ATD fix must not be used in lieu of a RWY WP. The PFAF, MAP, and any stepdown fixes may be defined by ATD fixes.

h. PCG. All RNAV segments must be based on PCG, except that a missed approach segment without PCG may be developed when considered to provide operational advantages and can be allowed within the obstacle environment.

13-1-3. Segment width (for instance at a specific WP) is based upon a mathematical relationship between tangent point distance (TPD), and the ATD from the TP (tangent point), at that point. This relationship is represented by the two elliptical curves shown on figure 13-1-2. One curve encloses the “4-NM zone” wherein the segment primary area width is ± 2 NM from route centerline. The other curve encloses the “8-NM zone” wherein the segment primary area width is ± 4 NM from route centerline.

Figure 13-1-2. Area Navigation, Route Width Summary



Note: Figure 13-1-2 should only be used to visualize textual criteria descriptions. It should not be used as the sole basis for segment width determination.

Formula 13-1-1. 4-NM/8-NM Zone Curve

(1) The formula for the 4-NM zone curve is: $1 = \frac{X^2}{(25.5)^2} + \frac{Y^2}{(53)^2}$

(2) The formula for the 8-NM zone curve is: $1 = \frac{X^2}{(51)^2} + \frac{Y^2}{(102)^2}$

Where:

X = ATD from the TP in NM
Y = TPD in NM

a. Application.

(1) 4-NM zone. To determine the maximum acceptable ATD value associated with a given TPD value and still allow segment primary width at ± 2 NM.

Given: TPD = 40 NM (this is the Y-term)

Find: ATD value (this is the X-term)

$$X = 25.5\sqrt{1 - \frac{Y^2}{(53)^2}} \qquad X = 25.5\sqrt{1 - \frac{(40)^2}{(53)^2}} = 16.73 \text{ NM}$$

Note: For TPD at 40 NM, if the ATD exceeds 16.73 NM, the primary area width must be expanded to ± 4 NM.

(2) 8-NM zone.

Given: ATD = 30 NM

Find: TPD Maximum for ± 4 NM width

$$y = 102\sqrt{1-\frac{X^2}{(51)^2}} \qquad y = 102\sqrt{1-\frac{(30)^2}{(51)^2}} = 82.49 \text{ NM}$$

Note: For ATD at 30 NM, the TPD must not exceed 82.49 NM and still allow ± 4 NM width.

b. Application. The formulas can tell you whether the specific point is inside or outside either zone area. For instance:

Given: ATD = 40 NM, and TPD = 65 NM. Determine if the location is within the 8-NM zone.

The basic formula for the 8-NM zone is an equation made equal to one. By substituting the specific values (ATD=40, and TPD=65), the point will be determined to be OUTSIDE the zone if the resultant is > 1, and INSIDE the zone if the resultant is < or = to 1.

$$\frac{X^2}{(51)^2} + \frac{Y^2}{(102)^2} = 1$$

by substitution:

$$\frac{(40)^2}{(51)^2} + \frac{(65)^2}{(102)^2} = 0.615 + 0.406 = 1.021$$

Since this is > 1, the point lies OUTSIDE the 8-NM zone.

For distances beyond 102 NM of the TPD, the route width expands an additional 0.25 NM each side of the route centerline for each 10 NM the TPD is beyond 102 NM.

Example: 112 NM - 102 NM = 10 NM beyond 102 TPD.

a. (10 NM/10 NM) x .25 NM (rate per 10 NM) = 0.25 increase.

b. 0.25 NM + 4 NM = 4.25 NM each side centerline.

c. 4.25 x 2 = 8.5 NM (total width) at the 112 TPD.

13-1-4. WPs. RNAV WPs are used for navigation reference and for ATC operational fixes, similar to VOR/DME ground stations, and intersections used in the conventional VOR structures.

a. Establishment. WPs must be established along RNAV routes at the following points:

(1) At end points.

(2) At points where the route changes course.

(3) At holding fixes.

(4) At other points of operational benefit, such as route junction points which require clarity.

(5) For VOR/DME WPs, one WP must be associated with each reference facility used for en route navigation requirements. If a segment length exceeds 80 NM and no turning requirement exists along the route, establish a WP at the TP.

b. WP placement is limited by the type of RNAV system as follows:

(1) VOR/DME WPs or route segments must not be established outside of the service volume of the reference facility and must be limited to the values contained in table 13-5-1 and table 13-5-2.

(2) Fix displacement tolerances. Table 13-5-1 and table 13-5-2 show fix displacement tolerances for VOR/DME systems. When the fix is an ATD fix, the ATRK fix and XTRK displacement tolerances are considered to be the same as a WP located at that fix.

c. Defined WP requirements.

(1) Each WP must be defined by:

(a) A VOR radial - developed to the nearest hundredth of a degree.

(b) DME distance - developed to the nearest hundredth of a NM; and

(c) Latitude/longitude - in degrees, minutes, and seconds to the nearest hundredth.

(2) Station elevation of the VOR/DME reference facility must be defined and rounded to the nearest 20-foot increment.

13-1-5. RWY WP. Straight-in procedures must incorporate a WP at the runway threshold. These WPs are used to establish the length and width of the final approach area.

13-1-6. Holding. Apply appropriate sections from chapter 17. The distance from the holding WP to the reference facility must be applied as the “fix-to-NAVAID distance” from table 17-3-1.

Section 13-2. En Route Criteria

13-2-1. VOR/DME Jet routes. These criteria apply to Jet routes established in the high altitude structure.

13-2-2. En Route Obstacle Clearance Areas. En route obstacle clearance areas are identified as primary and secondary. These designations apply to straight and turning segment obstacle clearance areas. The required angle of turn connecting en route segments to other en route, feeder, or initial approach segments must not exceed 90 degrees. Where the turn exceeds 15 degrees, expanded turning area construction methods in paragraph 13-2-2.c apply.

a. Primary area. The primary obstacle clearance area is described as follows:

(1) Basic Area. The area is 4 NM each side of the route centerline, when the TPD is 102 NM or less and the TPD/ATD values do not exceed the limits of the 8 NM zone. The width increases at an angle of 3.25 degrees at the ATD increases for that portion of the area where the route centerline lies outside the 8 NM zone (see figure 13-2-1). When the TPD exceeds the 102-NM limit, the minimum width at the TPD expands greater than ± 4 NM at a rate of 0.25 NM on each side of the route for each 10 NM the TPD is beyond 102 NM (see figure 13-1-2, figure 13-2-2, and table 13-5-1). When the widths of adjoining route segments are unequal for reasons other than transition of zone boundaries, the following apply:

(a) If the TP of the narrower segment is on the route centerline, the width of the narrower segment includes that additional airspace within the lateral extremity of the wider segment, where the route segments join, thence toward the TP of the narrower route segment until intersecting the boundary of the narrower segment (see figure 13-2-3).

Figure 13-2-1. VOR/DME Basic Area

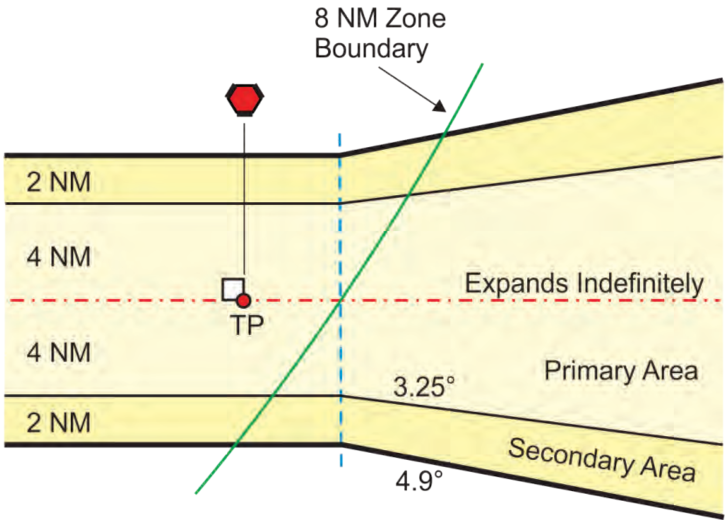


Figure 13-2-2. VOR/DME Basic Area, TPD Exceeds 102 NM

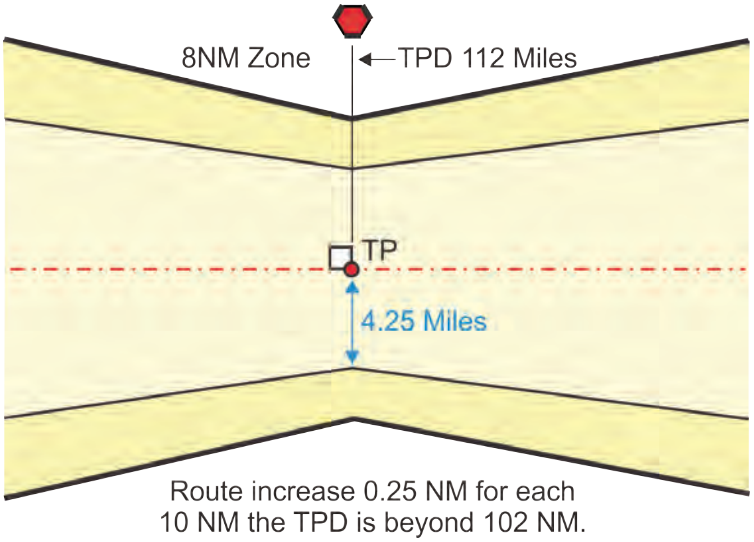
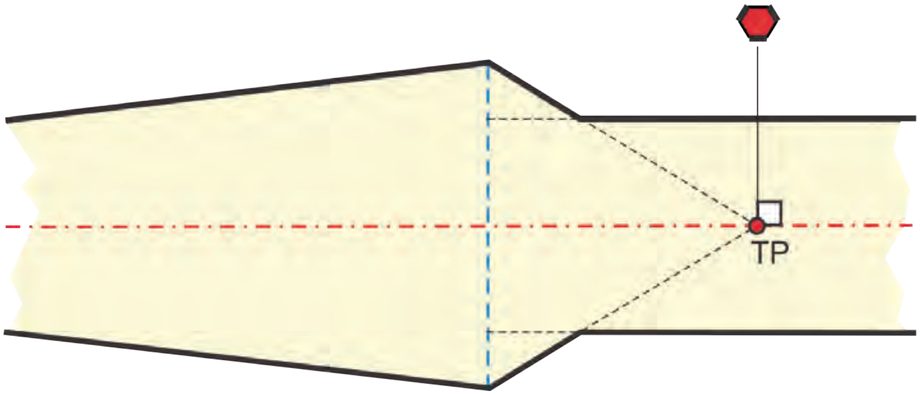


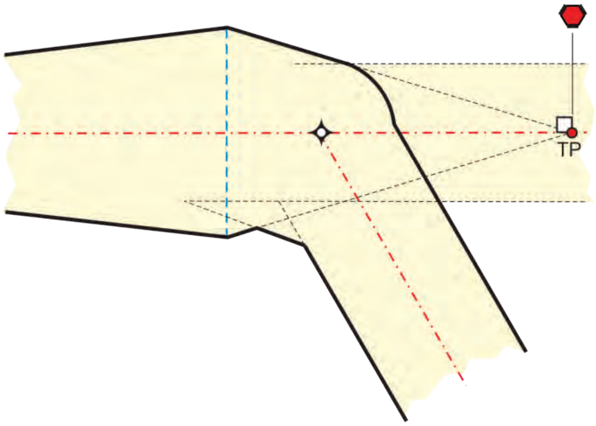
Figure 13-2-3. Unequal Joining Route Segments



(b) If the TP of the narrower segment is on the route centerline extended, the width of the narrower segment includes that additional airspace within lines from the lateral extremity of the wider segment where the route segments join, thence toward the TP until reaching the point where the narrower segment terminates, changes direction, or until intersecting the boundary of the narrower segment (see figure 13-2-4).

(c) Termination point. An RNAV route termination point must be at a WP. The primary area extends beyond the route termination point. The boundary of the area is defined by an arc which connects the two primary boundary lines. The center of the arc is located at the most distant point on the edge of the WP displacement area on the route centerline (see figure 13-2-5).

Figure 13-2-4. Unequal Joining Route Segments With a Turn

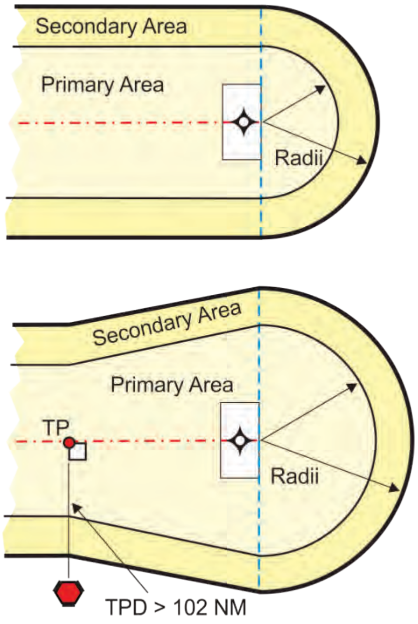


b. Secondary areas.

(1) The VOR/DME secondary obstacle clearance area extends 2 NM on each side of the primary area and splays 4.9 degrees where the primary splays at 3.25 degrees (see figure 13-2-1). The secondary area beginning width does not increase beyond the 102-NM TPD.

(2) Termination point. The secondary obstacle clearance area beyond the arc which defines the termination point primary area by an amount equal to the width of the secondary area at the latest point the WP can be received (see figure 13-2-5).

Figure 13-2-5. Termination Points



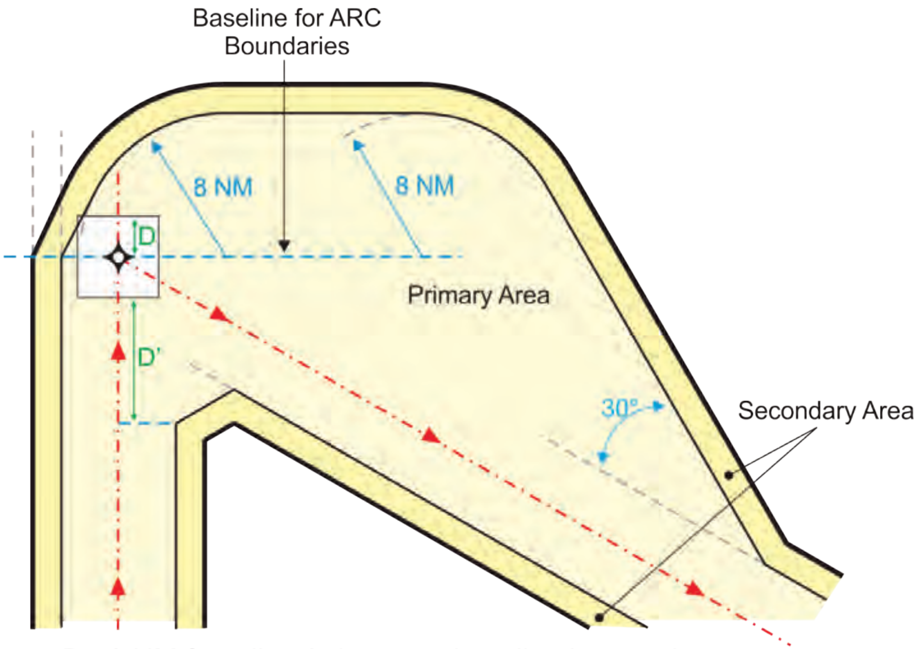
c. Construction of expanded turning areas. Obstacle clearance areas must be expanded to accommodate turns of more than 15 degrees. The primary and secondary obstacle clearance turning areas are expanded by outside and inside areas (see figure 13-2-6). The inside expansion area is constructed to accommodate a turn anticipation area. Outside expansion area is provided to accommodate overshoot at high speeds and excessive wind conditions. No portion of the primary area at the minimum segment altitude may be in the cone of ambiguity.

(1) Outside expansion area**.** Determine the expanded area at the outside of the turn as follows:

(a) Construct a line perpendicular to the route centerline 3 NM prior to the latest point the fix can be received or to a line perpendicular to the route centerline at the plotted position of the fix, whichever occurs last. For altitudes 10000 feet or greater, construct a line perpendicular to the plotted position of the fix. This perpendicular line is a baseline for constructing arc boundaries.

(b) From a point on the baseline, strike an 8-NM arc from the outer line of the fix displacement area on the outside of the turn to a tangent line to a second 8-NM arc. The second arc is struck from a point on the baseline inside the inner line of the fix displacement area to a 30-degree tangent line to the primary boundary line. From a point where an extension of the baseline intersects the primary area outer boundary line, connect the 8-NM arc with a line tangent to the arc.

Figure 13-2-6. Expanded Turning Areas



D - 3 NM from line A; however,baseline is not prior to plotted position of fix.
D' - IAW paragraphs 13-2-2c(2)(b) 1, 2, and 3

(c) Strike arcs from the center points used for the primary area expansion and provide a parallel expansion of 2 NM of the secondary area at the turn.

(d) Connect the extremities with a straight-line tangent to the two associated arcs.

(e) Draw the remaining secondary area boundary 2 NM outside the boundary of the primary area.

Note: If the width of the primary area at the turn point is greater than 8 NM, the expanded area is constructed in the same manner, as outlined in paragraph 13-2-2.c(1), using the primary area width at the point where the route changes course as the radius of the arc in place of 8 NM and constructing the secondary area of constant width equal to the width of the secondary area at the turn point.

(2) Inside expansion areas. Determine the expanded area at the inside of the turn as follows:

(a) Determine the fix area by application of the ATRK and XTRK fix displacement tolerances.

(b) Prior to the earliest point the WP (oriented along the course leading to the fix) can be received, locate a point on the primary area boundary at one of the following distances:

1. 3 NM below 10000 feet MSL; 3.5 NM when the turn exceeds 112 degrees.

2. 7 NM for 10000 feet MSL up to but not including FL 180.

3. 12 NM for FL 180 and above.

(c) From this point, splay the primary area by an angle equal to one-half of the course change.

(d) Draw the secondary area boundary 2 NM outside the boundary of the primary area.

d. TPD/WP limitation. WPs for the VOR/DME RNAV airway structure must be limited to the 8-NM zone, a TPD of 70 NM or less, and an ATD fix from the TP of 40 NM or less. WPs for random airway structure must be limited to a TPD of 120 NM or less and an ATD fix from the TP of 50 NM.

e. Joining RNAV with non-RNAV route segments.

(1) If the RNAV and non-RNAV segments have the same width at the point of transition, the segments are joined at that location and RNAV criteria are continued in the direction of the RNAV segment.

(2) If the RNAV segment is narrower at the location of the transition, the segments must be joined according to paragraph 13-2-4.b.

(3) If the RNAV segment is wider at the location of the transition, the boundaries must taper from the transition location toward the non-RNAV segment at an angle of 30 degrees until joining the boundaries at the RNAV segments. If the location of transition includes a turn, the width of the RNAV segment is maintained and the turn area constructed according to this chapter. After the completion of the turn area, the boundaries taper at an angle of 30 degrees until passing the non-RNAV boundaries.

13-2-3. Obstacle Clearance. Apply paragraphs 15-2-1 and 15-2-2, except that the width of the secondary area is 2 NM at the point of splay initiation and the value 236 feet for each additional NM in paragraph 15-2-2 is changed to 176 ft/NM. Non-VOR/DME systems do not splay. Obstacles in the secondary area are measured perpendicular to the course centerline, except for the expanded turn areas. Obstacles in these areas are measured perpendicular to the primary area boundary, or its tangent, to the obstacle.

13-2-4. Feeder Routes. When the IAF is not part of the en route structure, it may be necessary to designate feeder routes from the en route structure to another feeder fix or the IAF.

a. The required angle of turn for the feeder-to-feeder and feeder-to-initial segment connection must not exceed 90 degrees. Where the angle exceeds 15 degrees, turning area criteria in section 13-2 apply. En route vertical and lateral airway obstacle clearance criteria apply to feeder routes. The minimum altitudes established for feeder routes must not be less than the altitude established at the IAF. WPs for feeder routes must be limited to a TPD of 120 NM or less and an ATD fix from the TP of 50 NM or less. The 90-degree turn limitation does not apply for a feeder-to-initial segment when the initial segment is a course reversal.

b. Obstacle clearance areas. Obstacle clearance areas are identified as primary and secondary. These designations apply to straight segment and turning segment obstacle clearance areas.

(1) Primary area. Apply criteria in paragraph 13-2-2.a(1).

(2) Secondary areas. Apply criteria in paragraph 13-2-2.b(1).

(3) Obstacle clearance. Apply paragraph 2-3-1.c.

Section 13-3. VOR/DME RNAV Terminal Criteria

13-3-1. Terminal Turning Area Expansion. Obstacle areas must be expanded to accommodate turn anticipation. Outside expansion is not required for terminal procedures. Inside expansion applies to all turns of more than 15 degrees, except turns at the MAP. Paragraph 13-4-5 satisfies early turn requirements for the MAP. Determine the expanded area at the inside of the turn as follows:

a. Determine the ATRK fix displacement tolerance.

b. Locate a point on the edge of the primary area at a distance prior to the earliest point the WP can be received. The distance of turn anticipation (DTA) is measured parallel to the course leading to the fix and is determined by the turn anticipation formula:

Formula 13-3-1. Turn Anticipation

$$DTA = 2 \times tan\left(\frac{\beta}{2}\right)$$

Where:

β = magnitude of heading change in degrees

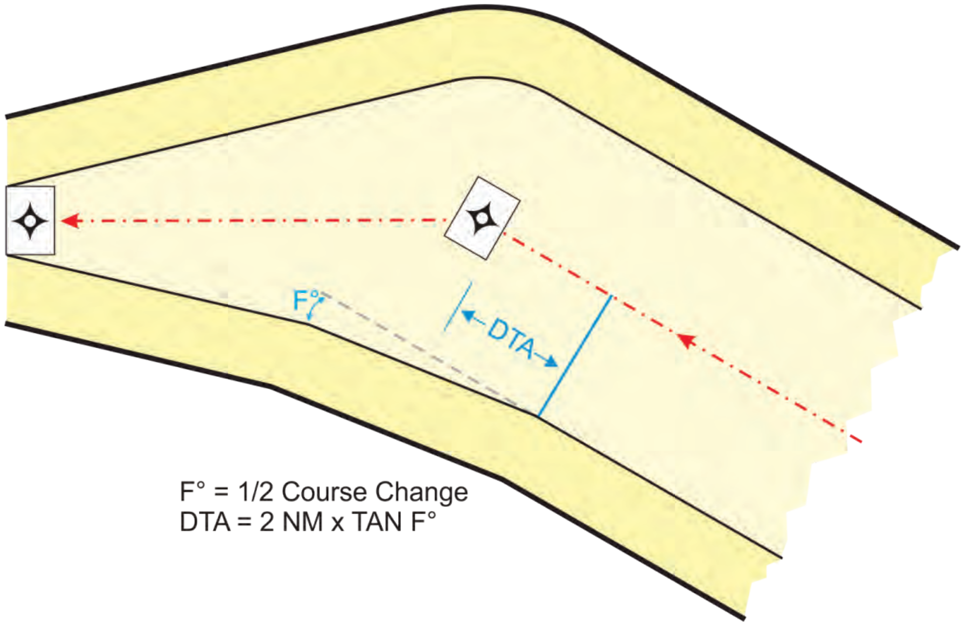
c. From this point, splay the primary area by an angle equal to one-half of the course change (see figure 13-3-1).

d. Secondary area boundary.

(1) When the obstacle clearance area boundaries of the preceding and following segments of the WP are parallel with the course centerline, construct the secondary area boundary, parallel with the expanded turn anticipation primary area boundary, using the width of the preceding segment secondary area.

(2) When the obstacle clearance area boundaries of the preceding and/or following segments taper, construct the secondary area boundary by connecting the secondary area at points abeam the primary expansion area where it connects to the preceding/following segments of the primary boundaries.

Figure 13-3-1. Turn Anticipation Splay



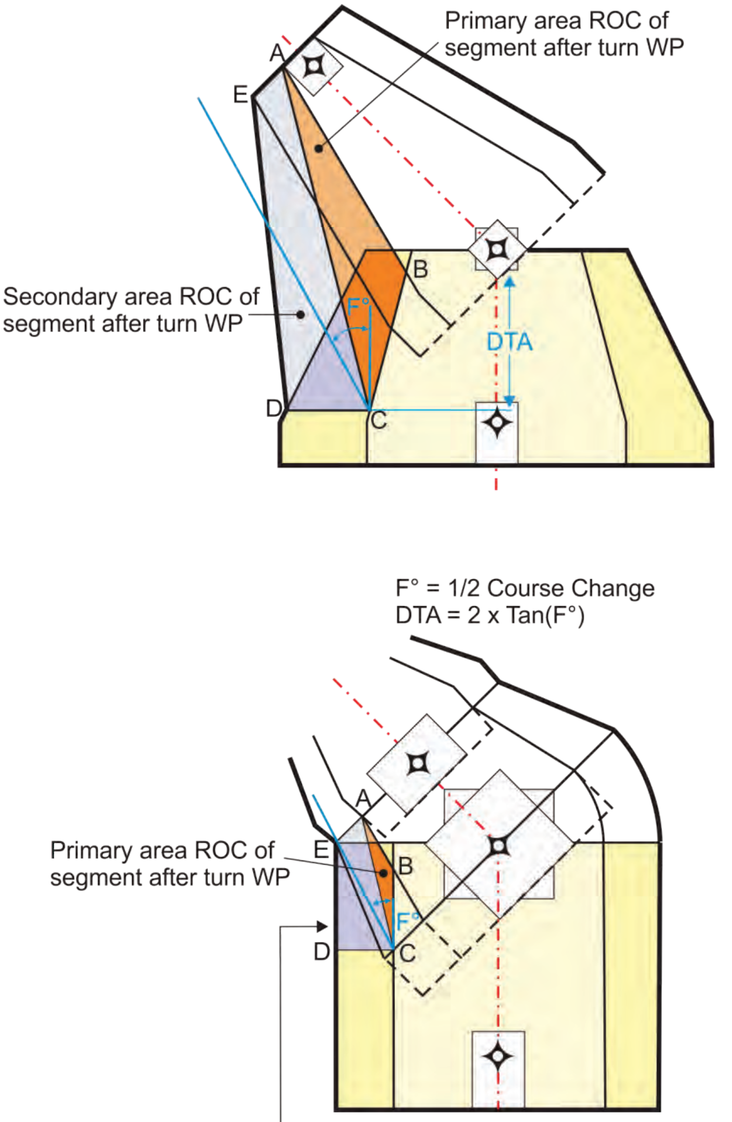
e. When the boundary of the expanding turn area will not connect with the boundary of the primary area of the following segment, join the expanded area at the boundary abeam the plotted position of the next WP or at the latest reception point of the RWY WP (see figure 13-3-2).

f. Obstacle evaluation of the expanded area. Evaluate the primary and secondary expansion using the ROC for the segment following the turn WP (see figure 13-3-2 and figure 13-3-3).

13-3-2. Initial Approach Segment. The initial approach segment begins at the IAF and ends at the IF (see figure 13-3-4, figure 13-3-5, and figure 13-3-6). The distance from the reference facility to the IAF must not exceed 53 NM, nor exceed the TPD or ATD values associated with the limits of the 8 NM zone (see figure 13-1-2).

a. Alignment. The angle of intercept between the initial and intermediate segment must not exceed 90 degrees.

Figure 13-3-2. Shallow-Angled Turn Anticipation Illustrations, Tapering Intermediate and Constant Width Segment, ROC Applications

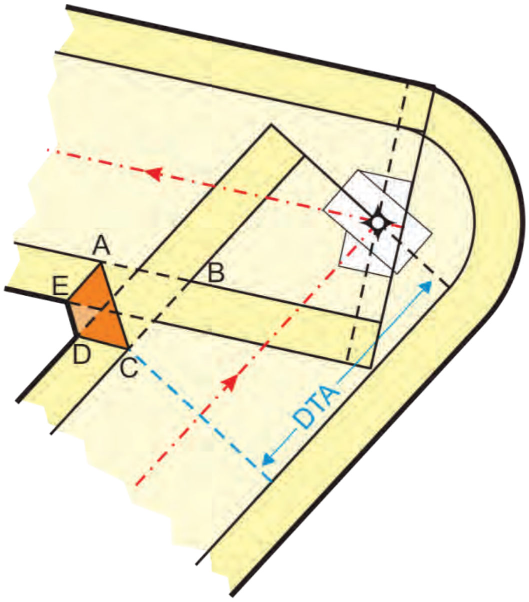


F° = 1/2 Course Change
DTA = 2 x Tan(F°)

NOTE: Secondary area boundary line for expanded area. Enclosed areas A, B, C are primary areas using ROC of segment following turn WP. Enclosed areas A, C, D, E are secondary areas using ROC of segment following turn WP. Obstacle slope in these areas are perpendicular to lines AC.

b. Course reversal. When the procedure requires a course reversal, a holding pattern must be established in lieu of a PT. A course reversal is not permitted at the PFAF. If holding is established over the IF, apply paragraph 2-4-5.e(2). The course alignment must be within 15 degrees of the intermediate course. Where a feeder segment leads to the course reversal, the feeder segment must terminate at the plotted position of the holding WP (see figure 13-3-3).

Figure 13-3-3. Turn Anticipation Areas



Enclosed area A, B, C is primary area ROC of segment following turn WP. Area A, C, D, E is secondary area ROC of segment following turn WP. Obstacle slope in this area is perpendicular to line A-C.

Figure 13-3-4. Holding Pattern

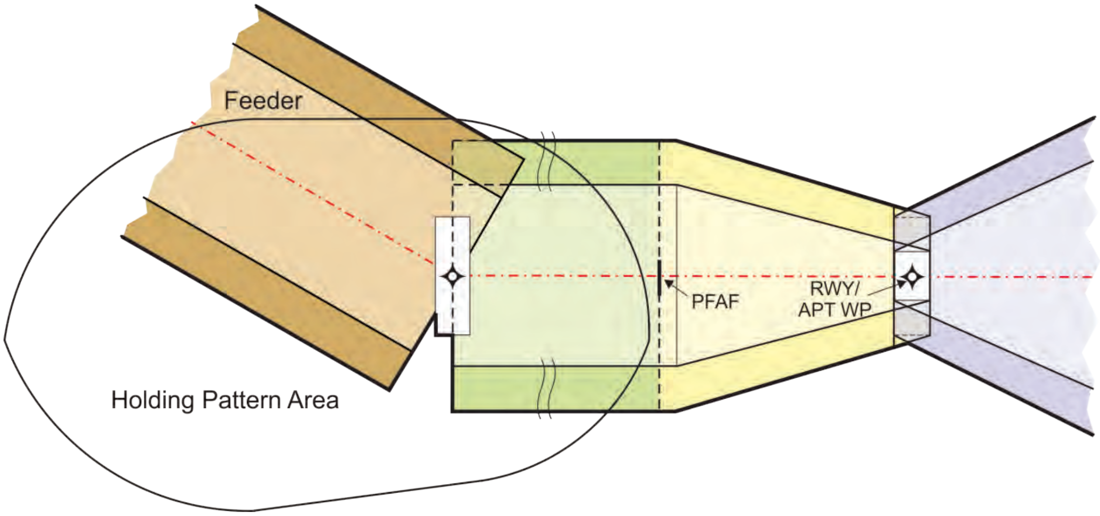


Figure 13-3-5. Initial, Intermediate, Final Approach, and Associated ROC

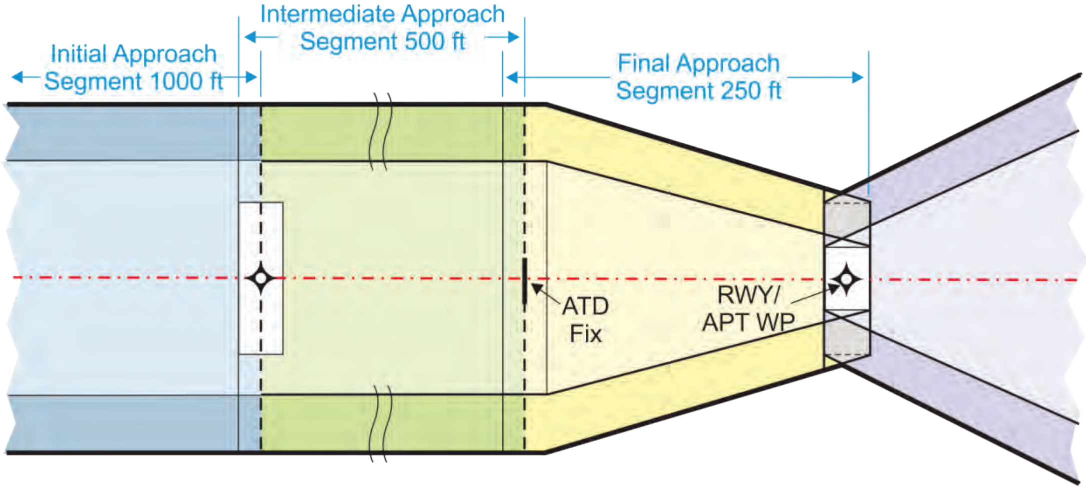
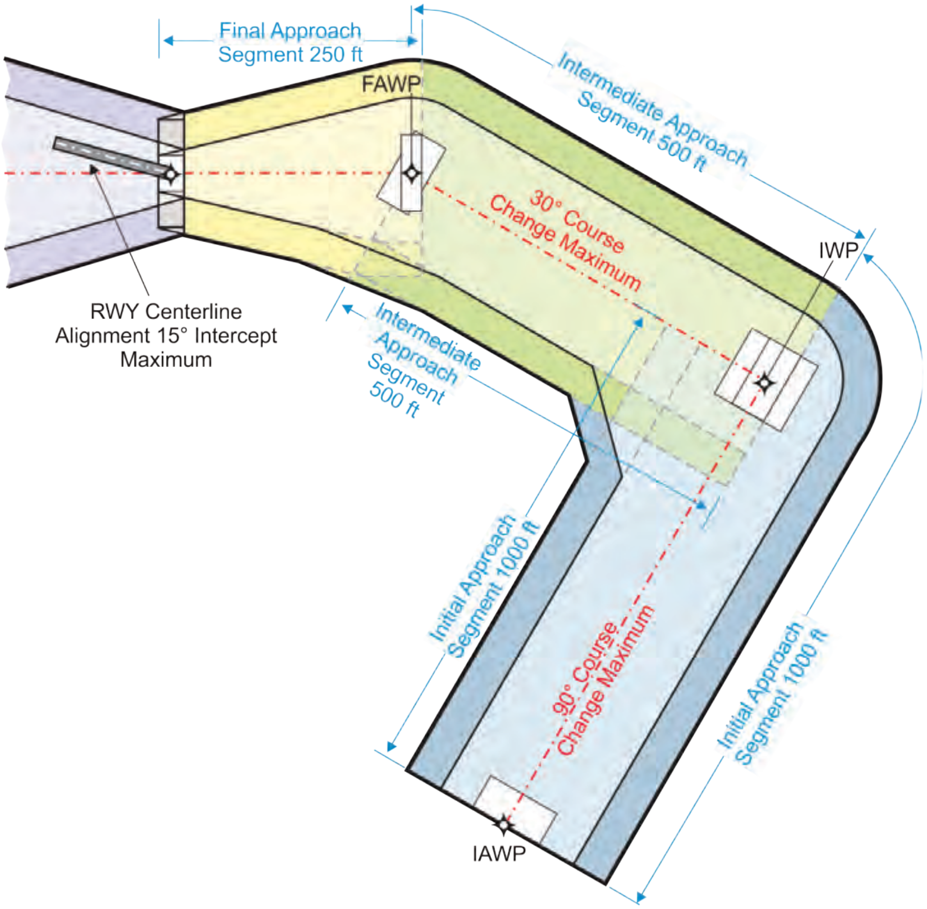


Figure 13-3-6. Initial, Intermediate, Final Approach, and Associated ROC



c. Area.

(1) Length. The initial approach segment has no standard length. It must be sufficient to permit any altitude changes required by the procedure and must not exceed 50 NM unless an operational requirement exists.

(2) Width (see figure 13-3-7).

(a) Primary area.

1. In the 8-NM zone, the area is 4 NM on each side of the centerline.

2. In the 4-NM zone, the area is 2 NM on each side of the centerline.

3. A 30-degree splay connects the area boundaries, beginning where the route centerline crosses the 4-NM zone, and splaying out as the ATD increases until reaching 4 NM each side of the centerline. In addition:

a If the splay cuts across a portion of the WP fix displacement area, retain the width of the wider area and directly connect the wider area boundary with the narrower.

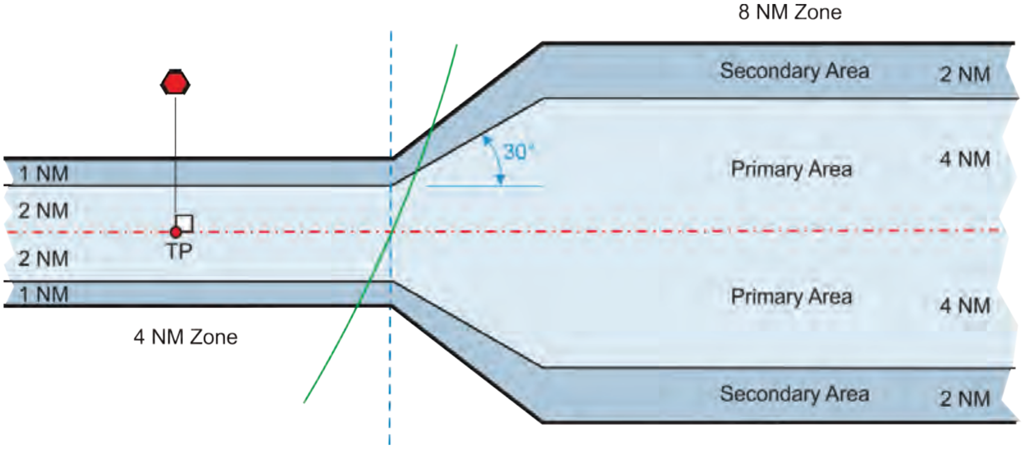
b If a short segment transits the 4-NM zone from the 8-NM zone and reenters the 8-NM zone, retain the 8-NM zone.

c If the initial approach and succeeding segments are within the 4-NM zone, the 4-NM zone may be used.

d Segments must not be decreased to 2-NM widths and then increased back to 4-NM widths.

e The width of the primary area at the earliest point the IAF can be received is equal to the width at the plotted position.

Figure 13-3-7. VOR/DME RNAV Basic Area



(b) Secondary area. The area is 1 NM each side of the primary area where the route centerline lies within the 4-NM zone. The area is 2 NM each side of the primary area where the route centerline lies within the 8-NM zone. The area boundaries are connected by straight lines abeam the same points where the primary area boundaries connect. The width of the secondary area at the earliest point the IAF can be received is equal to the width at the plotted position.

d. Obstacle clearance. Apply paragraph 2-4-3.c.

e. Descent gradient. Apply paragraphs 2-4-3.d and 2-9-9.a.

13-3-3. Intermediate Segment. The intermediate segment begins at the IF and ends at the PFAF or ATD fix serving as the PFAF. The distance from the reference facility to the IF must not exceed 53 NM nor exceed the TPD or ATD values associated with the limits of the 8-NM zone (see figure 13-1-2).

a. Alignment. The course to be flown in the intermediate segment should be the same as the FAC. When this is not practical, the intermediate course must not differ from the FAC by more than 30 degrees and a PFAF must be established at the turn WP (see figure 13-3-6).

b. Area.

(1) Length. Apply paragraph 2-5-3.b and table 2-5-1.

(2) Width.

(a) Primary area. The width of the intermediate primary area is equal to the width of the initial primary area at the IF. It must either taper from a point abeam the IF linearly to ± 2 NM at the PFAF or ATD fix, or must be a constant ± 2 NM, as appropriate. The width at the earliest point the IF can be received must equal the width at the plotted position.

(b) Secondary area. The width of the intermediate secondary area must be equal to the width of the initial secondary area at the IF and must either taper from a point abeam the IF linearly to ± 1 NM at the PFAF or ATD fix or must be a constant ± 1 NM, as appropriate. The width of the secondary area at the earliest point the IF can be received must equal the width at the plotted position.

c. Obstacle clearance. Apply paragraph 2-5-3.c.

d. Descent gradient. Apply paragraph 2-5-3.d.

13-3-4. Final Approach Segment. The final approach segment begins at the PFAF or ATD fix and ends at the MAP. When the FAC is a continuation of the intermediate course, an ATD fix should be used in lieu of a PFAF with additional ATD fixes established, if necessary, as stepdown fixes or the MAP. The PFAF /ATD fix must be limited to a TPD of 30 NM or less and must be within the limits of the 4 NM zone shown in figure 13-1-2.

a. Alignment. The FAC must be aligned through the RWY. Alignment should be with the runway centerline. The angle of convergence of the FAC and the extended runway centerline must not exceed 15 degrees.

b. Area. The area considered for obstacle clearance starts at the earliest point of the PFAF or ATD fix displacement area and ends at the latest point of the RWY WP fix displacement area.

(1) Length. The optimum length of the final approach segment, measured between plotted fix positions, is 5 NM. The maximum length is 10 NM. The minimum length must provide adequate distance for an aircraft to make the required descent and to regain course alignment when a turn is required over the PFAF. Table 13-5-3 must be used to determine the minimum length of the final approach segment. Apply fix displacement area overlap restrictions stated in paragraph 13-1-2.

(2) Width.

(a) The final approach primary area is centered on the FAC. It is 2 NM wide on each side of the course at the earliest position the PFAF /ATD fix can be received (see figure 13-3-4 and figure 13-3-5). This width remains constant until the latest point the PFAF /ATD fix can be received. It then tapers to the width of the area of the XTRK fix displacement tolerance at the latest point the RWY WP can be received. Fix displacement tolerance dimensions are shown in table 13-5-2.

(b) A secondary area 1-NM wide is established on each side of the primary area (see figure 13-3-4 and figure 13-3-5).

c. Obstacle clearance.

(1) Straight-in**.** The ROC in the primary area is 250 feet plus adjustments as specified in paragraph 3-2-2. In the secondary area, the ROC of the primary area is provided at the inner edge, tapering uniformly to zero at the outer edge.

(2) Circling. A minimum of 300 feet of ROC must be provided in the circling approach area. Apply paragraph 2-7-1.b.

d. Vertical descent angle. Apply paragraphs 2-6-2 and 2-6-4.

e. Using fixes for descent. Apply paragraphs 2-9-9 and 2-9-10.

13-3-5. Approach Minimums. Apply section 3-3. Table 13-5-4 specifies the minimum visibility based on the XTRK fix displacement tolerance of the plotted position of the MAP. XTRK values are specified in table 13-5-2.

Section 13-4. Missed Approach

13-4-1. General. For general criteria, refer to section 2-8. In the secondary areas, no obstacle may penetrate the 12:1 surface extending upward and outward from the 40:1 surface at the edge of the inner boundaries at a right angle to the missed approach course.

13-4-2. Missed Approach Segment. The missed approach segment begins at the MAP and ends at a point designated by the clearance limit. These criteria consider two types of missed approaches. They are identified as RNAV and non-RNAV missed approach procedures and defined as follows:

a. RNAV.

(1) Route. PCG provided by RNAV systems is required throughout the missed approach segment. The length of the segment is measured point-to-point between the respective (plotted position) WPs throughout the missed approach procedure.

(a) A WP is required at the MAP and at the end of the missed approach procedure. A turn WP may be included in the missed approach.

(b) A straight, turning, or combination straight and turning missed approach procedure may be developed. WPs are required for each segment within the missed approach procedure.

(c) Turns must not exceed 120 degrees.

(d) A minimum leg length is required to allow the aircraft's stabilization on course immediately after the MAP. See table 13-5-5 for minimum distances required for each category of aircraft based on course changes.

(e) For the combination straight and turning missed approach, the distance between the latest point the MAP can be received and the earliest point the turn WP can be received must be sufficient to contain the length of turn anticipation distance required. This segment must be aligned within 15 degrees or less of the extended FAC.

(2) Direct. A direct missed approach may be developed to provide a method to allow the pilot to proceed to a WP that is not connected to the MAP by a specified course. PCG is not assumed during the entire missed approach procedure.

(a) An ATD fix may be specified as the MAP.

(b) A straight, turning, or combination straight and turning missed approach may be developed.

(c) The combination straight and turning missed approach procedure must be a climb from the MAP to a specified altitude. The end of the straight section must be established by an altitude, and this segment must be aligned with the FAC. The length of the straight section must be determined by subtracting the lowest MDA of the procedure from the height of the turning altitude in the missed approach and multiplying by 30.38. The distance is measured from the latest point the MAP can be received.

(d) Turns may exceed angles of 120 degrees.

b. Non-RNAV missed approach procedures. Apply section 2-8, for non-RNAV missed approach criteria with the following exceptions: the connection for the missed approach area and the origination points of the 40:1 evaluation obstruction slope at the MAP, and the area for early turns begin at the earliest point the WP or ATD fix can be received. The area connects at the MAP as described in paragraphs 13-4-3 thru 13-4-6. The tie-backs and evaluations are established and conducted as outlined in this section of the RNAV missed approach criteria.

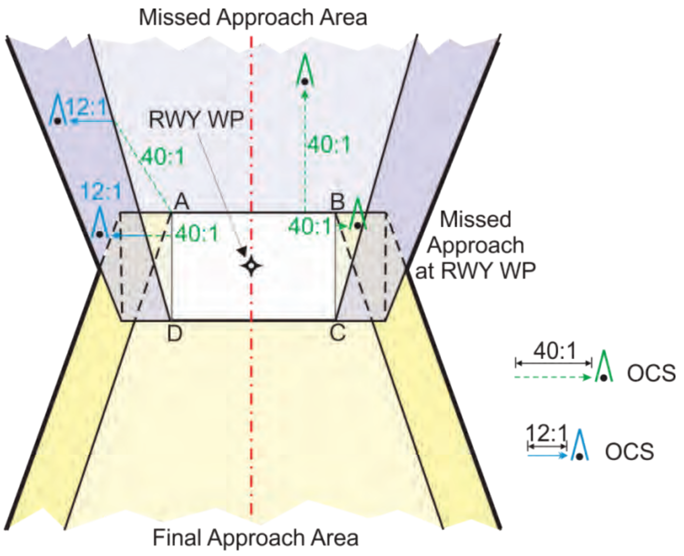
13-4-3. MAP. The MAP must be located on the FAC and is normally located at the RWY WP. It may be designated by an ATD fix defined relative to the distance from the RWY WP. The MAP must be no further from the PFAF than the RWY WP. The area of the MAP ATRK displacement tolerance may overlap the plotted position of the RWY WP. The lateral dimensions for the area of the ATD fix are considered the same as the lateral dimensions of the primary area.

13-4-4. Straight Missed Approach. Apply straight missed approach criteria when the missed approach course does not differ more than 15 degrees from the FAC.

a. Area.

(1) When the MAP is at the RWY WP, the area starts at the earliest point the MAP can be received and has the same width as the area for the WP displacement tolerance at the RWY WP. The secondary areas are 1 NM each side of the primary area at the earliest point the MAP can be received (see figure 13-4-1).

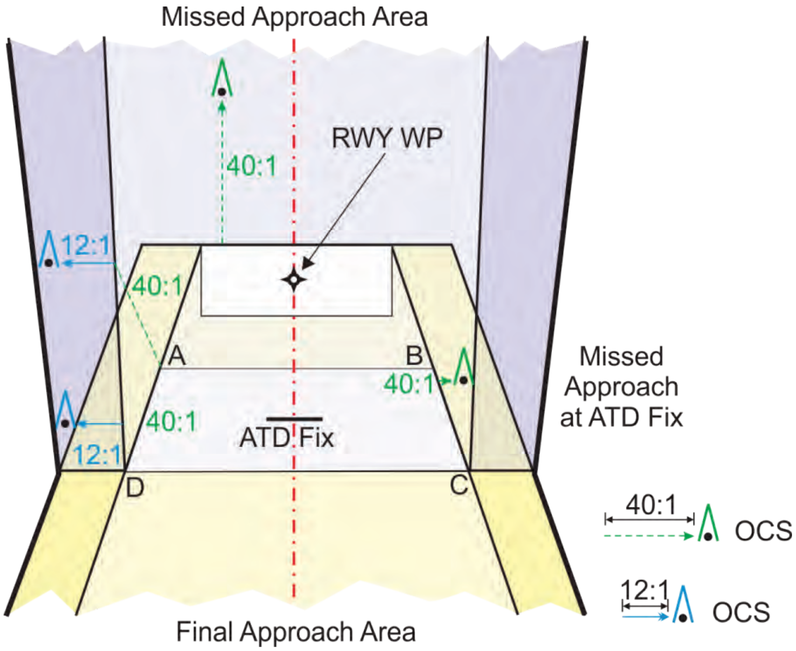
Figure 13-4-1. Straight Missed Approach at the RWY WP



(2) When the MAP is at an ATD fix, the area starts at the earliest point the MAP can be received and has the same width as the final approach primary and secondary areas at that point (see figure 13-4-2).

(3) The area expands uniformly to a width of 6 NM each side of the course line at a point 15 flight-track NM from the plotted position of the MAP. When PCG is provided, the secondary areas splay linearly from a width of 1 NM at the MAP to a width of 2 NM at the end of the 15-NM area. The splay of these areas begins at the earliest point the MAP can be received.

Figure 13-4-2. Straight Missed Approach at an ATD Fix



(4) When a turn of 15 degrees or less causes the outside edge of the primary missed approach boundary to cross inside the lateral dimensions of the fix displacement area of the MAP, that boundary line is then constructed from the corner of the lateral dimension of the area abeam the latest point the MAP can be received. This point is identified as point A at the MAP when represented by a WP or an ATD fix which is established as the MAP (see figure 13-4-3 and figure 13-4-4, respectively).

b. Obstacle clearance. The 40:1 missed approach surface begins at the edge of the area at the WP displacement tolerance or the displacement area of the ATD fix of the MAP identified as the line D-A-B-C in figure 13-4-1 and figure 13-4-2. For the triangular area shaded in figure 13-4-3 and figure 13-4-4 resulting from a skewed course of 15 degrees or less, the 12:1 slope is measured from point A. The obstacle slope is established by measuring the shortest distance from the line D-A-B-C to the obstacle (see figure 13-4-3 and figure 13-4-4). The height of the missed approach surface at its beginning slope is determined by subtracting the required final approach obstacle clearance and adjustments specified in paragraph 3-2-2 from the MDA.

Figure 13-4-3. Construction of Straight Missed Approach When Turns <15° Cause Outside Boundary to Cross Inside MAP Fix Displacement Tolerance at RWY WP

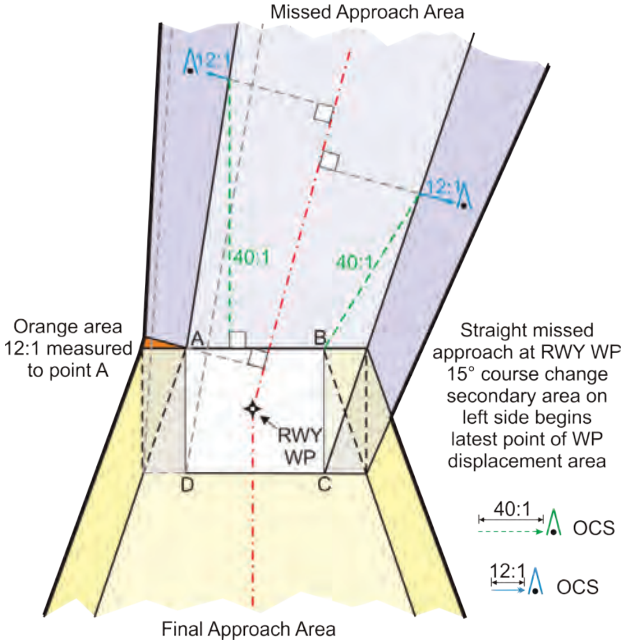
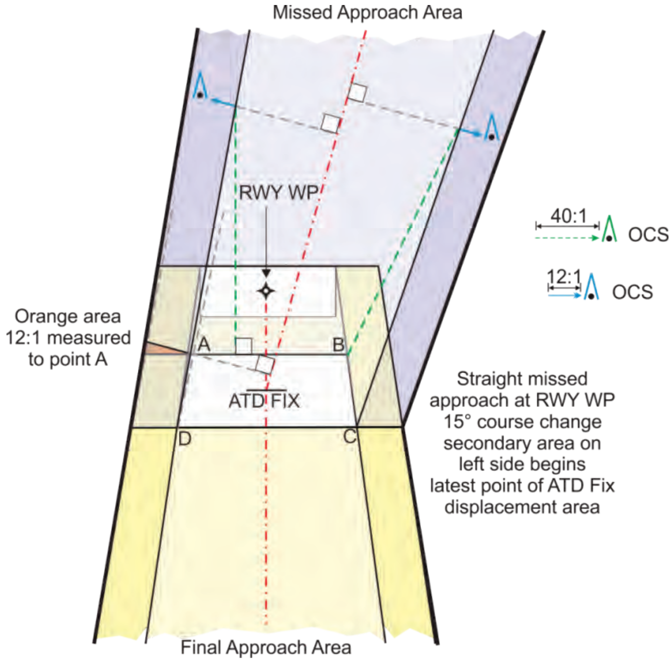


Figure 13-4-4. Construction of Straight Missed Approach When Turns <15° Cause Outside Boundary to Cross Inside Map Fix Displacement Tolerance at an ATD Fix



13-4-5. Turning Missed Approach. Turning missed approach criteria apply whenever the missed approach course differs by more than 15 degrees from the FAC.

a. Area.

(1) Zone 1 begins at a point abeam the latest point the MAP can be received (see figure 13-4-5).

(2) Construct the turning missed approach area using the methods described in paragraph 2-8-6, except as follows:

(a) The radii for the outer boundary is constructed from a baseline at the latest point the MAP can be received.

(b) Where the width “d” of the final approach area at the latest point the MAP can be received exceeds the value of the radius of the outer boundary R in table 2-8-1, use "wide final approach area at the MAP" construction methodology. If the width "d" is less than or equal to R, use "narrow" methodology (see figure 13-4-5). Point C_1, for turns of 90 degrees or less, connects to the WP or fix displacement area at point C, which is located at the earliest point the MAP can be received (see figure 13-4-6 and figure 13-4-8). Point C_1, for turns more than 90 degrees, connects to the corner of the WP or fix displacement area at the non-turn side at point D at the earliest point the MAP can be received (see figure 13-4-7 and figure 13-4-9). Point C_1, for turns which expand the missed approach area boundary beyond line E-D-Z, connects to point E (see figure 13-4-10). Point C_1, for turns which expand the missed approach area boundary beyond line E-Z (parallel to the FAC line), connects to point E_1, a TP of the obstacle boundary arc (see figure figure 13-4-11).

b. Obstacle clearance. The 40:1 obstacle clearance surface begins at the edge of the WP or fix displacement area of the MAP. The height of the missed approach surface over an obstacle in zone 2 is determined by measuring a straight-line distance from the obstacle to the nearest point on line A-B-C and computing the height based on the 40:1 ratio (see figure 13-4-7). The height of the missed approach surface in zone 3 is determined by measuring the distance from the obstacle to point C, as shown in figure 13-4-7, and computing the height based on the 40:1 ratio. The height of the missed approach surface over point C for zone 3 computations is the same height as the MDA, less adjustments specified in paragraph 3-2-2.

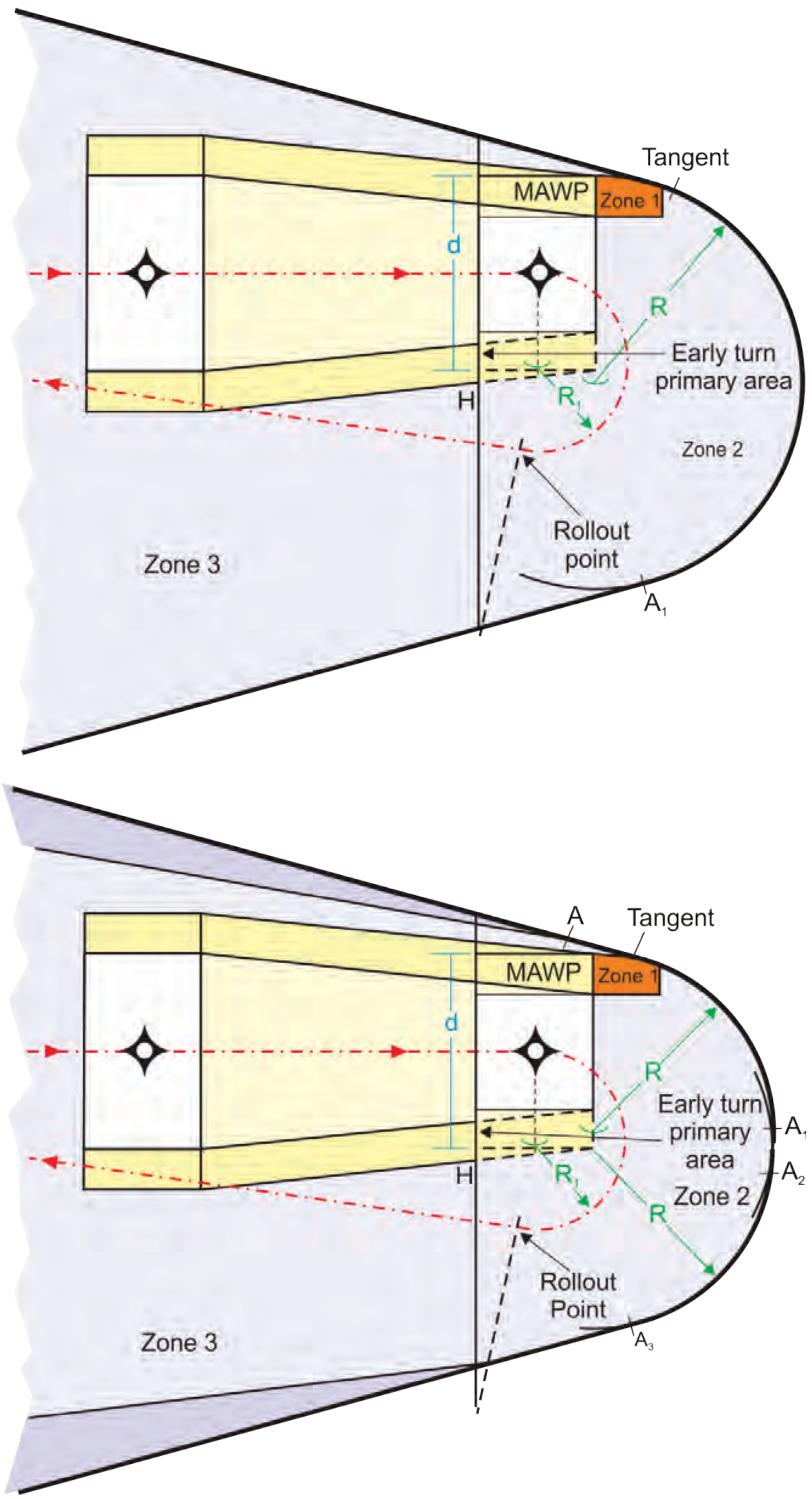
13-4-6. Combination Straight and Turning Missed Approach.

a. Area.

(1) Section 1 is a portion of the normal straight missed approach area and is constructed as specified in paragraph 13-4-4 (see figure 13-4-12). The end of section 1 is based on a turn at a WP, or a climb to an altitude prior to commencing a turn.

(2) RNAV route missed approach procedure. A turn WP is used to base the length of section 1 for a route RNAV missed approach procedure.

Figure 13-4-5. Wide and Narrow Missed Approach Methodology



(a) Secondary area reductions apply except where the turn exceeds 90 degrees, when the reduction applies only on the non-turning side (see figure 13-4-13).

(b) The turn WP must be limited to a TPD of 30 NM or less and to within the 4 NM zone.

(c) A turn anticipation area must be constructed at the turn point.

(d) Construction.

1. Points F, T_1, T_2, and J represent the end of section 1. For turns 90 degrees or less, point C_1 connects to point J (see figure 13-4-12). For turns of more than 90 degrees, point C_1 of section 3 connects to point T_2 (see figure 13-4-13).

2. The radius for the obstruction boundary is measured from a baseline at the latest point the turn WP can be received.

3. The outer boundary line connects tangentially to the outside radius of the boundary arc. Then, the secondary area boundary connects to that line at the point abeam the plotted position of the turn WP (see figure 13-4-12 and figure 13-4-13).

(3) RNAV direct procedure. For an RNAV direct missed approach, the end of section 1 is based on a climb to altitude, and secondary area reductions are not applied.

(a) The end of section 1 is established as described in paragraph 13-4-2.a(2)(c). PCG is not assumed, and secondary area obstruction clearance may not be applied. The end of section 1 is represented by line H-T_3 (see figure 13-4-14).

(b) Construction.

1. A baseline extension of line G-D-C separates sections 2 and 3. When point C_1 is established prior to the baseline, C_1 connects to point C (see figure 13-4-14).

2. When C_1 is established beyond the baseline, but inside line G-Z, C_1 connects to point G. G-Z is established parallel to the FAC line (see figure 13-4-15).

3. When point C_1 is established beyond an area of line G-Z, C_1 connects to point H (see figure 13-4-16).

4. When point C_1 is established beyond an area of line H-Z, C_1 connects to point K, a tangent point on the boundary arc. H-Z is established paralleled to the FAC line (see figure 13-4-17).

b. Obstruction clearance.

(1) RNAV route missed approach of turns 90 degrees or less.

(a) Obstacles in section 2 are evaluated based on the shortest distance in the primary area from the obstacle to any point on line T_2-T_3 (see Figure 13-4-12).

(b) Obstacles in section 2b are evaluated based on the shortest distance in the primary area from the obstacle to point T_3 through point J (see Figure 13-4-12).

(2) RNAV route missed approach of turns more than 90 degrees. Obstacles in sections 2 and 3 are evaluated based on the shortest distance in the primary area from the obstacle to any point on line T_2-T_3 (see Figure 13-4-13).

(3) RNAV direct procedure. Obstacles in section 2 are evaluated based on the shortest distance from the obstacle to any point on line G-H-T_3-X. Obstacles in section 3 are evaluated based on shortest distance from the obstacle to point X (see Figure 13-4-17).

(4) The height of the missed approach surface over an obstacle in sections 2 or 3 is determined by measuring the shortest distance from the obstacle to the nearest point on the T_2-T_3 line for RNAV routes missed approach procedures and to the nearest point on the H-T_3 line for RNAV direct missed approach procedures. Compute the height of the surface by using the 40:1 ratio from the height of the missed approach obstacle surface at the end of section 1. The height of the obstacle surface at the end of section 1 is determined by computing the 40:1 obstacle surface slope beginning at the height of the missed approach surface measured from the latest point of the MAP (see Figure 13-4-13 and Figure 13-4-17).

(5) The height of the missed approach surface over point X for section 3 computations is the height of MDA less adjustments in paragraph 3-2-2, plus a 40:1 rise in section 1 as measured from line A-B to end of section 1.

13-4-7. Clearance Limit. The missed approach procedure must specify an appropriate fix as a clearance limit. The fix must be suitable for holding. The clearance limit WPs must meet terminal fix displacement tolerance criteria from table 13-5-1.

Figure 13-4-6. Turning Missed Approach, 90° or Less

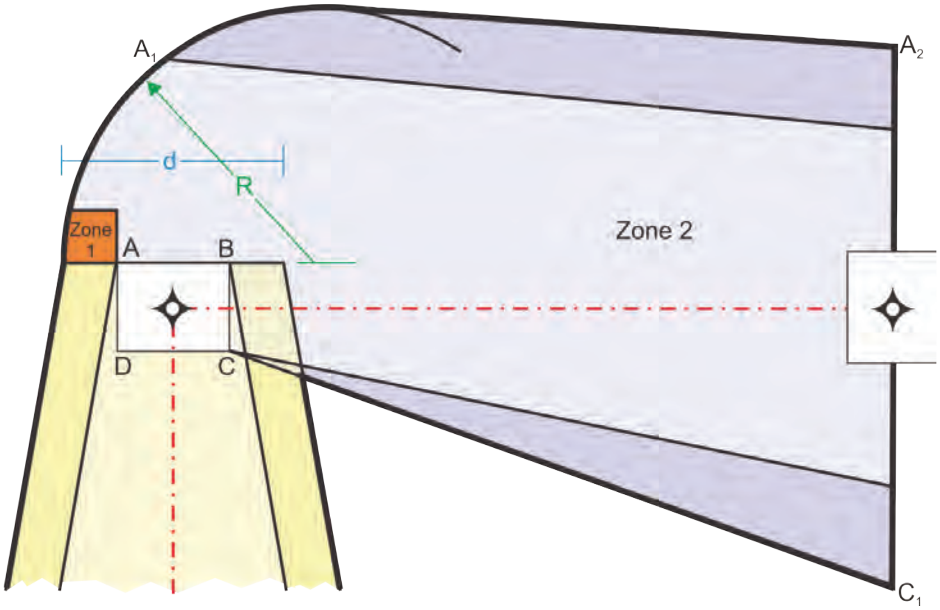


Figure 13-4-7. Turning Missed Approach, More Than 90° up to 120°

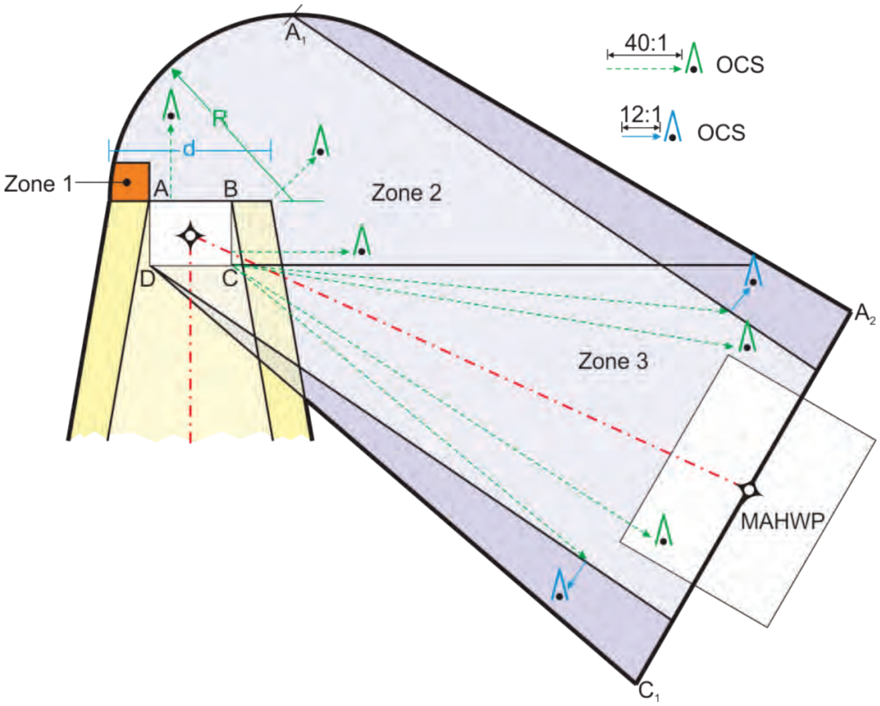


Figure 13-4-8. Direct Turning Missed Approach, ≤90° Tie-Back Point C_1 to Point C

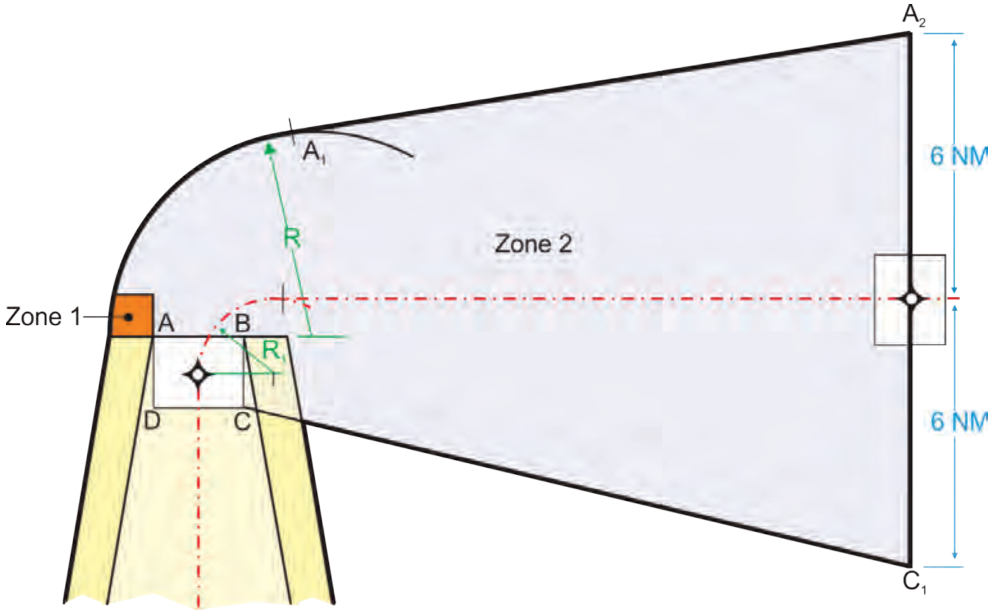


Figure 13-4-9. Direct Turning Missed Approach, >90° Tie-Back Point C_1 to Point D

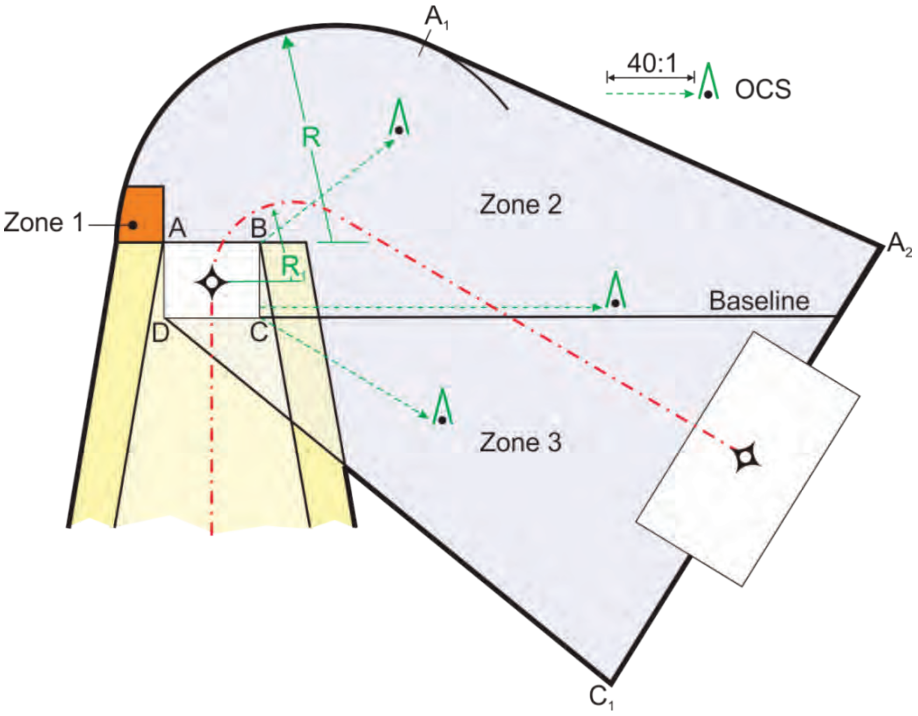
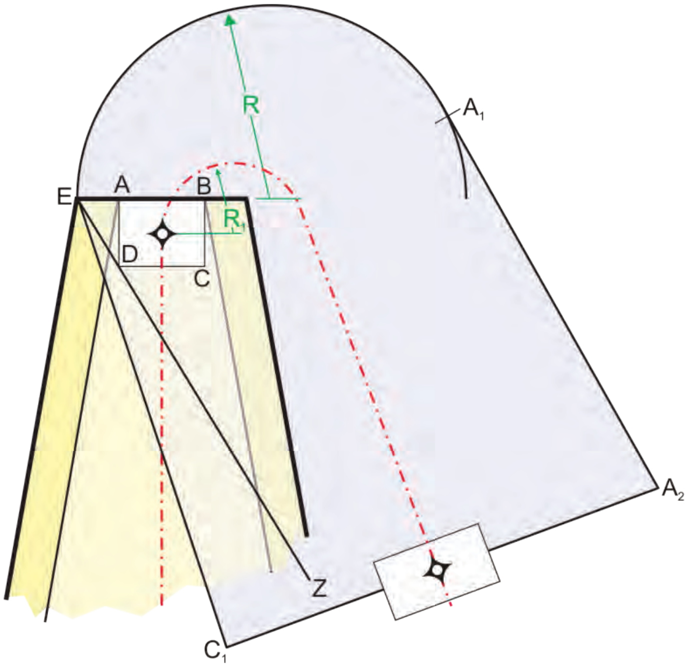
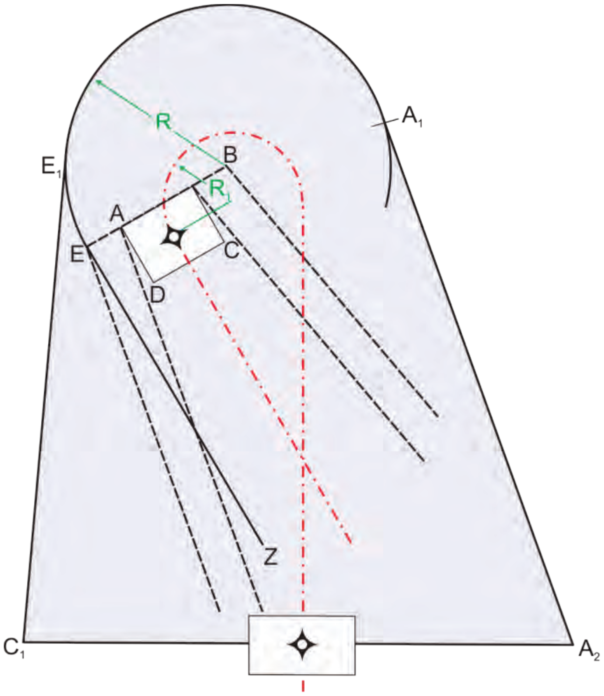


Figure 13-4-10. Direct Turning Missed Approach >90°



NOTE: Point C_1 connects to point E when C_1-E is outside of line E-Z. E-Z is established by drawing an extended line through D and E.

Figure 13-4-11. Direct Turning Missed Approach >180°



NOTE: Point C_1 connects to point E tangent to arc when line C-E_1 is outside of line E-Z. E-Z is established parallel to final approach course line.

Figure 13-4-12. RNAV Combination Straight and Turning Missed Approach 90° Turn or Less

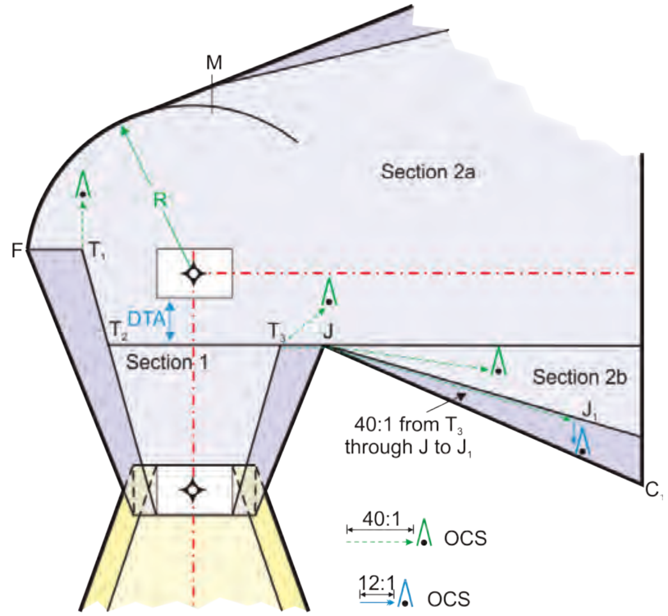


Figure 13-4-13. RNAV Combination Straight and Turning Missed Approach More Than 90° up to 120°

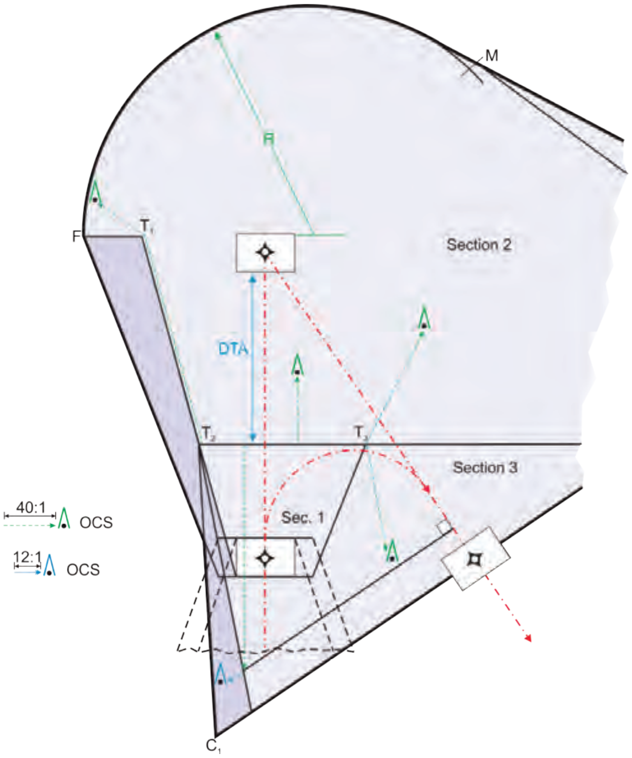
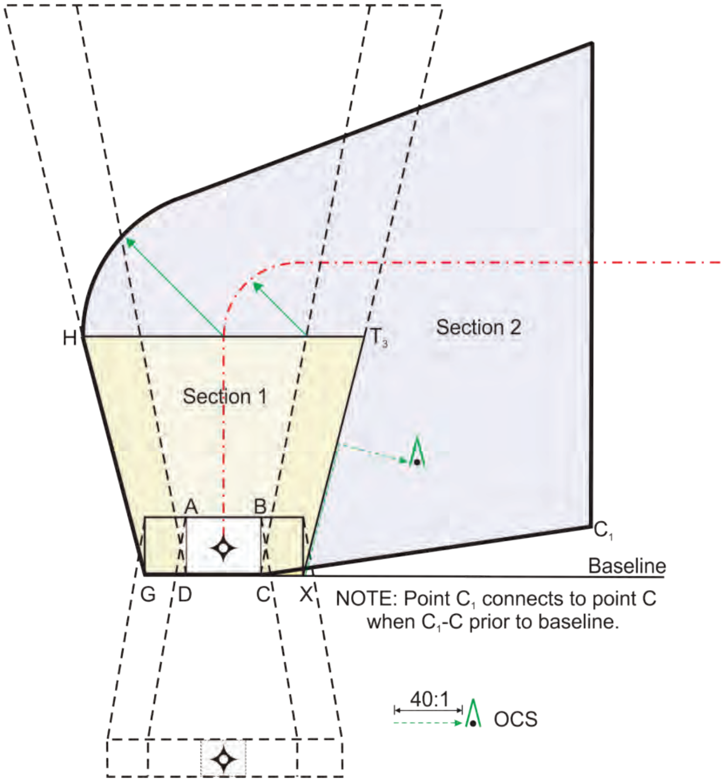
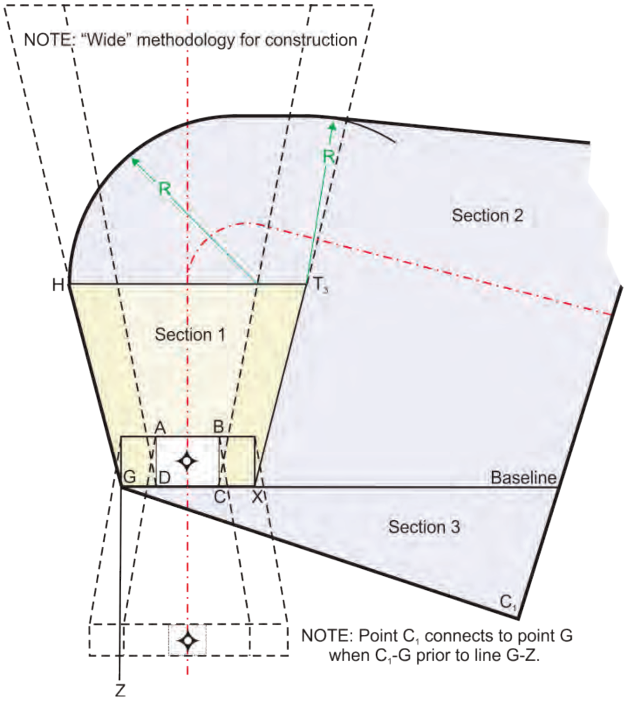


Figure 13-4-14. Climb to Altitude, Straight and Turning Missed Approach, C_1 Prior to Baseline



NOTE: Point C_1 connects to point C when C_1-C prior to baseline.

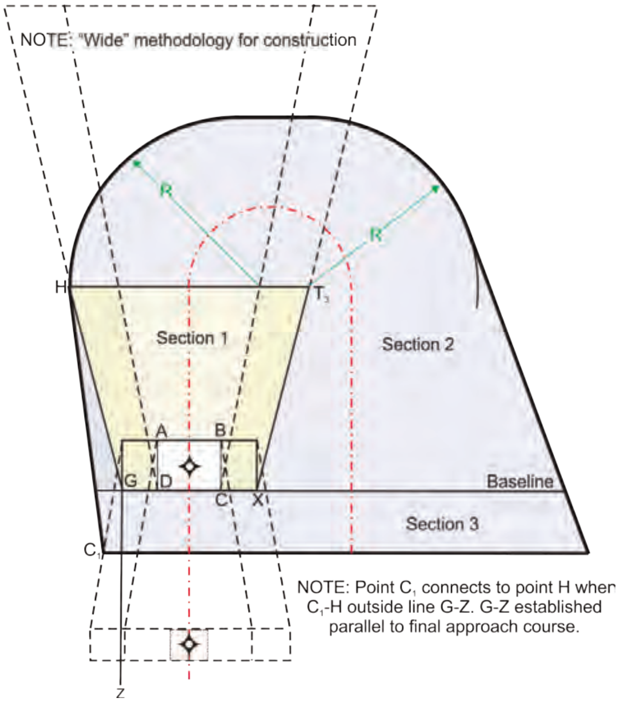
Figure 13-4-15. Climb to Altitude, Straight and Turning Missed Approach >90°



NOTE: "Wide" methodology for construction

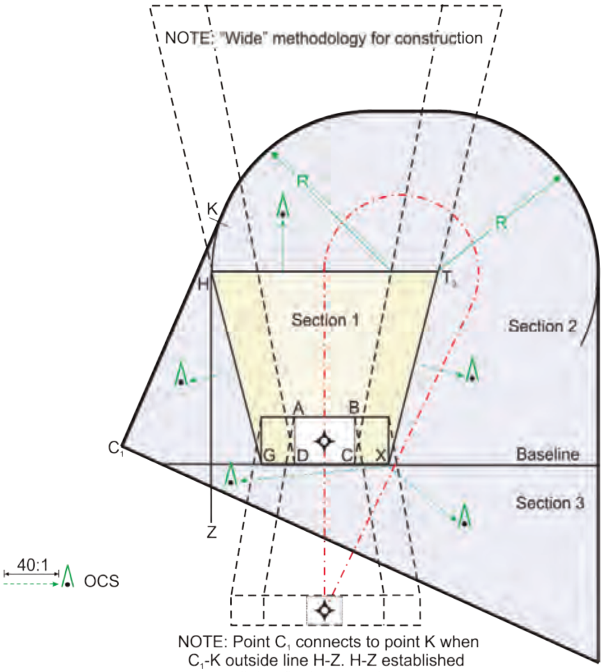
NOTE: Point C_1 connects to point G when C_1-G prior to line G-Z.

Figure 13-4-16. Climb to Altitude, Straight and Turning Missed Approach >90°



NOTE: Point C_1 connects to point H when C_1-H outside line G-Z. G-Z established parallel to final approach course.

Figure 13-4-17. Climb to Altitude, Straight and Turning Missed Approach >180°



NOTE: Point C_1 connects to point K when C_1-K outside line H-Z. H-Z established parallel to final approach course.

Section 13-5. Tables

Table 13-5-1. VOR/DME En Route and Terminal Fix Displacement Tolerance

Fix Distance Along-track from Tangent Point

DISTANCE FROM TANGENT POINT TO VOR/DME

		0	10	20	30	40	50	51
0	XTRK		1.3	1.7	2.2	2.8	3.4	3.5
	ATRK		0.6	0.6	0.7	0.8	0.9	0.9
10	XTRK	1.2	1.3	1.7	2.2	2.8	3.4	
	ATRK	0.8	0.8	0.9	0.9	1.0	1.1	
20	XTRK	1.2	1.4	1.8	2.3	2.8		
	ATRK	1.3	1.3	1.3	1.4	1.4		
30	XTRK	1.2	1.4	1.8	2.3	2.9		
	ATRK	1.8	1.8	1.9	1.9	2.0		
40	XTRK	1.3	1.5	1.8	2.3			
	ATRK	2.4	2.4	2.4	2.4			
50	XTRK	1.3	1.5					
	ATRK	2.9	3.0					
53	XTRK	1.3						
	ATRK	3.1						

Terminal

		0	10	20	30	40	50
0	XTRK		1.3	1.7	2.2	2.8	3.4
	ATRK		0.6	0.6	0.7	0.8	0.9
10	XTRK	1.2	1.3	1.7	2.2	2.8	3.4
	ATRK	0.8	0.8	0.9	0.9	1.0	1.1
20	XTRK	1.2	1.4	1.8	2.3	2.8	3.4
	ATRK	1.3	1.3	1.3	1.4	1.4	1.5
30	XTRK	1.2	1.4	1.8	2.3	2.9	3.5
	ATRK	1.8	1.8	1.9	1.9	2.0	2.0
40	XTRK	1.3	1.5	1.8	2.3	2.9	3.5
	ATRK	2.4	2.4	2.4	2.4	2.5	2.5
50	XTRK	1.3	1.5	1.9	2.4	2.9	3.5
	ATRK	2.9	3.0	3.0	3.0	3.0	3.1
60	XTRK	1.4	1.6	1.9	2.4	3.0	3.6
	ATRK	3.5	3.5	3.5	3.6	3.6	3.6
70	XTRK	1.4	1.6	2.0	2.5	3.0	3.6
	ATRK	4.1	4.1	4.1	4.1	4.2	4.2
80	XTRK	1.5	1.7	2.1	2.5	3.1	3.6
	ATRK	4.6	4.7	4.7	4.7	4.7	4.8
90	XTRK	1.6	1.8	2.1	2.6	3.1	3.7
	ATRK	5.2	5.2	5.3	5.3	5.3	5.3
100	XTRK	1.7	1.8	2.2	2.6	3.2	3.7
	ATRK	5.8	5.8	5.8	5.9	5.9	5.9
110	XTRK	1.7	1.9	2.2	2.7	3.2	3.8
	ATRK	6.4	6.4	6.4	6.4	6.5	6.5
120	XTRK	1.8	2.0	2.3	2.8	3.3	3.8
	ATRK	6.9	7.0	7.0	7.0	7.0	7.1

J/V En Route

Random En Route

Table may be interpolated -- or use next higher value.
XTRK/ATRK values are ±

Table Application Per Segment

		TABLE 13-5-1	
Segment	J/V En Route	Random En Route	Terminal
En Route	X		
Feeder		X	
Feeder S/D		X	
IAF			X
Initial S/D			X
IF			X
Intermediate S/D			X
MA Holding			X

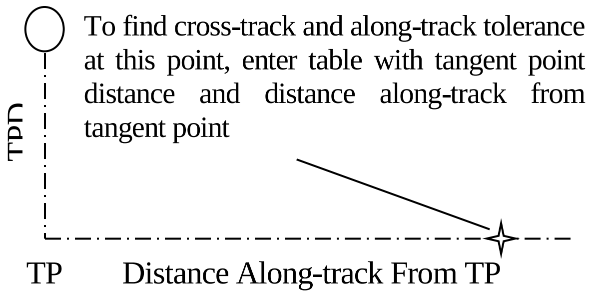

To find cross-track and along-track tolerance at this point, enter table with tangent point distance and distance along-track from tangent point

Table 13-5-2. Final/Missed Area Fix Displacement Tolerance

Fix Distance (NM) Along-track from Tangent Point

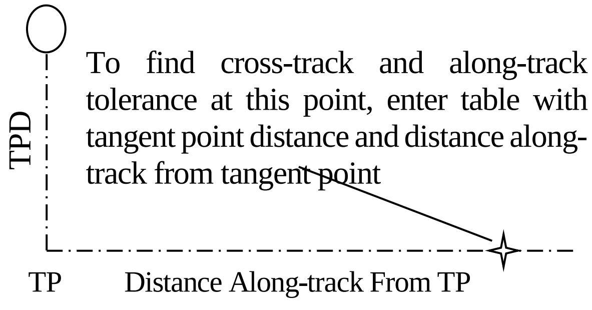
TANGENT POINT DISTANCE (TPD) FINAL/MISSED		0	1	2	3	4	5	10	15	20	25	30
0	XTRK		0.7	0.7	0.7	0.8	0.8	1.0	1.2	1.5	1.8	2.1
	ATRK		0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7
1	XTRK	0.7	0.7	0.7	0.7	0.8	0.8	1.0	1.2	1.5	1.8	2.1
	ATRK	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7
2	XTRK	0.7	0.7	0.7	0.7	0.8	0.8	1.0	1.2	1.5	1.8	2.1
	ATRK	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7
3	XTRK	0.7	0.7	0.8	0.8	0.8	0.8	1.0	1.2	1.5	1.8	2.1
	ATRK	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7
4	XTRK	0.8	0.8	0.8	0.8	0.8	0.8	1.0	1.2	1.5	1.8	2.1
	ATRK	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8
5	XTRK	0.8	0.8	0.8	0.8	0.8	0.8	1.0	1.2	1.5	1.8	2.1
	ATRK	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.8
10	XTRK	0.8	0.8	0.8	0.8	0.8	0.8	1.0	1.2	1.5	1.8	2.1
	ATRK	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.9	0.9
15	XTRK	0.8	0.8	0.8	0.8	0.8	0.9	1.0	1.2	1.5	1.8	2.1
	ATRK	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.2
20	XTRK	0.8	0.8	0.8	0.8	0.9	0.9	1.0	1.3	1.5	1.8	2.1
	ATRK	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.4	1.4
25	XTRK	0.8	0.9	0.9	0.9	0.9	0.9	1.1	1.3	1.6	1.8	2.1
	ATRK	1.5	1.5	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.6	1.6
30	XTRK	0.9	0.9	0.9	0.9	0.9	0.9	1.1	1.3	1.6	1.9	2.1
	ATRK	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.9	1.9	1.9	1.9

Interpolate to the Nearest 0.1 NM

XTRK/ATRK values are ±

Table Application Per Segment

Segment	Table 13-5-2
En Route	
Feeder	
Feeder S/D	
IAF	
Initial S/D	
IF	
Intermediate S/D	
PFAF/ATD Fix	X
Final S/D	X
MAWP/ATD Fix	X
RWY WP/APT WP	X
MA Turn Point	X
MA/Holding	



To find cross-track and along-track tolerance at this point, enter table with tangent point distance and distance along-track from tangent point

Table 13-5-3. Minimum Length of Final Approach Segment (NM)

CAT	Magnitude of Turn over the PFAF		
	0°-5°	>5°-10°	>10°-30°
A	1.8	1.8	2.0
B	1.8	2.0	2.5
C	2.0	2.5	3.0
D	2.5	3.0	3.5
E	3.0	3.5	4.0

Table 13-5-4. Effect of XTRK Tolerance on Visibility Minimums

XTRK Tolerance (NM)					
CAT	0.6 - 0.8	>0.8 - 1.0	>1.0 - 1.2	>1.2-1.6	>1.6
A	1	1	1	1	1
B	1	1	1	1.25	1.25
C	1	1	1.25	1.5	1.5
D	1	1.25	1.5	1.75	2
E	1	1.25	1.5	1.75	2

Table 13-5-5. Minimum Leg Length from MAP to Next WP Using RNAV Missed Approach Procedure

Course Change at MAP					
CAT	>15°				
	≤30°	≤45°	≤60°	≤90°	≤120°
Minimum Leg Length, NM, between MAP and next WP					
A	3.0	4.0	5.0	5.9	6.9
B	3.0	4.0	5.2	6.2	7.2
C	3.0	4.2	5.5	6.5	7.6
D	3.0	4.5	6.0	7.3	8.5
E	3.0	5.5	7.8	9.5	11.3

Chapter 14. Departure Procedure Construction

Section 14-1. General Criteria

14-1-1. General. IFR departure procedures may be designed and published for all runways authorized by the approving authority. For civil procedures, runway/taxiway separations, and airport obstacle free zones (OFZ) must meet the standards in AC 150/5300-13 or appropriate military directives for military procedures for specified departure visibility minimums. Criteria for RNAV-equipped aircraft are provided in Order 8260.58.

14-1-2. Departure Criteria Application. Evaluate runways for IFR departure operations (see Order 8260.46). At locations served by radar, air traffic control may request development of diverse vector areas to aid in radar vectoring departure traffic (see section 14-5).

14-1-3. Departure OCS Application. Evaluate the 40:1 departure OCS originating at the DER threshold at DER elevation (see figure 14-1-1). If a clearway exists, then evaluate a 40:1 departure OCS originating at the end of the clearway at an elevation determined by application of formula 14-1-1. See figure 14-1-2 for application of OCS when a clearway is present. Departure operations are unrestricted if the OCS is clear. Where obstructions penetrate the OCS, see Order 8260.46 for required actions.

Note: A clearway is present when the Take-Off Distance Available (TODA) exceeds the Take-Off Run Available (TORA). When TODA exceeds TORA, the airport will declare and publish these values within the applicable Airport/Facility Directory. Clearway evaluation is not a TERPS responsibility.

Formula 14-1-1. OCS Start Elevation (Runways with Clearway)

$$OCS_{Start} = \frac{TODA - TORA}{80} + DER_{elev}$$

Where:
DER_{elev} = DER elevation

Figure 14-1-1. OCS Starting Elevation

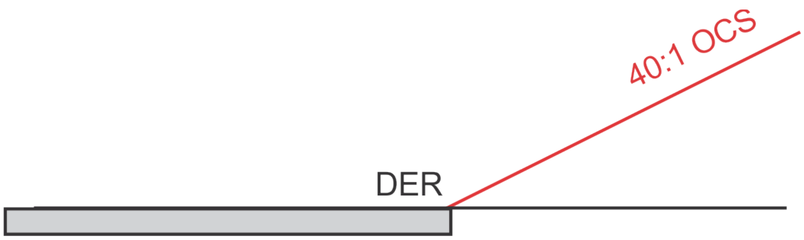
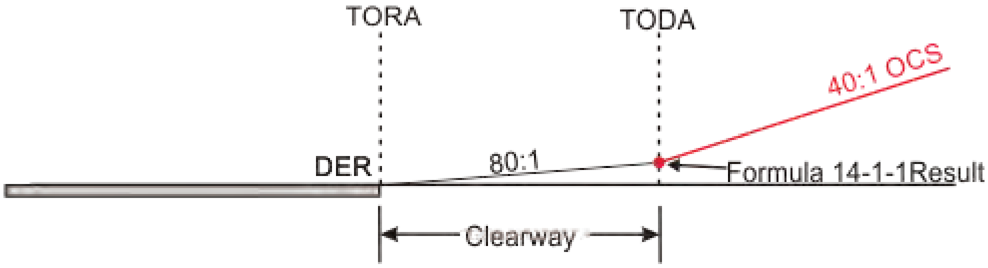


Figure 14-1-2. OCS Starting Elevation With Clearway



a. Low, close-in OCS penetrations. Do not publish a CG to a height of 200 feet or less above the OCS start elevation.

b. Calculating OCS height. The OCS height is based on the distance measured from the OCS origin along the shortest distance to an obstacle within the segment (see paragraph 14-1-6.b(3) for measuring obstacles located within the ICA).

(1) Primary area. The OCS slope is 40:1. Use formula 14-1-2 to calculate the OCS elevation.

Formula 14-1-2. Primary OCS Elevation

$$h_{OCS} = \frac{d}{40} + e$$

Where:

d = shortest distance (feet) from OCS origin to obstacle
e = OCS origin elevation

(2) Secondary area. (Applicable only when PCG is identified.) The OCS slope is 12:1. The secondary OCS elevation is the sum of the 40:1 OCS rise in the primary area to a point the obstacle is perpendicular to the departure course, and the secondary OCS rise from the edge of the primary OCS to the obstacle (see figure 14-1-3). Use formula 14-1-3 to calculate the secondary OCS elevation.

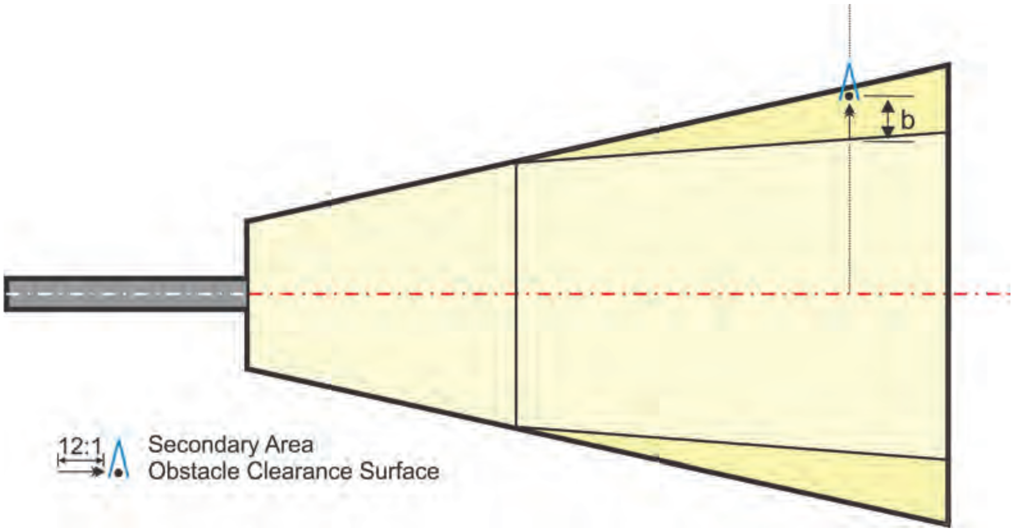
Formula 14-1-3. Secondary OCS Elevation

$$h_{SECONDARY} = h_{OCS} + \frac{b}{12}$$

Where:

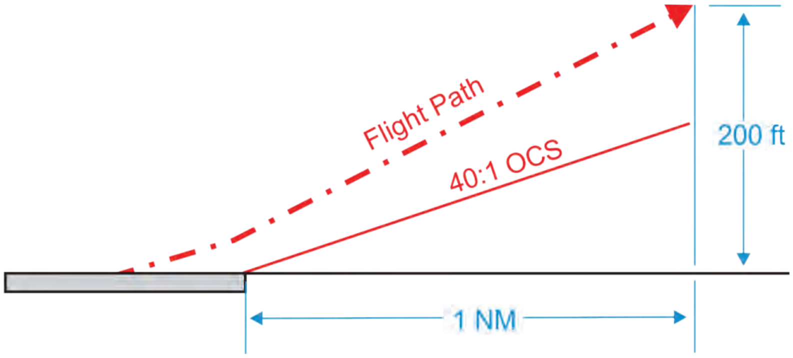
h_{OCS} = primary OCS height
b = perpendicular distance (feet) from edge of primary

Figure 14-1-3. Secondary OCS



14-1-4. Climb Gradients. Departure procedure obstacle clearance is based on a minimum climb gradient performance of 200 ft/NM (see figure 14-1-4).

Figure 14-1-4. Standard Climb Gradient



a. Calculating climb gradients to clear obstacles. Climb gradients in excess of 500 ft/NM require approval (see paragraph 1-4-2). Calculate climb gradients using formula 14-1-4.

Formula 14-1-4. Standard/Military Option Climb Gradient

Standard Formula	Military Option*
$CG = \frac{O-E}{0.76 \times D}$	$CG = \frac{(48 \times D + O) - E}{D}$

Where:
O = Obstacle MSL elevation
E = OCS start elevation
D = Distance (NM) OCS origin to obstacle

* For use by military aircraft only. Not for civil use.

b. Calculating the CG termination altitude. When the aircraft achieves an altitude that provides the required obstacle clearance, the CG restriction may be lifted. This altitude is called the "climb to" altitude (A). Calculate the climb to altitude using formula 14-1-5.

Formula 14-1-5. Climb to Altitude

$$A = E + (CG \times D)$$

Where:
E = Climb gradient starting elevation (MSL)
D = Distance (NM) from OCS origin to obstacle

Example: 1221 + (352 x 3.1) = 2312.20 round to 2400

c. Climb gradients to altitudes for other than obstacles. Calculate the climb gradient to the stated “climb to” altitude using formula 14-1-6.

Formula 14-1-6. Climb to Altitude for Other than Obstacles

$$CG = \frac{A - E}{D}$$

Where:
A = CG termination altitude
E = Climb gradient starting elevation (MSL)
D = Distance (NM) from OCS origin to point where altitude is required

Example: $CG = \frac{3000-1221}{5}$ = 355.8 round to 356 ft/NM

Note: The climb gradient must be equal to or greater than the gradient required for obstacles along the route of flight.

d. Reduced Takeoff Runway Length (RTRL). Where required to provide an option to reduce takeoff runway length (see Order 8260.46, table 2-1-1), calculate the RTRL by applying formula 14-1-7. An RTRL may only be used to mitigate a penetration within the initial climb area (extended); see paragraph 14-1-6.b(1).

Formula 14-1-7. Reduced Takeoff Runway Length

$$*\, RWY_{reduction} = 30.38 \times (p + 35)$$

Where:
p = OCS penetration (feet)
*Establish in 100-ft increment, round up if required

e. Effect of DER-to-obstacle distance (see Order 8260.46).

14-1-5. Ceiling and Visibility. A ceiling and visibility may be specified to see and avoid penetrating obstacles within the ICA (extended) 3 SM or less from the DER.

a. Ceiling. Specify a ceiling value equal to or higher than the height of the obstruction above the airport elevation. Ceilings must be specified in 100-foot increments, round upwards when necessary. Do not specify ceilings of 200 feet or less.

b. Visibility. Specify a visibility value equal to the distance measured directly from the DER to the obstruction, rounded to the next higher reportable value. The minimum value that may be specified is 1 SM; the maximum value that may be specified is 3 SM.

14-1-6. Initial Climb Area (ICA). The ICA is an area centered on the runway centerline extended used to evaluate obstacle clearance during the climb to 400 feet above DER (minimum climb gradient 200 ft/NM).

a. ICA terms.

(1) ICA baseline (ICAB). The ICAB is a line extending perpendicular to the RCL ± 500 at DER. If a clearway is present, the ICAB is a line perpendicular to the extended RCL at the clearway end. It is the origin of the ICA (see figure 14-1-5).

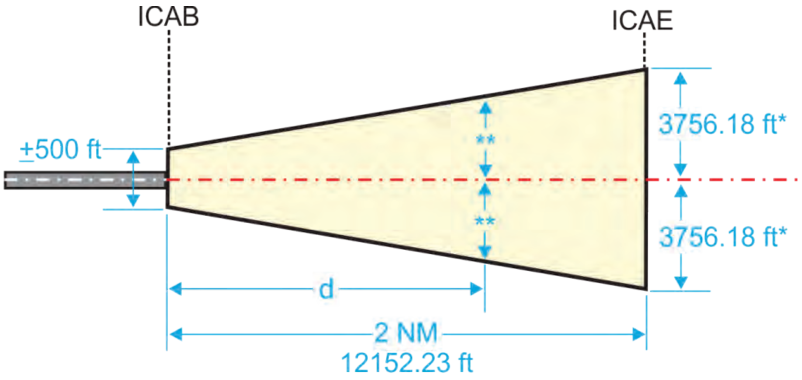
(2) ICA end-line (ICAE). The ICAE is a line at the end of the ICA perpendicular to the RCL extended. The splay of 15 degrees and length of the ICA determine its width (see figure 14-1-5).

b. Area.

(1) Length. The ICA length is normally 2 NM, measured from the ICAB to the ICAE along RCL extended. It may be less than 2 NM in length for early turns by publishing a climb gradient. The ICA may be extended beyond 2 NM to maximum length of 10 NM. A specified altitude (typically 400 feet above DER) or the interception of PCG route must identify the ICAE.

(2) Width. The ICA origin is 1000 feet (± 500 perpendicular RCL) wide at its origin. The area splays outward at a rate of 15 degrees relative to the departure course (normally RCL extended).

Figure 14-1-5. Initial Climb Area



*500 ft + tan (15°) x 12152.23 ft
**500 ft + tan (15°) x d

(3) OCS. The OCS originates at the ICAB, at the OCS start elevation (see paragraph 14-1-3). Apply the OCS by measuring along the RCL from the ICAB to a point where the obstacle is perpendicular to the RCL and evaluate per paragraph 14-1-3. The MSL elevation of the ICAE is calculated using formula 14-1-8.

Formula 14-1-8. ICAE Elevation

$$ICAE_{elev} = a + \left(\frac{b}{c}\right)$$

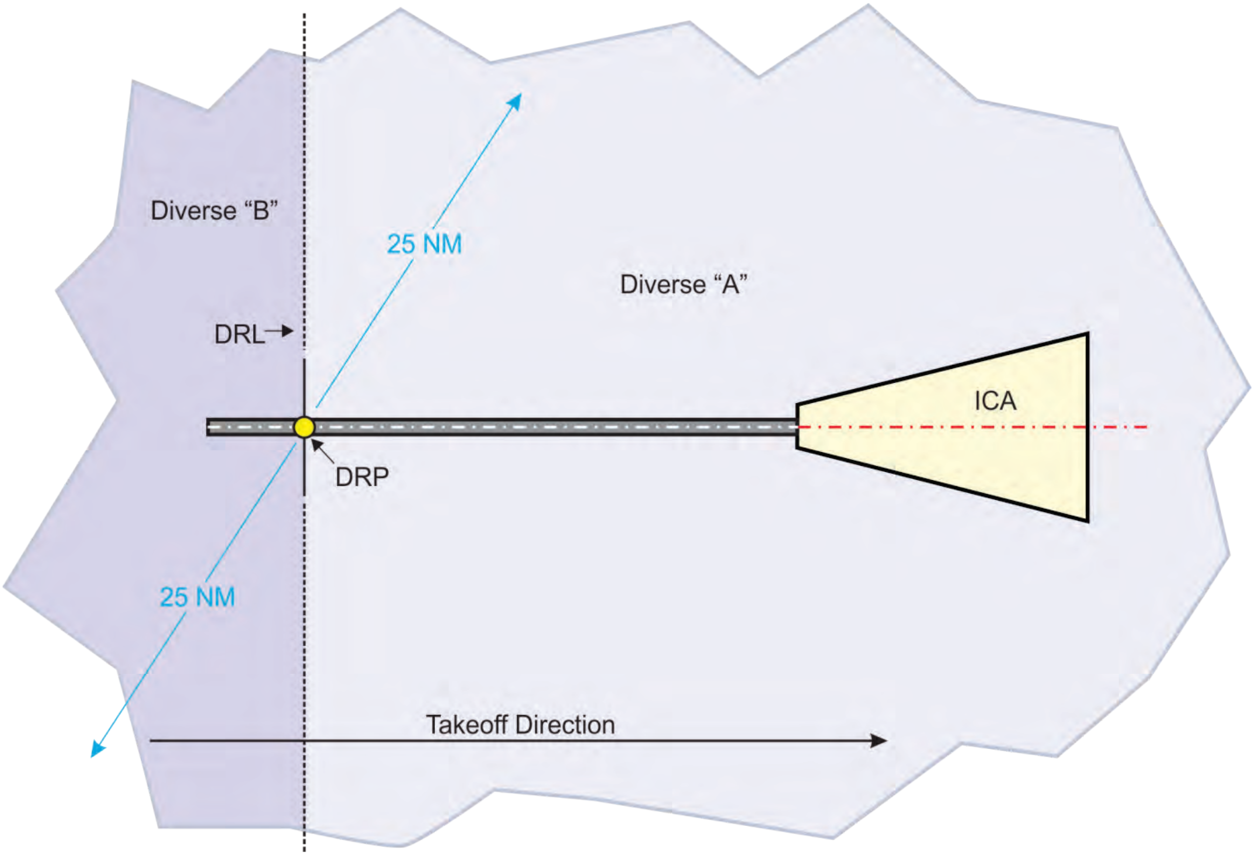
Where:
a = OCS start elevation
b = ICA length (feet)
c = OCS slope (normally 40:1)

Section 14-2. Diverse Departure Assessment

14-2-1. General. Assess diverse “A” and “B” areas to a distance of 25 NM. Extend the assessment to a distance of 46 NM if any part of the assessment area includes mountainous areas (see figure 14-2-1).

a. Area. The diverse departure assessment covers three areas.

Figure 14-2-1. Diverse Departure Assessment Areas



(1) ICA. Assess the ICA under paragraph 14-1-6 using a 40:1 OCS slope (see figure 14-2-1).

(2) Diverse "A" area. Diverse “A” consists of all area on the DER side of the departure reference line (DRL), excluding the ICA. The DRL is a line perpendicular to the RCL that passes through the departure reference point (DRP) which is established on RCL 2000 feet from the start end of the runway. Calculate the elevation of the OCS at any given location in the diverse "A" by applying formula 14-2-1. Measure the distance from the obstacle to the closest point on the centerline of the runway between the DRP and ICAB, or the closest point on ICA boundary lines as appropriate (see figure 14-2-2). The beginning OCS elevation is equal to the MSL elevation of the ICAE.

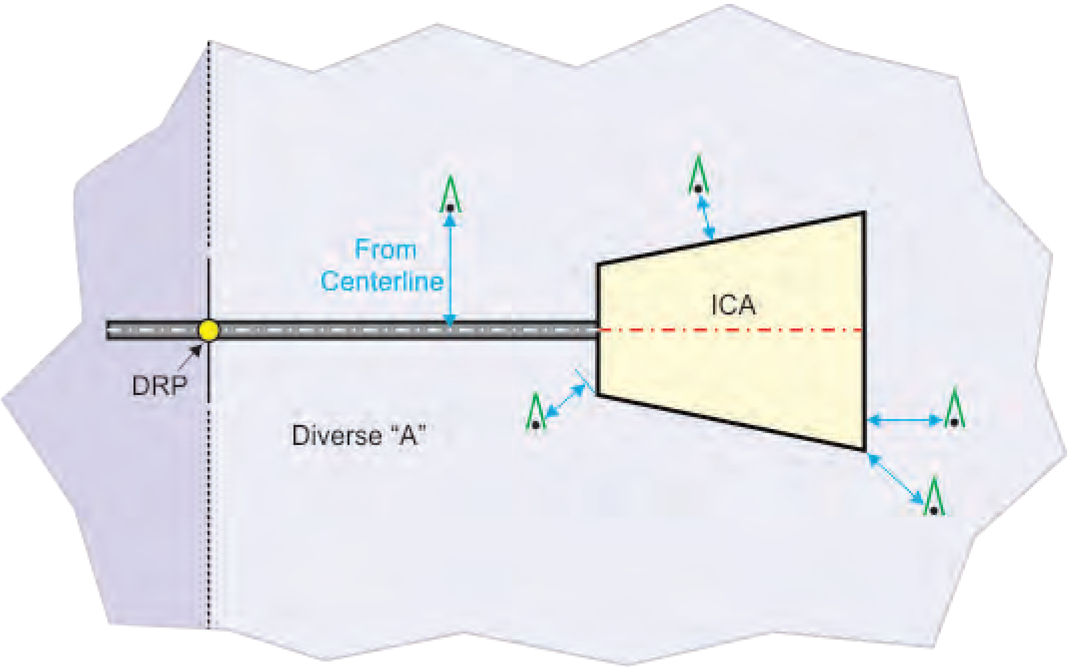
Formula 14-2-1. OCS Height Diverse “A” Area

$$h = a + \frac{d}{40}$$

Where:

h = OCS MSL elevation at obstacle
d = distance (feet) from obstacle to closest point
a = ICAE MSL elevation

Figure 14-2-2. Diverse “A” Area Evaluation



(3) Diverse "B" area. All areas on the start end of runway side of the DRL (see figure 14-2-1). Evaluate obstacles in the Diverse "B" area by measuring the distance in feet from the obstacle to the DRP (see figure 14-2-3). Calculate the OCS MSL elevation at the obstacle using formula 14-2-2.

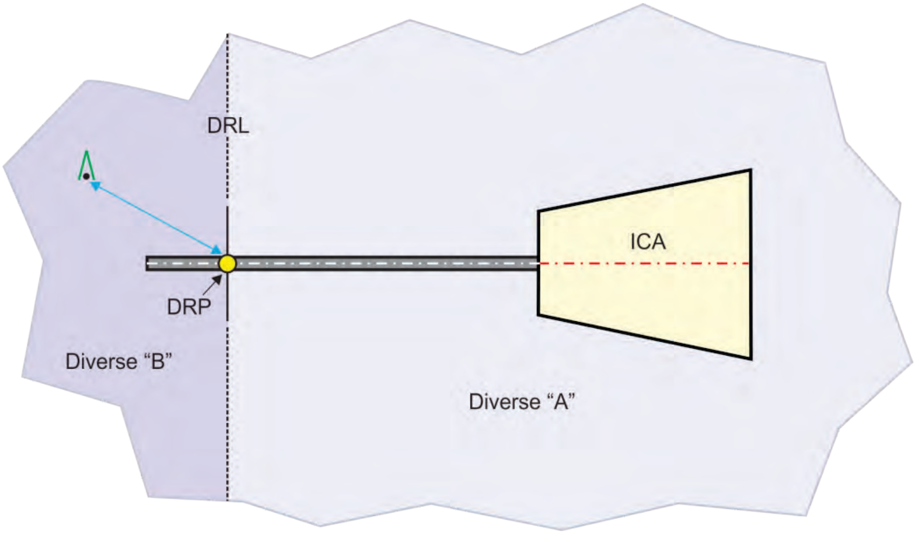
Formula 14-2-2. OCS Height Diverse “B” Area

$$h = \frac{d}{40} + (b + 400)$$

Where:

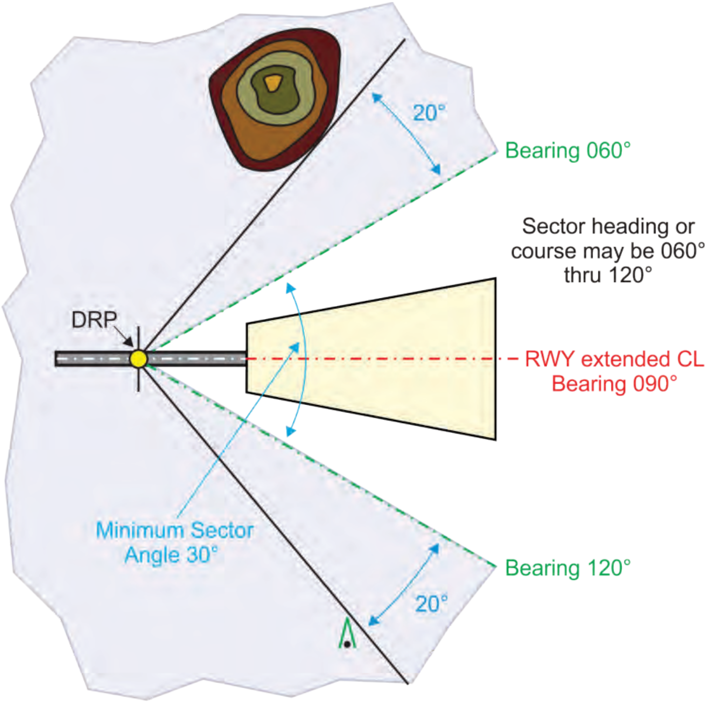
h = OCS MSL elevation at obstacle
d = distance (feet) from obstacle to DRP
b = Airport MSL elevation

Figure 14-2-3. Diverse "B" Area



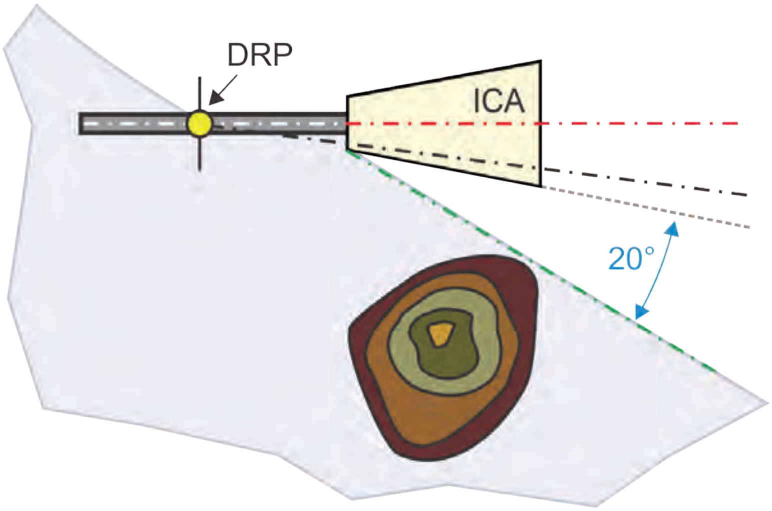
14-2-2. Departure Sectors. Where OCS penetrations prevent unrestricted diverse departure, consider constructing sectors within the diverse areas where departure flight is prohibited. Departure instructions must assure the aircraft will maneuver clear of the prohibited sector boundaries. Separate sector boundaries from obstacles via a buffer established by a 20-degree splay from the DRP. The minimum angle between sector boundaries is 30 degrees. The ICA must be protected at all times (see figure 14-2-4).

Figure 14-2-4. Minimum Sector Area



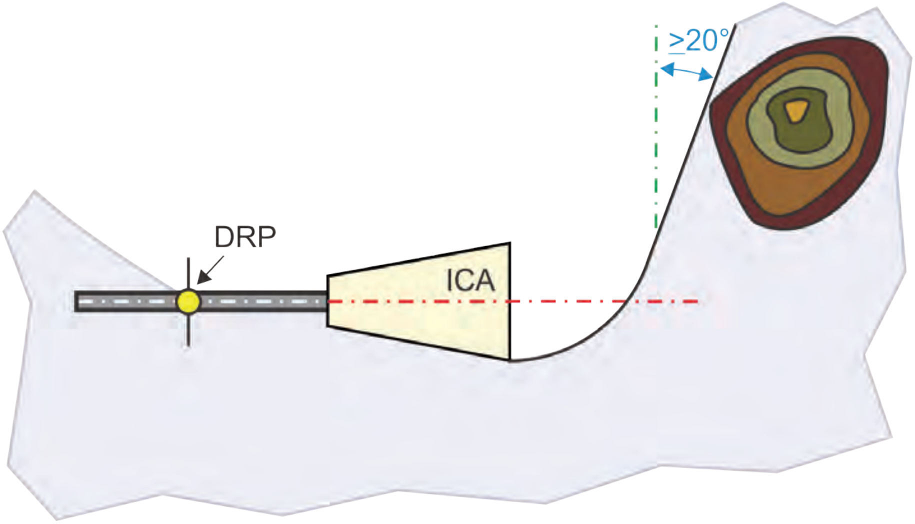
a. Boundary based on the ICA. When the 20-degree splay from the DRP cuts across the ICA, construct a line 20 degrees relative to the side of the ICA. To protect the ICA, no obstacle may lie inside this line (see figure 14-2-5).

Figure 14-2-5. Boundary Based on ICA



b. Outer boundary involving a turn. Locate the turn point on runway centerline (extended) and establish the ICAE. Construct the outer boundary from the ICAE, using table 14-3-2 for selection of the outer boundary radius. Construct a line from the obstacle tangent to the outer boundary radius. Establish the outer boundary buffer 20 degrees from this line on the maneuvering side. Begin the 20-degree buffer at the tangent point where the obstacle line intercepts the arc (see figure 14-2-6).

Figure 14-2-6. Outer Boundary



c. Defining sector boundaries. Construct boundaries to define each sector. Sector boundaries originate at the DRP, or are defined tangentially from the outer boundary radius (see figure 14-2-7). Define and publish sector boundaries by reference to aircraft magnetic headings. Sector "headings" must be equivalent to the magnetic bearing of the sector boundaries from their origins.

d. Climb Gradients. A departure sector that does not require a climb gradient in excess of 200 ft/NM is preferred; however, operational requirements may necessitate a higher climb gradient. When an obstacle penetrates the 40:1 OCS within the departure sector OEA, establish a climb gradient and climb gradient termination altitude in accordance with paragraph 14-1-4.

14-2-3. Sector Limitations.

a. The maximum turn from the takeoff runway in any one direction is 180 degrees relative to takeoff runway heading (see figure 14-2-7). Figure 14-2-8 shows a sector of 360 degrees clockwise, 270 degrees could be assigned; however, the maximum turn to the right is a heading not in excess of the reciprocal of the takeoff runway heading.

Figure 14-2-7. Sector Limitations

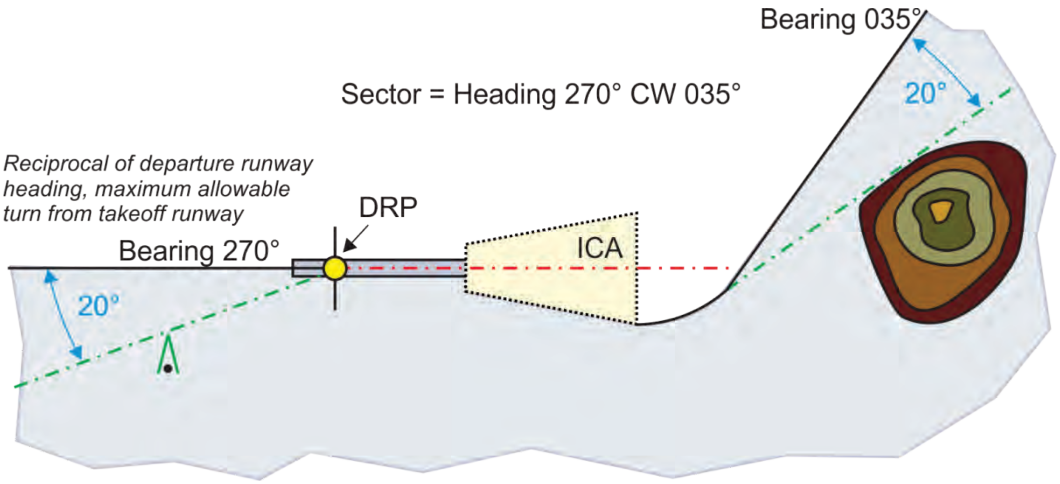
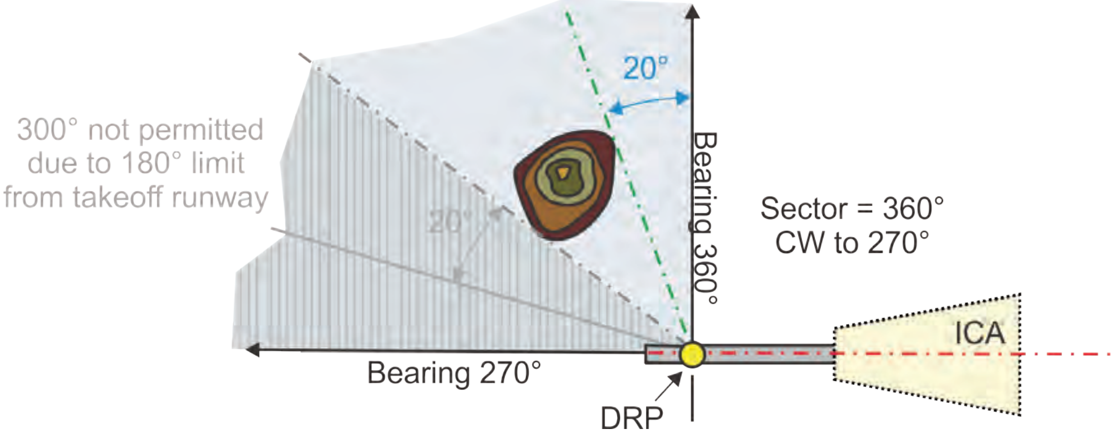
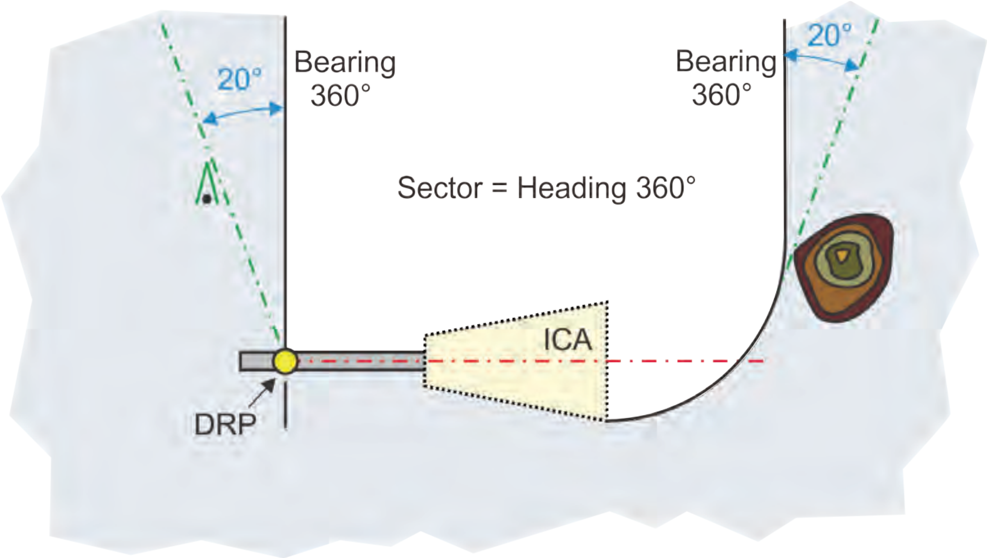


Figure 14-2-8. Maximum Heading Limitation



b. Assign a single heading for a sector which has parallel boundaries. The heading must parallel the boundaries. Figure 14-2-9 shows heading 360 degrees as the only heading allowable.

Figure 14-2-9. Parallel Boundaries



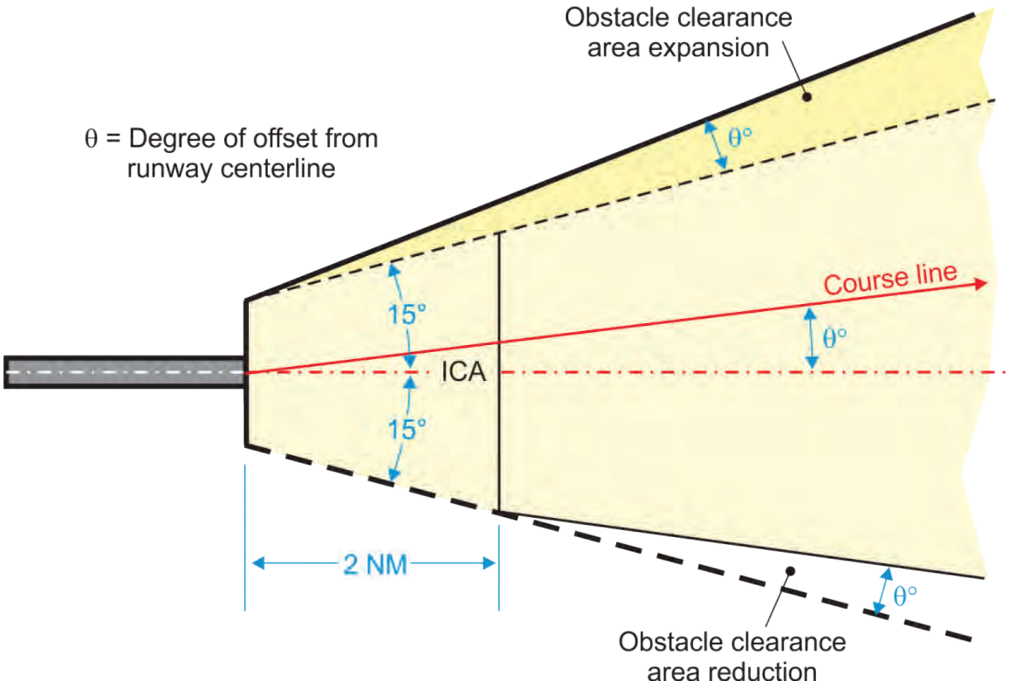
c. Do not establish a sector if the boundaries converge.

Example: In figure 14-2-9, if the bearing from the DRP had been .001 degrees or greater or the outer bearing 359 degrees or less, the sector could not be established.

Section 14-3. Departure Routes

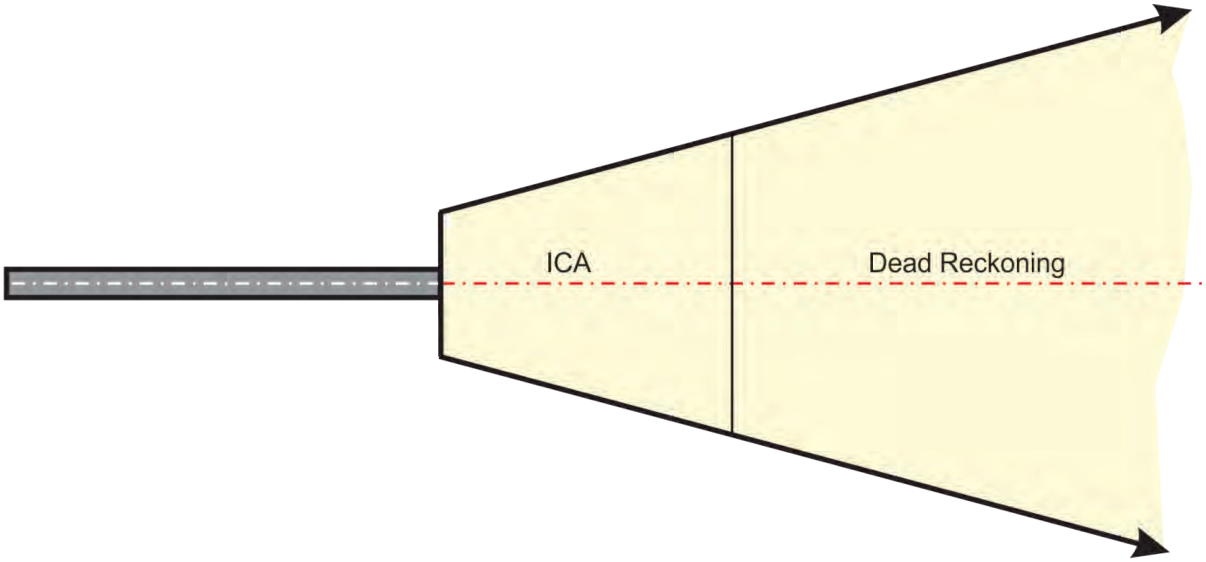
14-3-1. Straight Route Departure Segments. Straight departures are aligned within 15 degrees of the runway centerline. The ICA is aligned along the runway centerline for at least 2 NM (see paragraph 14-1-6). If a turn at the DER is desired, expand the obstacle clearance area in the direction of the turn an amount equal to the departure course degree of offset from runway centerline (see figure 14-3-1). Reduce the obstacle clearance area following the ICA on the side opposite the turn an amount equal to the expansion on the opposite side.

Figure 14-3-1. Turn ≤15 degrees at DER



14-3-2. DR Departure. The boundary lines of the departure OEA splay outwards 15 degrees relative to the departure course from the end of the ICA (see figures 14-3-1 and 14-3-2). Limit the DR segment to a maximum distance of 10 NM from DER.

Figure 14-3-2. Dead Reckoning



14-3-3. Positive Course Guidance (PCG) Departure, 15 Degrees or less. Apply the values from table 14-3-1 to formulas 14-3-1 and 14-3-2 to calculate the obstruction primary area half width (½W_P), and the width of the secondary area (W_S). Refer to table 14-3-1 for the values of k_P, D, A, and k_S.

Formula 14-3-1. Half Width of the Primary Area

$$\frac{1}{2}W_P = k_P \times D + A$$

Formula 14-3-2. Width of the Secondary Area

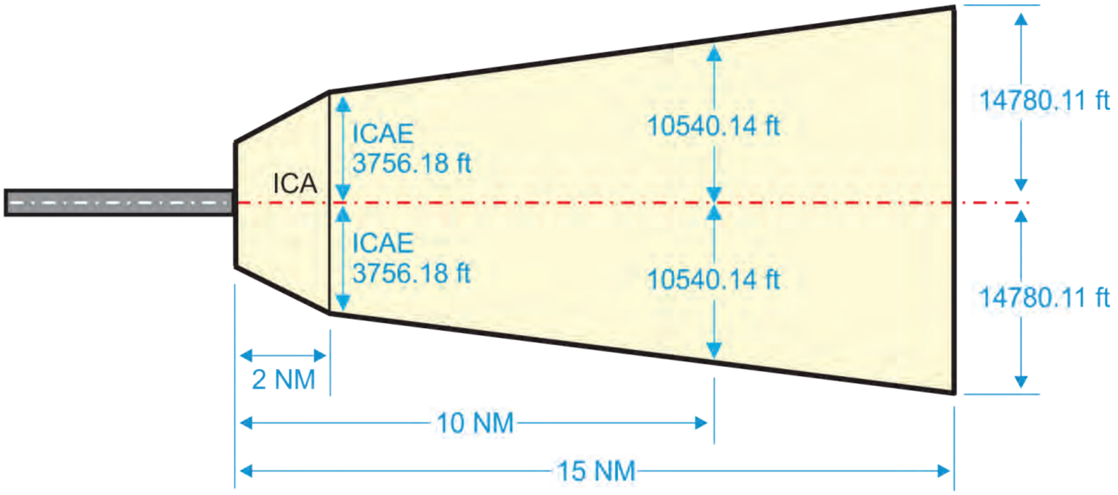
$$W_S = k_S \times D$$

Table 14-3-1. Obstruction Area Values

½ Width	k_p	k_S	D	A
Dep DR	0.267949	none	Distance (feet) from DER	500 feet
Localizer	0.139562	none	Distance (feet) from ICAE	3756.18 feet
NDB	0.0833	0.0666	Distance (NM) from facility	1.25 NM
VOR / TACAN	0.05	0.0333	Distance (NM) from facility	1 NM

a. Localizer guidance. The OEA begins at the ICAE. The maximum length of the segment is 15 NM from DER. Evaluate in accordance with paragraph 14-1-4.a. If necessary, calculate the required minimum climb gradient using formula 14-1-4 where D is the shortest distance to the ICAB (see figure 14-3-3).

Figure 14-3-3. Localizer Area



b. NDB guidance. Evaluate in accordance with paragraph 14-1-4a. If necessary, calculate the required minimum climb gradient using formula 14-1-4. Figures 14-3-4, 14-3-5, and 14-3-6 illustrate possible facility area configurations.

c. VOR/TACAN guidance. Evaluate in accordance with paragraph 14-1-4.a. If necessary, calculate the required minimum climb gradient using formula 14-1-4. Figures 14-3-4, 14-3-5, and 14-3-6 illustrate possible facility area configurations.

Figure 14-3-4. Facility Area and DR Area Relationship

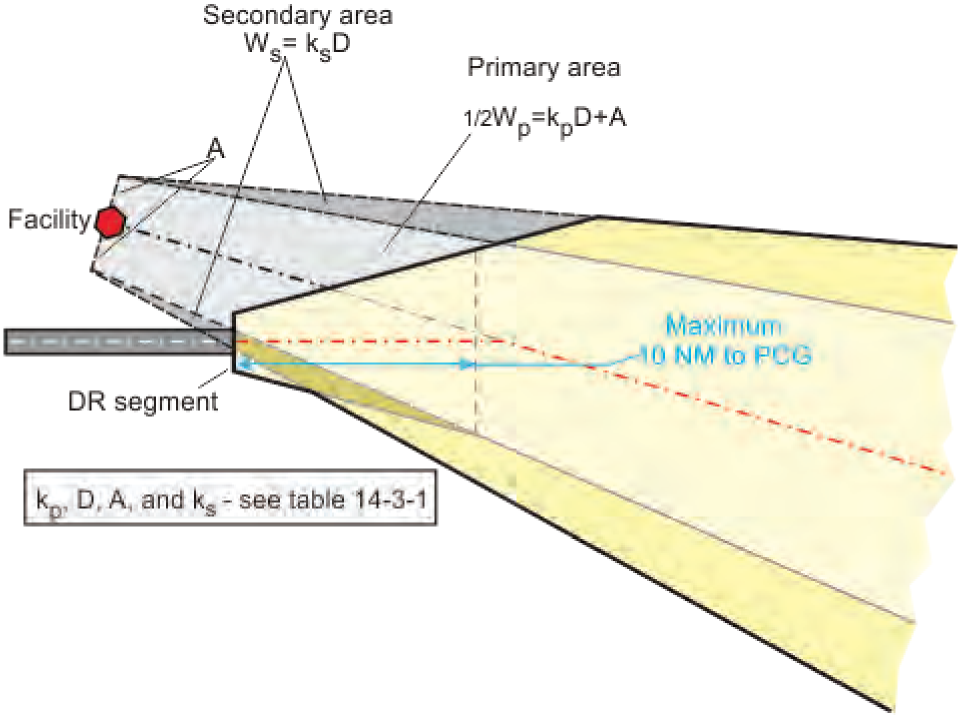
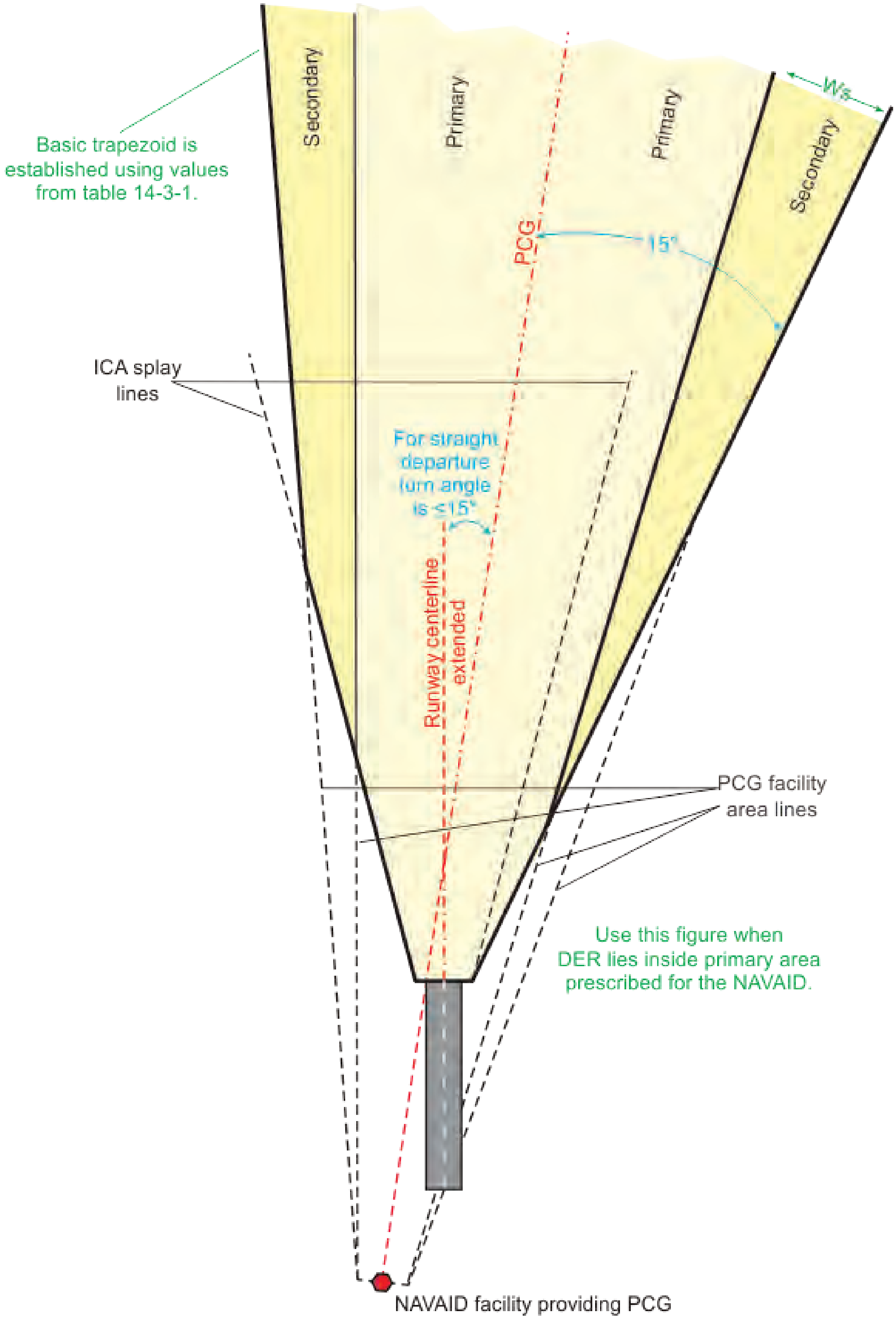
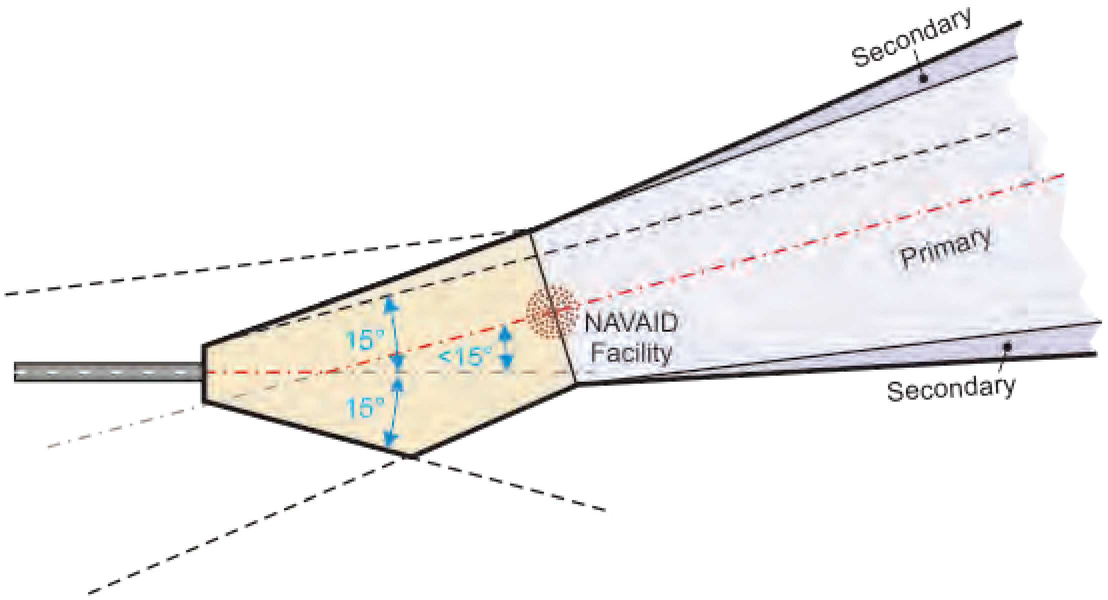


Figure 14-3-5. DER within Primary Area Facility



d. Secondary area obstructions. Secondary areas may be constructed and employed where PCG is provided.

Figure 14-3-6. Facility Area Relationship



14-3-4. Turning Segment Construction. Construct turning segments when the course change is more than 15 degrees. Establish an ICA. For outer boundary radius use table 14-3-2 and apply paragraphs 14-3-4.a through 14-3-4.d, as appropriate. Use next higher airspeed in table 14-3-2 if specific speed is not given.

a. Turns below 10000 feet MSL. Use 250 KIAS unless a speed restriction other than 250 KIAS is noted on the procedure for that turn. Use 200 KIAS for a minimum speed for CAT C and 230 KIAS for CAT D aircraft.

b. Turns at 10000 feet and above. Use 310 KIAS unless a speed restriction not less than 250 KIAS above 10000 through 15000 feet is noted on the procedure for that turn. Above 15000 feet, speed reduction below 310 KIAS is not permitted.

c. When speeds greater than 250 KIAS are authorized below 10000 feet MSL and speeds greater than 310 KIAS are authorized at or above 10000 feet MSL, use the appropriate speed in table 14-3-2.

d. Use the following standard note to publish a speed restriction: “Do not exceed (speed) until BRONI (fix).”

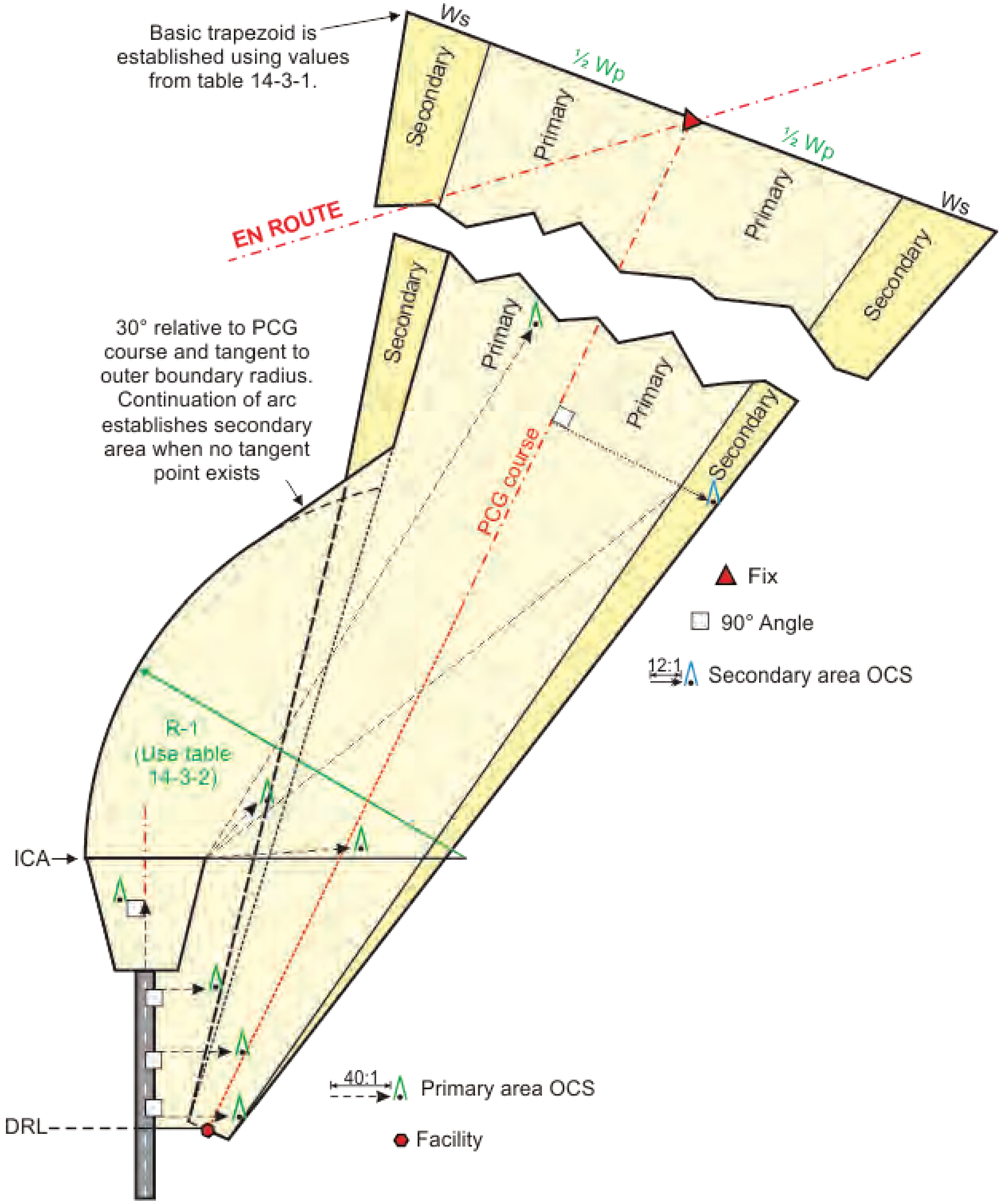
Table 14-3-2, Outer Boundary Radius

Primary Area Outer Boundary radius (R1)				
Aircraft Speeds	**90**	**120**	**150**	**175**
Turn radii:				
Below 10000 feet MSL	0.9	1.4	1.9	2.4
10000 feet MSL and above	1.4	2.0	2.7	3.3
Aircraft Speeds	**180**	**210**	**240**	**250**
Turn radii:				
Below 10000 feet MSL	2.5	3.2	3.9	4.2
10000 feet MSL and above	3.4	4.3	5.2	5.5
Aircraft speeds	**270**	**300**	**310**	**350**
Turn radii:				
Below 10000 feet MSL	4.7	5.6	6.0	7.3
10000 feet MSL and above	6.2	7.3	7.7	9.3

Note: Speeds include 60-knot omni winds below 10000 feet MSL; 90-knot omni winds at 10000 feet and above; bank angle 23 degrees.

14-3-5. Turn to PCG. Extend the ICA boundaries as necessary to intersect the boundaries appropriate to the PCG provided. Where the ICA outer boundary will not intersect the PCG boundary, construct an outer boundary radius from the outer edge of the ICA to intersect the PCG boundary. For the radius length, use table 14-3-2 or the width of the end of ICA, whichever is longer (see figure 14-3-7). Specify a course, not aligned with the runway centerline, to intersect a PCG course. The amount of turn is not restricted.

Figure 14-3-7. ICA Joining PCG Area



14-3-6. Multiple Turns. Use table 14-3-1 to establish dimensions of basic trapezoids.

a. Climb to altitude and turn direct to facility; turn less than 90 degrees (see figure 14-3-8). Construct a line from departure reference point (DRP) to edge of obstacle area at the facility denoting the second turn point. Extend splay of ICA to line A-B (perpendicular to runway centerline extended) where altitude is reached for the turn. Measure out runway centerline extended using the minimum climb gradient authorized.

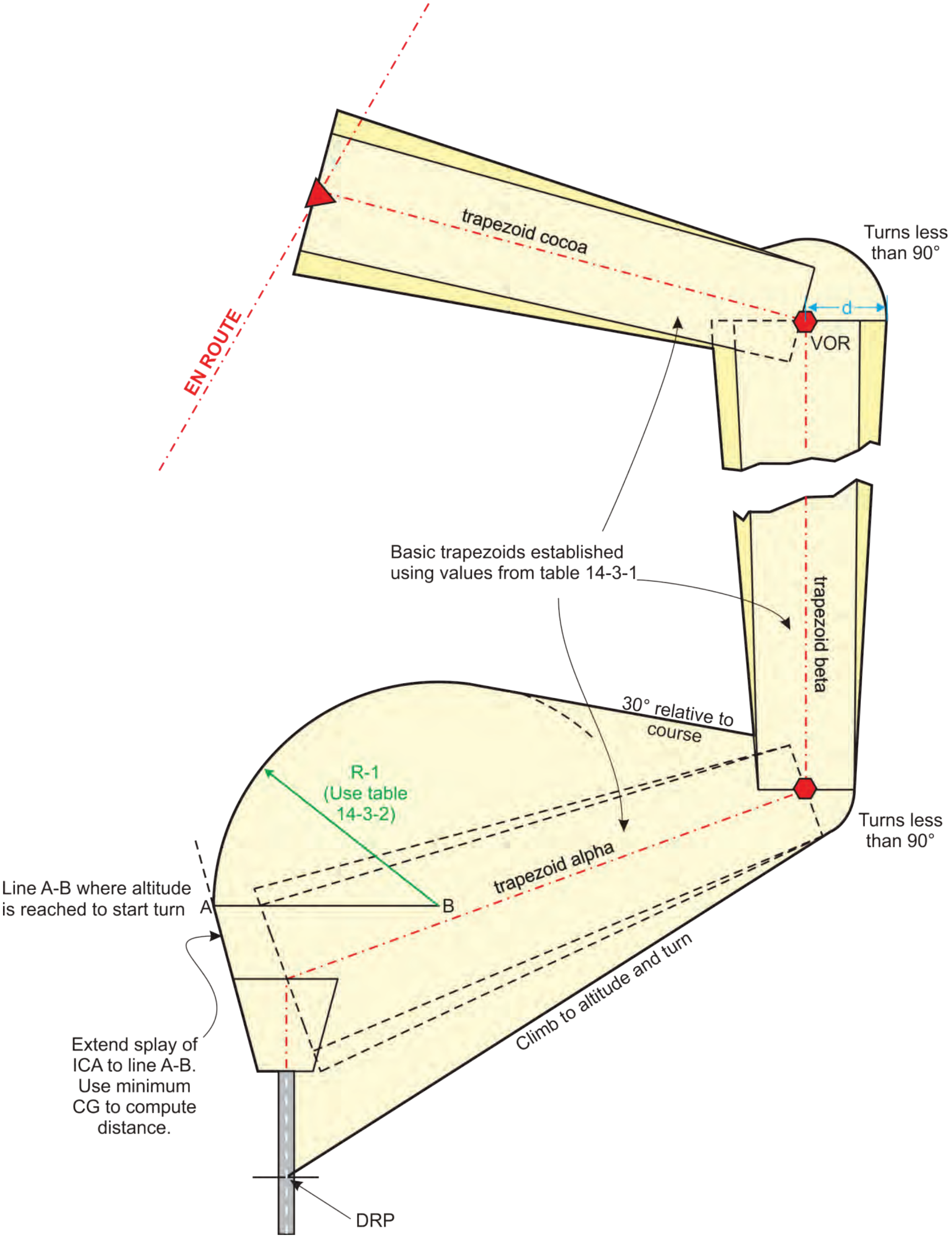
(1) Align the centerline of trapezoid alpha, through point C (end of ICA on runway centerline extended).

(2) Construct an arc from point A using radius R1 (see table 14-3-2) centered on point B. Construct a tangent from the arc to the boundary of the secondary area of the next segment (trapezoid beta) 30 degrees relative to trapezoid alpha centerline.

(3) Construct trapezoid beta. Extend the outer boundary area, radius “d,” to join trapezoid cocoa. Inside boundaries join at the primary and secondary intersections.

(4) Construct trapezoid cocoa and its associated segment, if necessary, to join en route structure.

Figure 14-3-8. Climb to an Altitude and Turn Direct to Facility with Multiple Turn



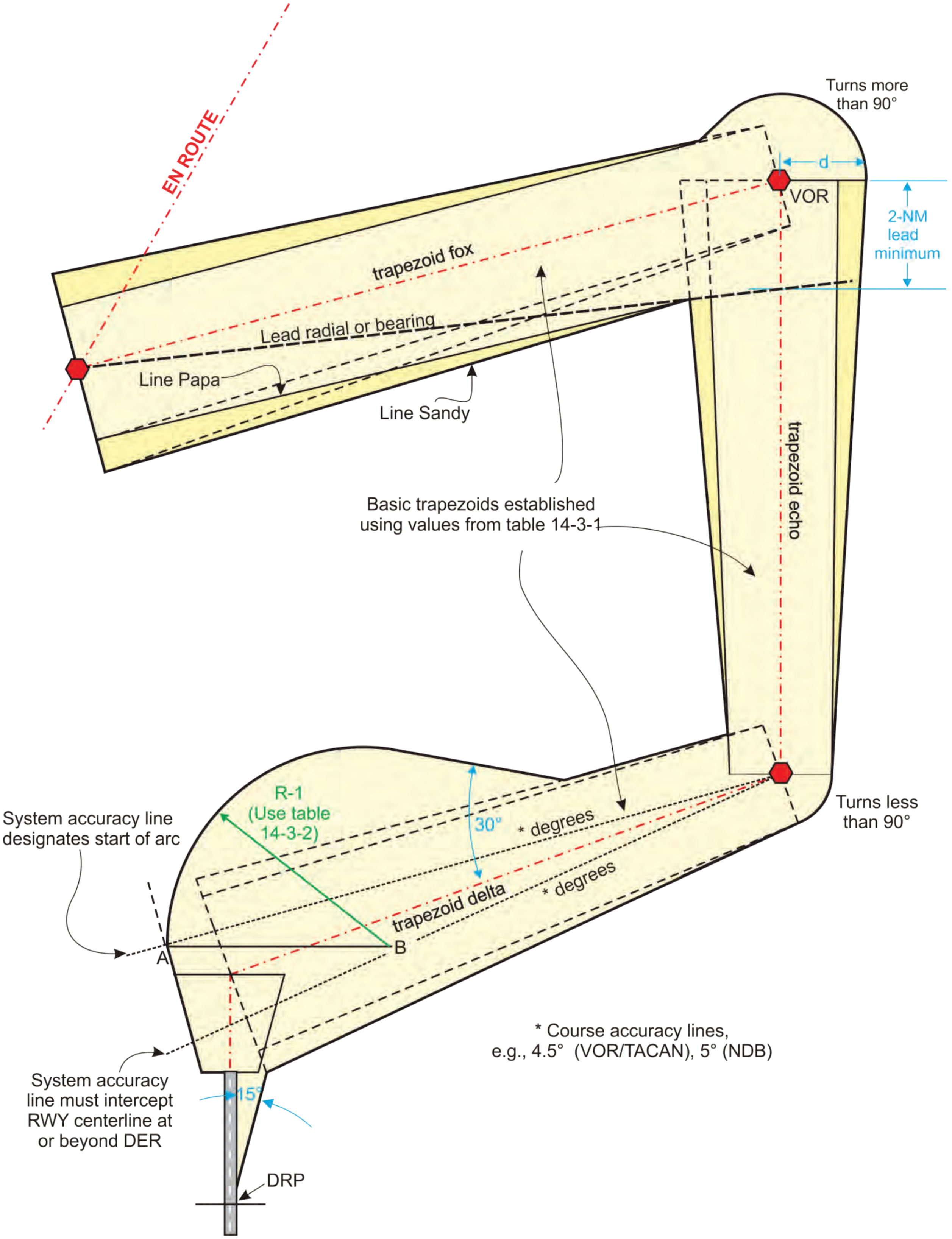
b. Climb to intercept a course (see figure 14-3-9). Construct a 15-degree splay relative to runway centerline from the DRP to the secondary boundary of trapezoid delta (inside of turn) area. System accuracy line of delta must intercept runway centerline at or beyond DER.

(1) Extend the splay of ICA to line A-B. System accuracy line of trapezoid delta (outside of turn) intercepts the ICA splay at point A.

(2) Construct an arc from point A using radius R1 (table 14-3-2) centered on point B. Construct a tangent from the arc to the boundary of next segment (trapezoid echo) 30 degrees relative to trapezoid delta centerline.

(3) Construct trapezoids echo and fox as necessary. Provide a 2-NM lead area when turns are more than 90 degrees, prior to the “VOR” turning into trapezoid fox. Specify a 2-NM lead when possible with a radial, bearing, or DME. When unable to identify the lead point, construct and provide a 2-NM lead area for evaluation of obstacles. Outside protection arc must be as large as the end of the trapezoid, such as "d" at the VOR that ends trapezoid echo. In the segment containing trapezoid fox, note primary “line papa” and secondary “line sandy” originate from the 2-NM lead of trapezoid echo.

Figure 14-3-9. Climb Runway Heading to Intercept a Course With Multiple Turns



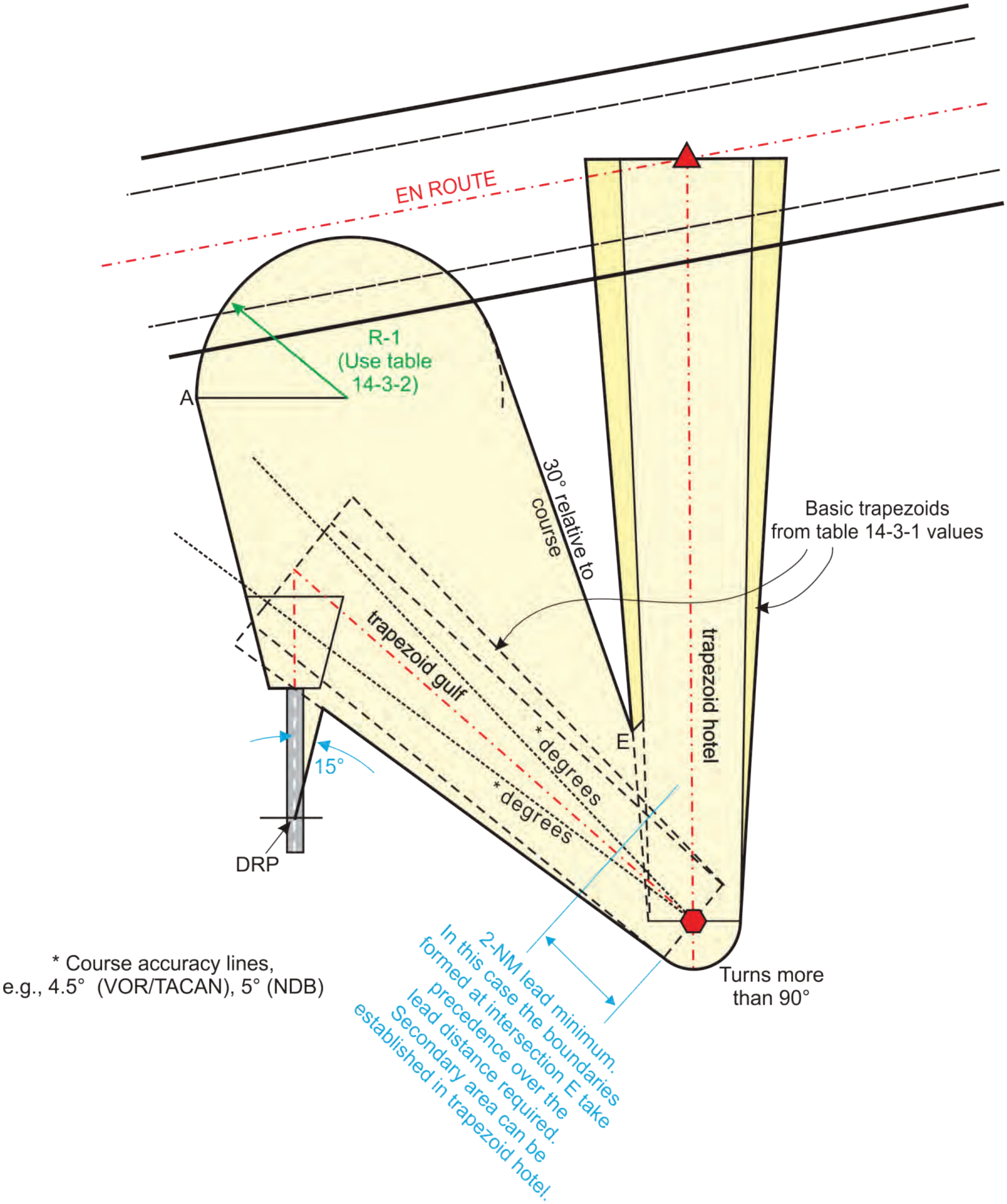
c. Multiple turns more than 90 degrees. Refer to figures 14-3-10 and 14-3-11.

(1) In figure 14-3-10, the initial course intercepts positive course of trapezoid gulf after takeoff from DER. The obstacle area radius is constructed from point A with a tangent 30 degrees relative to the course in trapezoid gulf. The area formed around the intersection of E with trapezoid hotel takes precedence over the 2-NM lead requirement. Primary and secondary areas can be established on the inside of the turn in trapezoid hotel because the 2-NM lead does not cut off any of the primary area.

(2) Construct a 2-NM lead even though no radial, bearing, nor DME is available to provide a lead area for the pilot’s early turn. Publish a radial, bearing, or a DME when available. Note within figure 14-3-11 how the intersections at E and F form the boundaries of obstacle clearance areas. Point E is established abeam the 2-mile lead. The dark lines around point E form a primary area boundary. A secondary area cannot be established on the inside area of trapezoid juniper because the 2-mile lead forms the area that takes precedence over the normal primary and secondary areas at “e.”

d. The 2-mile lead is not required when lead point is within primary area of en route course (see figure 14-3-12).

Figure 14-3-10. Climb to Intercept Course



* Course accuracy lines,
e.g., 4.5° (VOR/TACAN), 5° (NDB)

Figure 14-3-11. Multiple Turns

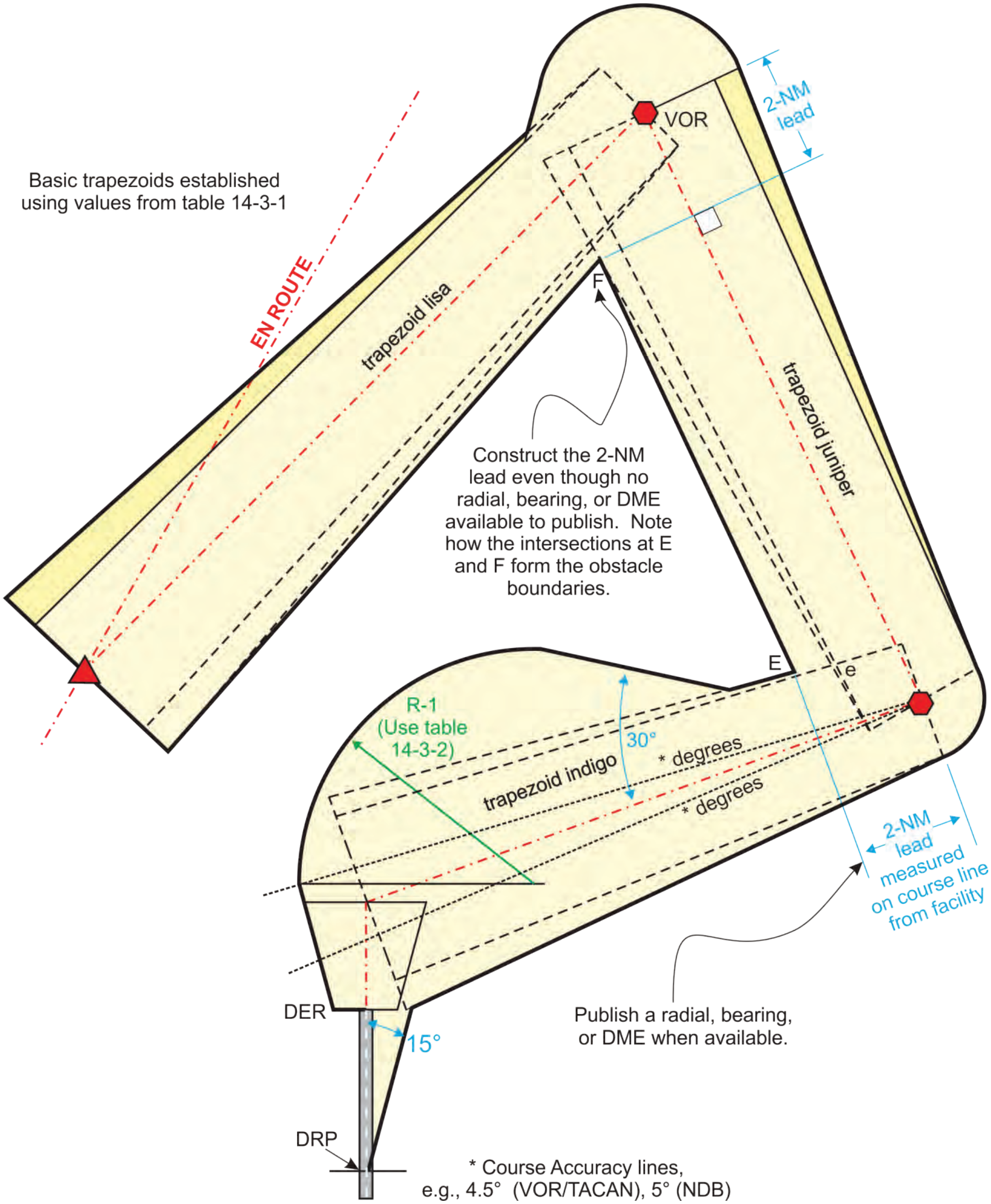
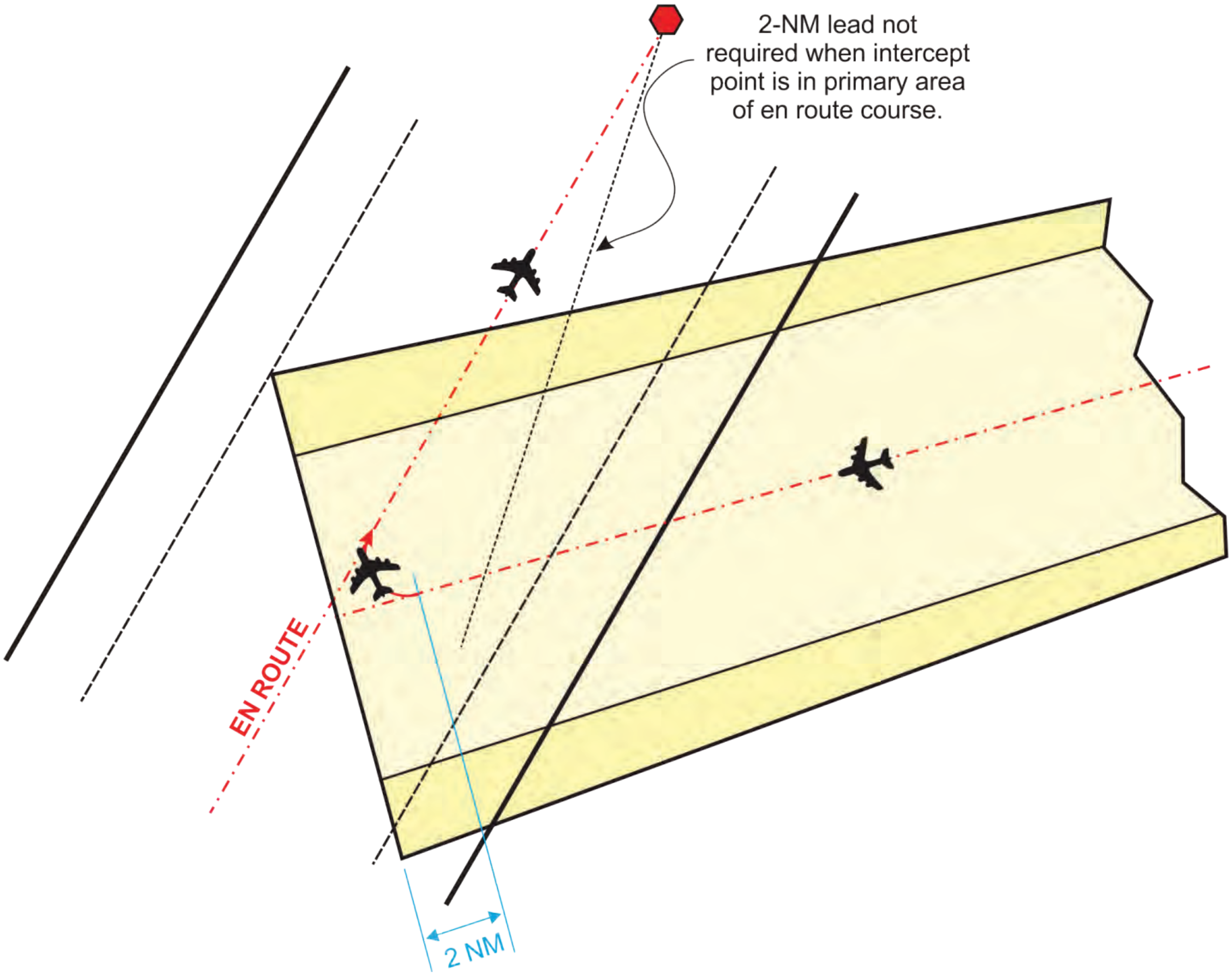


Figure 14-3-12. Turn onto En Route Course



14-3-7. Evaluation of Multiple Turn Areas (see figures 14-3-13 and 14-3-14).

a. Measure 40:1 straight-line distance from lines D-C-B of the ICA directly to the obstacles outside of the ICA associated with trapezoid alpha in figure 14-3-13 and trapezoid gulf in figure 14-3-14. Measure 40:1 from runway centerline to obstacles abeam the runway between the DRP and the DER. Points B and C are at the end of the ICA, and points A and D are at the corners of the ICA abeam the DER. In figure 14-3-13, no secondary areas exist in trapezoid alpha's segment, and in figure 14-3-14, no secondary evaluation is allowed for the far turn from DER because the beginning of PCG cannot be determined. However, on the inside turn area a secondary area evaluation could be allowed for trapezoid gulf's segment.

b. Measure 40:1 to point E for obstacles in trapezoids beta, figure 14-3-13, and hotel, figure 14-3-14, segments, respectively. Measure 12:1 into secondary area from edge of primary area perpendicular to the segment's course. Convert the secondary area obstacles to primary equivalent at edges of primary area. Measure 40:1 to the conversion points to assess appropriate obstacle clearance.

c. Measure 40:1 to E, then 40:1 down the edge of the primary area of trapezoid beta from E to F to obstacles in trapezoid cocoa's segment. From F measure 40:1 to obstacles in primary area of trapezoid cocoa, figure 14-3-13. Measure along edge of primary area to a point abeam the obstacles in secondary area. Measure 12:1 from edge of primary area to the obstacle in secondary area perpendicular to applicable course line. Perform secondary area obstacle evaluation.

d. Climbing in a holding pattern. When a climb in a holding pattern is used, no obstacle may penetrate the holding pattern obstacle clearance surface. This surface begins at the end of the segment, F-G, figure 14-3-14, leading to the holding fix. Its elevation is that of the departure OEA at the holding fix. It rises 40:1 from the nearest point of the F-G line to the obstacle in the primary area. It also rises 40:1 to the edge of the primary area of the holding pattern abeam an obstacle in the secondary area of the holding pattern. In the secondary area, the surface rises 12:1 to the obstacle measuring the shortest distance between the obstacle and the edge of the primary area (see figure 14-3-14). The holding pattern altitude must have a level surface evaluation of 1000 feet.

Figure 14-3-13. Climb to an Altitude and Turn Direct to a Facility With Multiple Turns

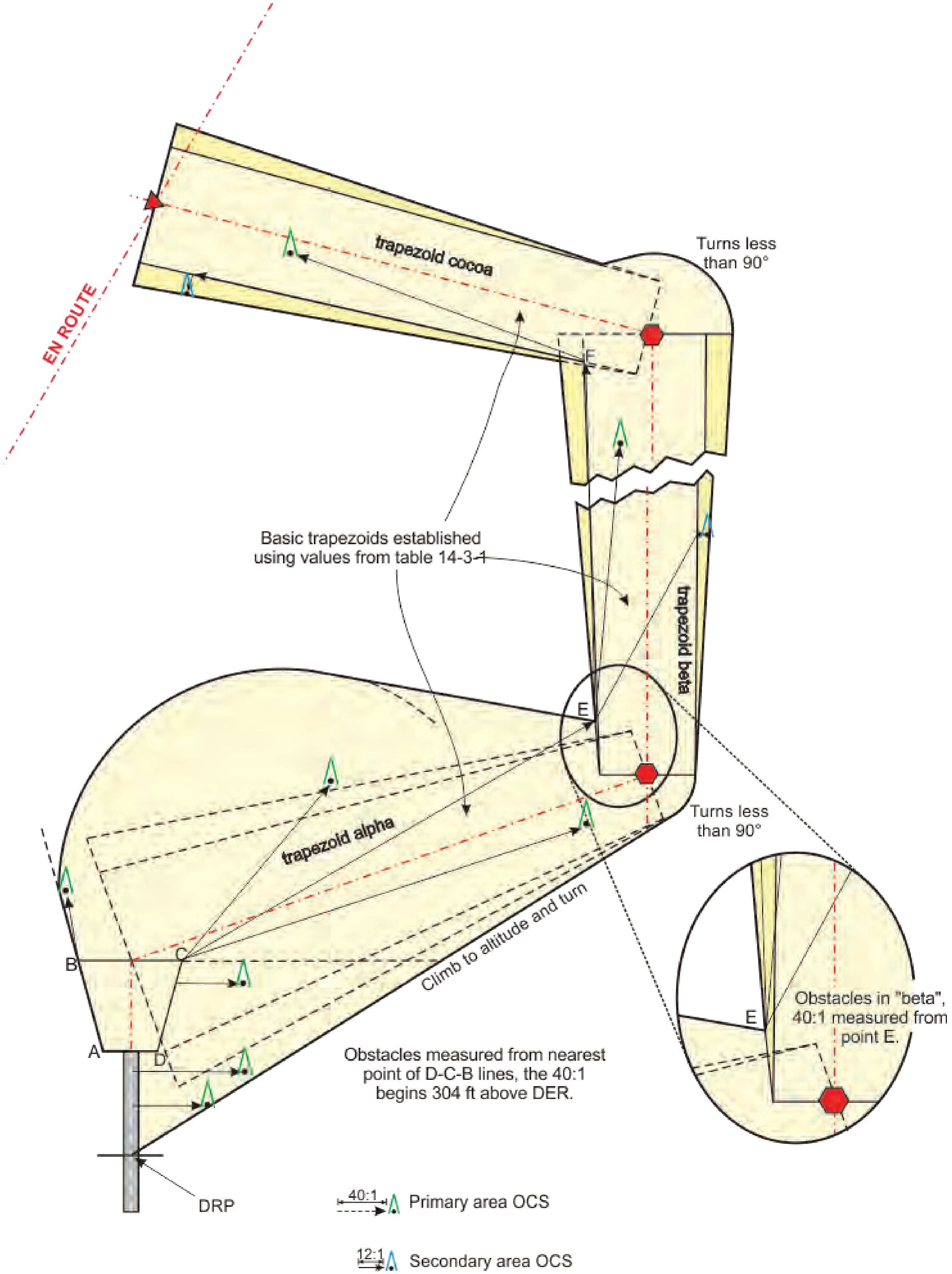
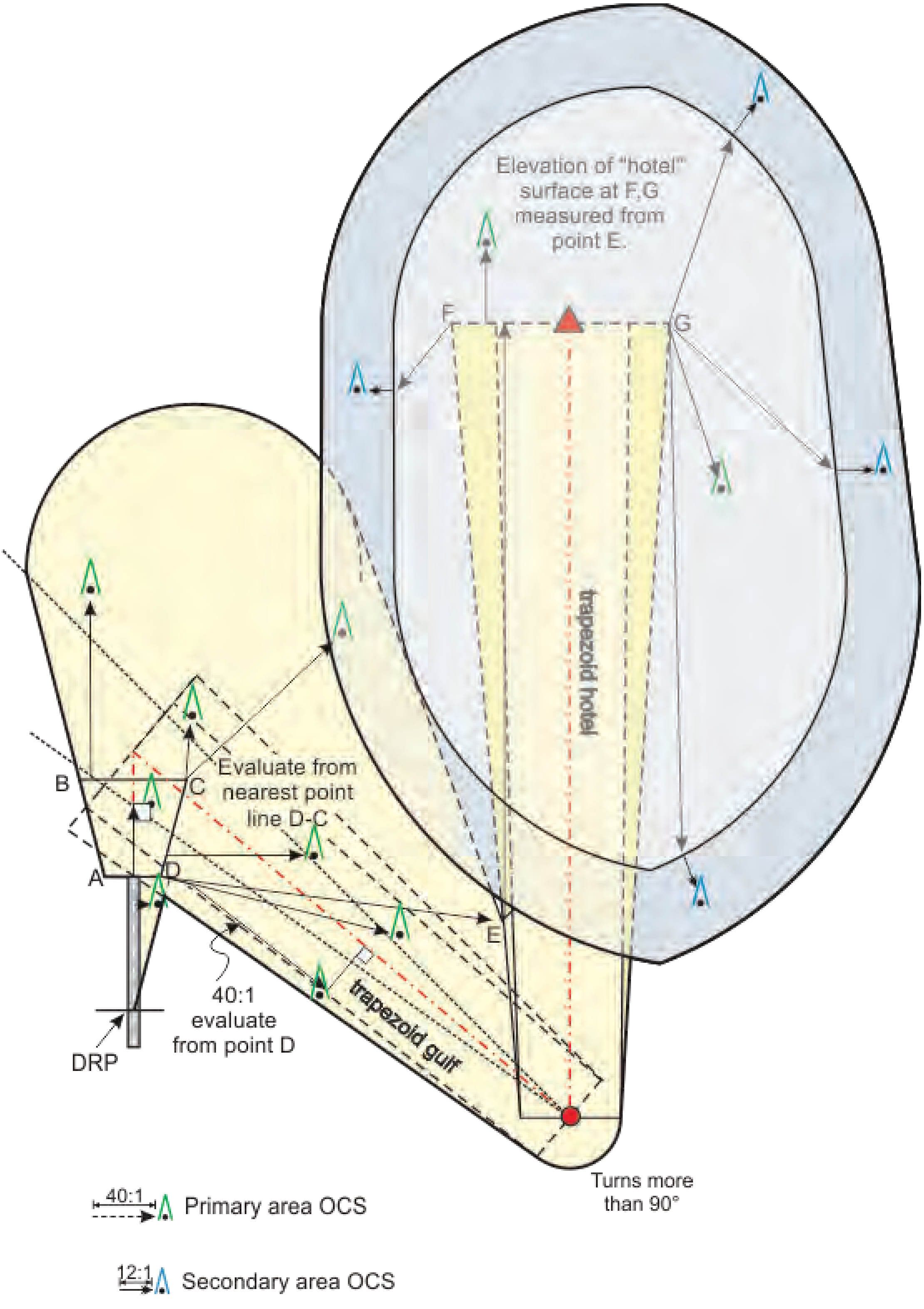


Figure 14-3-14. Climb in a Holding Pattern, Turns More Than 90 Degrees Evaluation



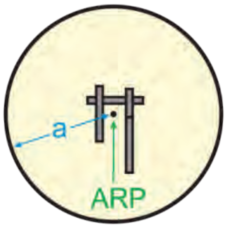
Section 14-4. Visual Climb Over Airport (VCOA)

14-4-1. General. VCOA is an alternative method for pilots to depart the airport where aircraft performance does not meet the specified climb gradient.

14-4-2. Basic Area.

a. Construct a visual climb area (VCA) over the airport using ARP as the center of a circle (see figure 14-4-1). Use R1 in table 14-4-1 plus the distance the ARP to the most distant runway end as the radius for the circle.

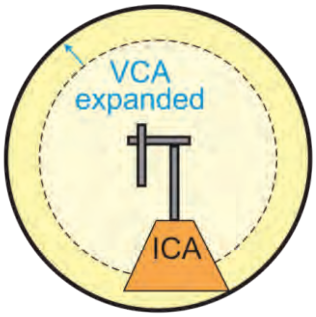
Figure 14-4-1. VCA



a=R1 (table 14-4-1) plus the distance
from ARP to most distant **DER**

b. Select 250 KIAS as the standard airspeed and apply the appropriate MSL altitude to determine the R1 value. Use other airspeeds in table 14-4-1, if specified on the procedure, using the appropriate radius for the selected airspeed. Altitude must equal or exceed field elevation. The VCA must encompass the area of the ICA from the departure runway(s). Expand the VCA radius if necessary to include the ICA (see figure 14-4-2).

Figure 14-4-2. VCA Expanded



The VCA must completely
encompass the ICA.

Table 14-4-1. Radius Values

Altitudes MSL	Below 2000 feet	Below 5000 feet	Below 10000 feet	10000 feet And above
Speed KIAS				
90	2.0	2.0	2.0	2.0
120	2.0	2.0	2.0	2.0
180	2.0	2.0	2.5	3.4
210	2.1	2.5	3.2	4.3
250	2.8	3.4	4.2	5.5
310	4.2	4.9	6.0	7.7
350	5.2	6.0	7.3	9.3

Note: Table 14-4-1 speeds include 30-knot tail winds below 2000 feet MSL, 45-knot tail winds below 5000 feet MSL, and 60-knot tail winds below 10000 feet MSL, 90 knot winds at 10000 feet and above; bank angle: 23 degrees.

14-4-3. VCOA Assessment.

a. Diverse VCOA.

(1) Identify the highest obstacle within the VCA. This is the preliminary height of the VCA level surface.

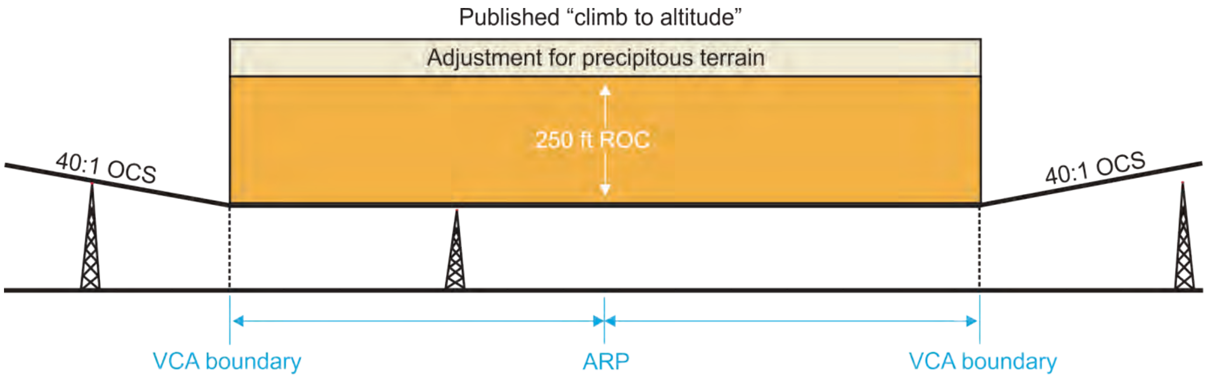
(2) Assess a 40:1 OCS outward from the VCA boundary using the preliminary height of the VCA level surface as the starting OCS height. The 40:1 surface must be evaluated to a minimum distance of 19 NM; expand the assessment to a distance of 40 NM if any part of the assessment area within 19 NM includes designated mountainous terrain.

(3) If the 40:1 OCS is penetrated, increase the VCA level surface by the amount of the greatest penetration.

(4) Add 250 feet of ROC to the final elevation of the VCA level surface. Adjustments for precipitous terrain located within the VCA must be applied as specified in paragraph 3-2-2. Express the resultant altitude in a 100-foot increment; round upward if necessary. This altitude is published as the “climb to altitude” for the VCOA procedure (see figure 14-4-3).

Note: Rounding upward would not be required if the sum of the obstacle’s height, ROC, and required adjustment was in a 100-foot increment (such as 500 feet). Rounding would be required for any other value (for example, 501 feet rounds to 600 feet).

Figure 14-4-3. Diverse VCOA Assessment



Example:

Highest obstacle within VCA :	151 ft
Precipitous terrain adjustment:	70 ft
ROC:	250 ft
Climb to altitude:	471 ft (rounds to 500)

b. Departure routes. Where VCOA diverse departure is not feasible, construct a VCOA departure route based on NDB, VOR, or TACAN guidance.

(1) Construct the VCA by applying paragraph 14-4-2.

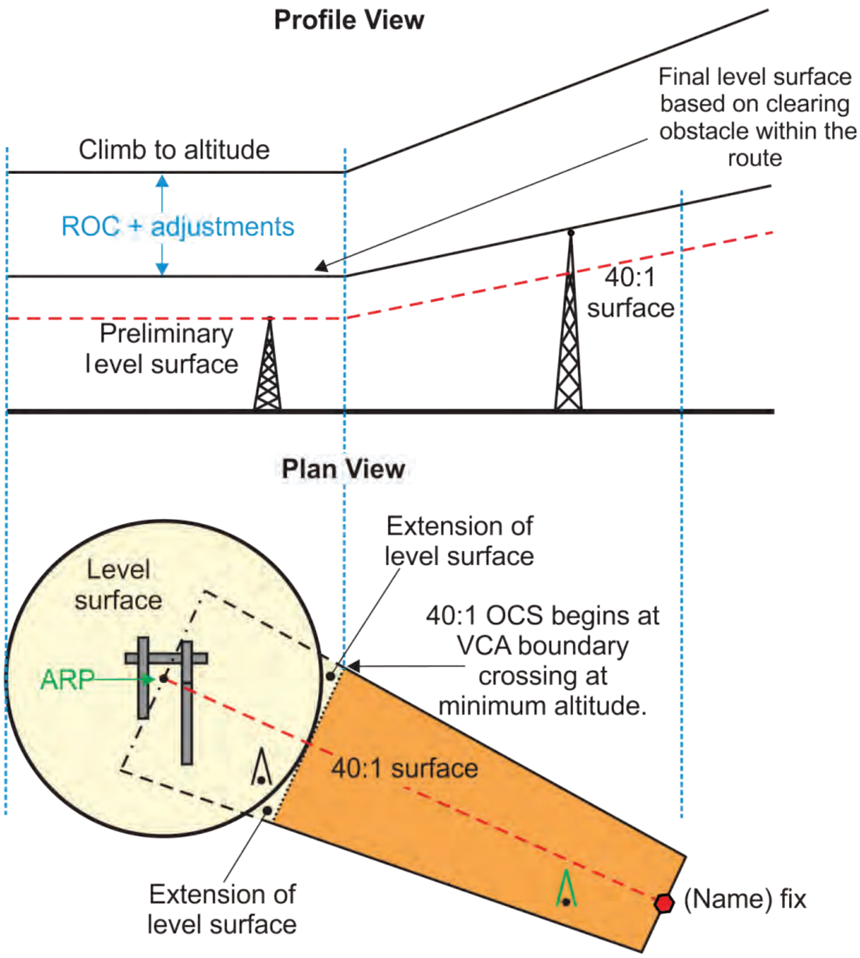
(2) Determine the preliminary level surface height by applying paragraph 14-4-3.a(1).

(3) Locate, within the VCA, the beginning point of the route. Construct the route using criteria for the navigation system desired.

(4) The 40:1 surface rise begins along a line perpendicular to the route course and tangent to the VCA boundary (see figure 14-4-4). If the 40:1 OCS is penetrated, increase the VCA level surface by the amount of the greatest penetration.

(5) Determine the climb to altitude by applying paragraph 14-4-3.a(4).

Figure 14-4-4. Route Out of VCA



14-4-4. Ceiling and Visibility.

a. Publish visibility as 3 SM. Publish visibility as 5 SM when the climb to altitude is 10000 feet MSL or greater.

b. Publish a ceiling which is at least 100 feet above the “climb to altitude” expressed as a height above the airport elevation. The ceiling must be published in a 100-foot increment; round upward when necessary. The minimum ceiling that may be specified is 1000 feet.

14-4-5. Published Annotations. The procedure must include instructions to climb in visual conditions to cross a location/fix at or above the climb to altitude determined during the evaluation of the procedure.

a. For a VCOA diverse departure, include the term, “before proceeding on course” following the climb to altitude.

Example: “Climb in visual conditions to cross Castle Airport at or above 2200 before proceeding on course.”

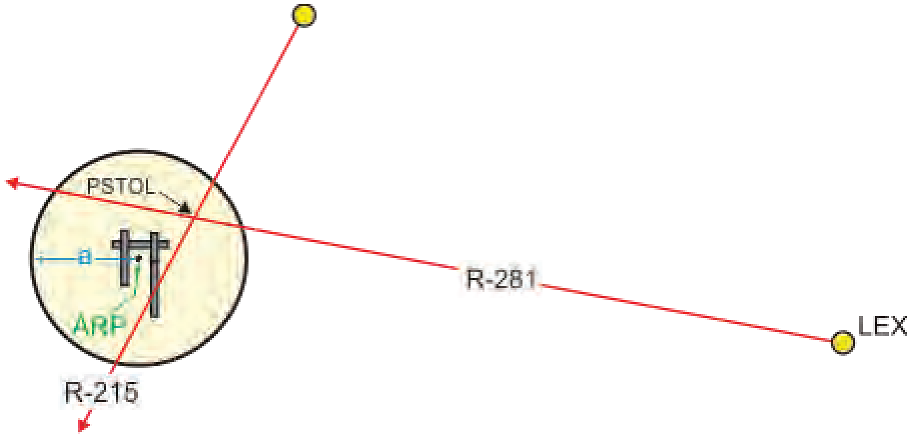
b. For a VCOA route departure, specify the intended direction of flight to cross the first fix of the route, followed by the climb to altitude, and then specify the route.

Example: "Climb in visual conditions to cross PSTOL eastbound at or above 5000, then via LEX R-281 to LEX"

c. Detail the makeup of any fix specified in the VCOA instructions that is not published on an en route or graphical ODP chart.

Example: "Climb in visual conditions to cross PEETE (AGC 040/2 DME) northbound at or above 2000…"

Figure 14-4-5. VCOA Departure Route



Section 14-5. Diverse Vector Area (DVA) Assessment

14-5-1. General. DVA is utilized by ATC radar facilities pursuant to Order JO 7210.3 to allow the radar vectoring of aircraft below the MVA, or for en route facilities, the MIA. A DVA consists of designated airspace associated with a runway where the utilization of applicable departure criteria have been applied to identify and avoid obstacles that penetrate the departure OCS. Avoidance of obstacles is achieved through the application of a sloping OCS within the boundaries of the DVA. Since a sloping OCS is applicable to climb segments, a DVA is valid only when aircraft are permitted to climb uninterrupted from the departure runway to the MVA/MIA (or higher). A DVA is not applicable once an aircraft's climb is arrested.

a. Assess a single DVA at the request of an ATC facility for any candidate runway. Candidate runways are those runways where a diverse departure assessment has identified obstacles that penetrate the 40:1 OCS that require a climb gradient greater than 200 ft/NM to an altitude more than 200 feet above the DER elevation. Do not establish a DVA when obstacles do not penetrate the departure 40:1 OCS, or when the only penetrations are those that require a climb gradient termination altitude of 200 feet or less above the DER elevation (low, close-in obstacles).

b. A DVA is only applicable to the ATC facility (or facilities) that requested it. A maximum of two ATC facilities may use a DVA. When two facilities are authorized use of a DVA, ensure the OEA and all restrictions (such as range of headings, area, climb gradients, etc.) are identical.

c. No obstacles (except low, close-in) may penetrate OCS of the DVA unless isolated in accordance with paragraph 14-5-3.a (see paragraph 14-5-4).

DoD Only: DoD radar facilities may require the establishment of a DVA even in the absence of any 40:1 OCS penetrations.

14-5-2. Initial Departure Assessment. Assess the runway from which ATC desires to vector departing aircraft below the MVA/MIA using paragraph 14-2-1 to determine the location of 40:1 OCS penetrations which are not considered as low, close-in obstacles. The length of the ICA is based on a climb to 400 feet above the DER. When requested, provide the requesting ATC facility a graphical depiction of the departure penetrations to assist facility managers in visualizing the departure obstacle environment (not applicable to the USN).

14-5-3. Select a DVA Method. Establish a DVA that either: (a) isolates penetrating obstacles; (b) uses a range of authorized headings to define a sector; (c) climbs to an initial MVA/MIA within a range of headings, (d) defines an area which avoids penetrating obstacles; or (e) uses a combination of these methods.

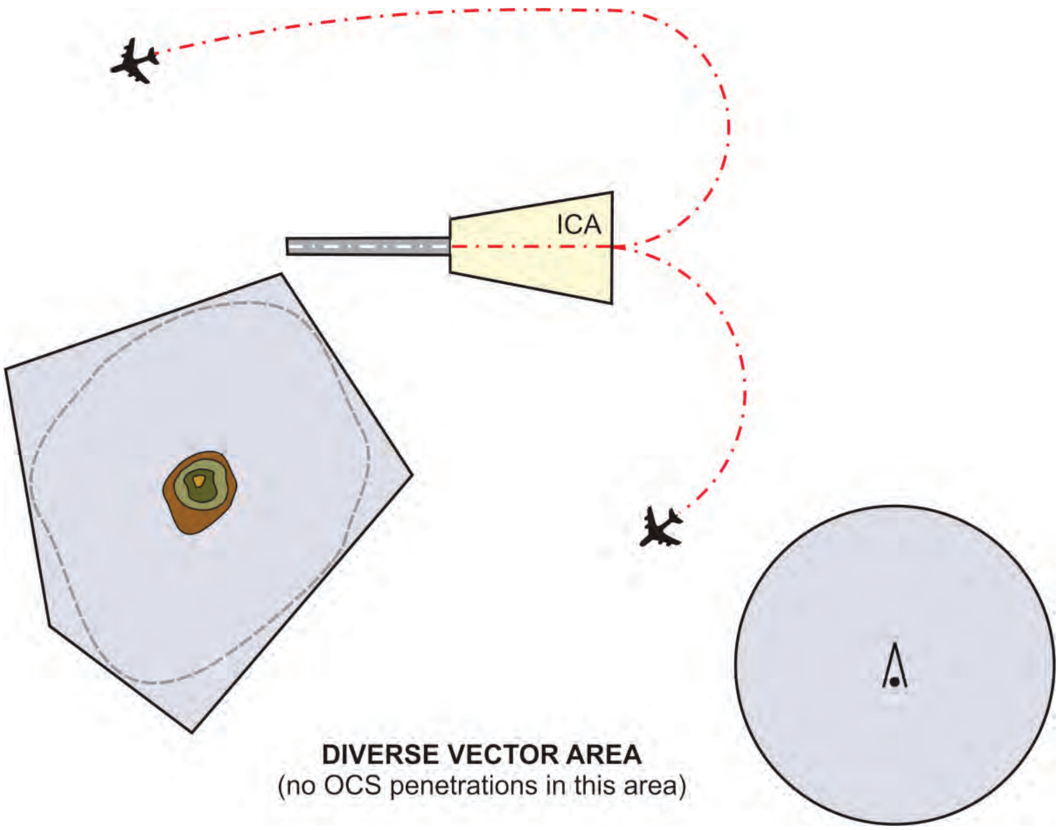
a. Isolate penetrating obstacles. This method is generally suitable for isolating single obstacles, or a group of obstacles in proximity to each other. Boundaries surrounding obstacles that penetrate a departure runway's OCS are established that define an area where vectors below the MVA/MIA are prohibited. Vectors below the MVA which avoid the isolation areas are permitted within the diverse departure evaluation area (25/46 NM from DRP as applicable), minus 5 NM to account for worst case radar separation requirements.

(1) Construct isolation area boundaries around all penetrating obstacles using the MVA sector construction specified in paragraph 11-3-2.b, except a DVA for an ARTCC must use an isolation boundary that provides 5 NM of separation from an obstacle. Consider the ease in constructing and documenting isolation area boundaries when determining the shape of an isolation area which surrounds multiple obstacles or terrain points (zone feature). For example, to simplify construction, documentation, and radar video mapping of an isolation area, it may be preferable to construct the area using only a circle or by using only a minimal series of points and lines. Figure 14-5-1 depicts an example with two isolation areas; one is a circle around a single obstacle and the other is defined by points and lines to define the prohibited area around a terrain contour of irregular shape.

(2) Isolation areas must not overlie any part of the departure runway between the DRP and the DER, nor any part of the ICA associated with the departure runway.

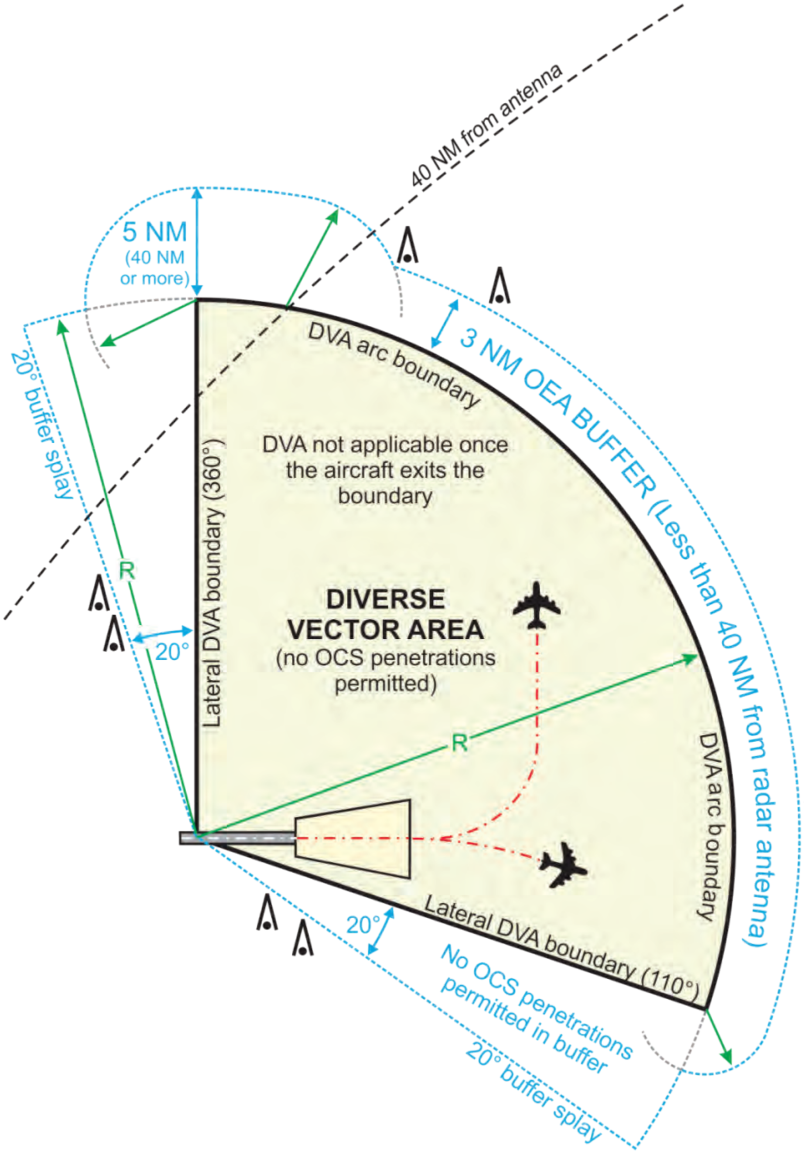
(3) Isolation areas must be located so that sufficient room to vector departing aircraft is provided which would allow ATC to issue vectors as necessary to avoid the areas. This determination must be made in collaboration with the air traffic facility.

Figure 14-5-1. Isolation Areas



b. Define a range of authorized headings. An ATC facility may desire the establishment of a DVA sector which is comprised of a range of authorized headings from the departure runway. For example, the DVA may permit the assignment of headings 360 clockwise through 110 within the DVA evaluation area. The assignment of radar vectors that exceed the authorized range of headings is not permitted until the aircraft reaches the MVA/MIA (see figure 14-5-2).

Figure 14-5-2. Range of Headings Sector



(1) Construct lateral sector boundaries from the DRP which correspond to the desired headings using the Departure Sectors criteria of paragraphs 14-2-2 and 14-2-3, except the sector boundaries must diverge by a minimum of 30 degrees.

(2) Connect each lateral boundary with an arc centered on the DRP using radius “R” which is equivalent to the desired distance for the DVA.

(3) An OEA buffer expands outward from the DVA boundaries. The buffer of the DVA arc boundary must meet the distance requirements of paragraph 11-3-2.a, except a 5 NM buffer

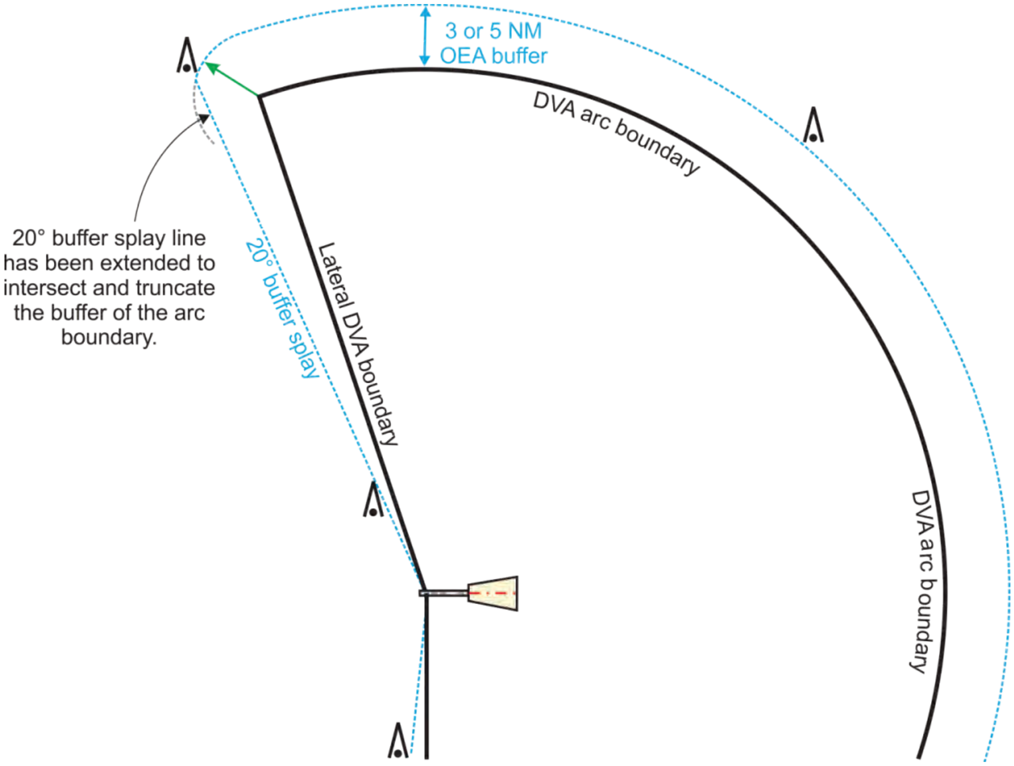
always applies to a DVA that will be used by an ARTCC. The lateral buffers begin at DRP and splay outward from the lateral boundaries by 20 degrees.

(4) Connect the 20-degree buffer splay lines with the buffer of the arc boundary as follows:

(a) When the 20-degree splay line is outside the buffer of the arc boundary, join the two buffers with an arc centered on the DRP using radius "R" (see figure 14-5-2).

(b) When the 20-degree splay line is inside the buffer of the arc boundary, extend the splay line until it intersects and truncates the buffer of the arc (see figure 14-5-3).

Figure 14-5-3. Truncation of Lateral Boundary Buffer



(5) The DVA boundaries must provide sufficient maneuvering area to permit ATC to vector an aircraft to remain within the DVA until the aircraft can climb to the MVA/MIA. Determination of sufficient maneuvering area must be made in collaboration with the ATC facility.

c. Climb to an Initial MVA/MIA. ATC may request a DVA based on a range of headings to an initial MVA/MIA. For example, the may request a DVA in the form of, "009 CW 190 to 3500 ft." For a DVA of this type, it is necessary to obtain and refer to the currently approved MVA/MIA chart which depicts the sector boundaries and minimum altitudes (see figures 14-5-4 through 14-5-8).

Note: "Initial MVA/MIA" is defined as the altitude at which the DVA terminates and the MVA/MIA is used to provide radar vector service. It will be identified by the requesting ATC facility.

(1) Determine the preliminary 40:1 search boundary's radii (in feet); R_A and R_B.

(a) $R_A = (Initial\ MVA/MIA\ - DER\ Elevation - 951 - 304) \times 40$

(b) $R_B = (Initial\ MVA/MIA - Airport\ Elevation - 951 - 400) \times 40$

Note: 951 represents the least amount of ROC possible (after rounding) within an MVA sector.

Example calculation where MVA is equal to 3500 and DER equal to 618:

$$\begin{aligned} R_A &= (3500 - 618 - 951 - 304) \times 40 \\ &= 1627\ \times 40 \\ &= 65080 \end{aligned}$$

(2) Construct a preliminary search area on the diverse A side of the departure reference line (DRL). Establish point Y and point Z at distance R_A from each corner of the ICAE in the direction of the departure along a line which is parallel to the runway centerline. Swing an arc with radius R_A centered on each corner of the ICAE from points Y and Z away from the runway centerline until it intersects the DRL. If the distance from the DRP to the intersection of the arc and the DRL is less than R_A, then the preliminary search area must be expanded. Expand the area by establishing Points W and X along the DRL at a distance equal to R_A and tangentially connect each arc to each respective point (see figure 14-5-5). Complete the search area with a line that connects point Y to point Z (see figures 14-5-4 and 14-5-5).

(3) Construct a preliminary search area on the diverse B side of the DRL using the radius R_B. Swing a 180-degree arc centered on the DRP beginning at the DRL to encompass the start end of the runway (see figure 14-5-4).

Figure 14-5-4. Preliminary Search Area Boundary

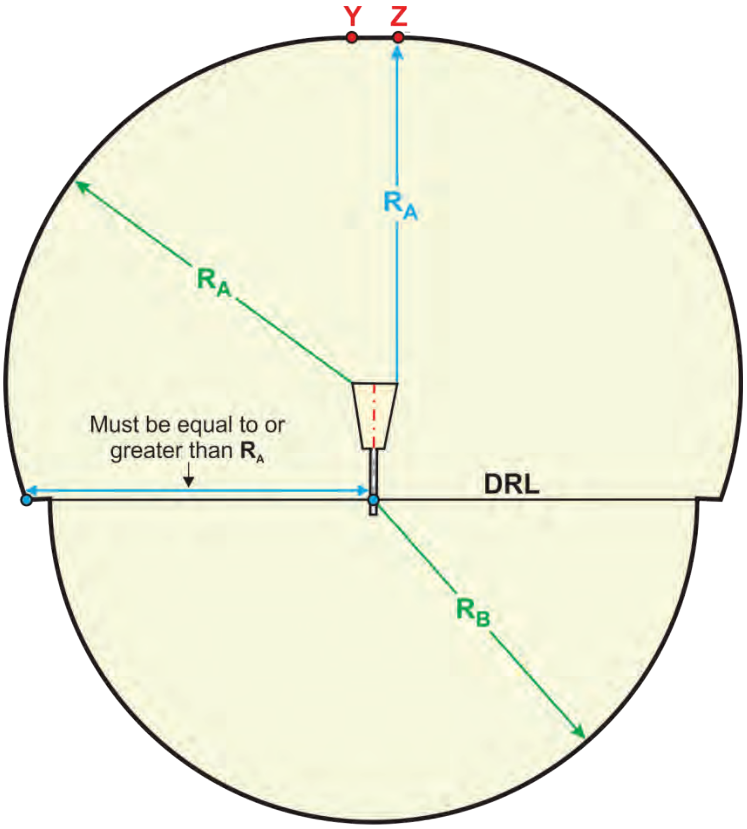
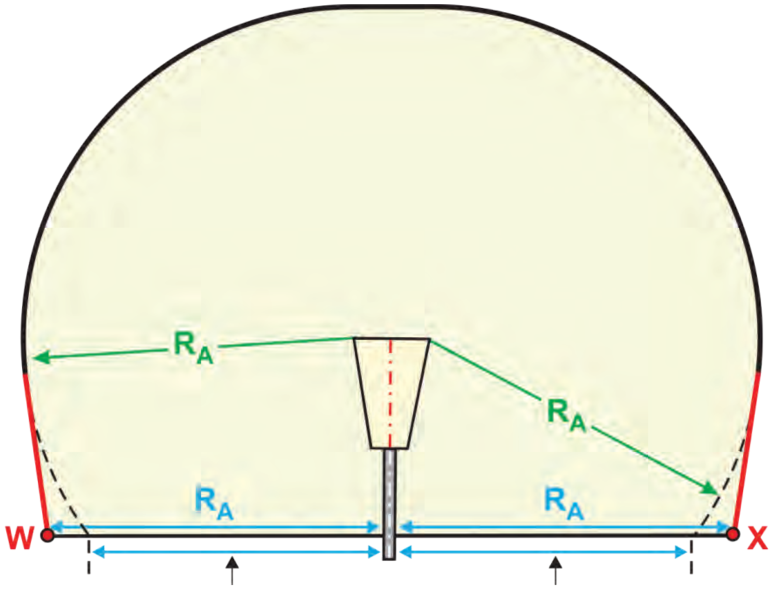


Figure 14-5-5. Construction with Points W and X



When distance from DRP to intersection of DRL and arc is less than **R_A**, then points W and X must be established along the DRL at a distance equal to **R_A**. Connect each point tangentially to each respective arc.

(4) Identify all 40:1 OCS penetrations (other than low, close-in) located within the preliminary search area boundaries, or 3/5 NM (appropriate MVA buffer distance per chapter 11, or 5 NM for an MIA) beyond the next higher MVA/MIA sector boundary, whichever is encountered first (see figures 14-5-6 and 14-5-7).

(5) Establish lateral boundaries and associated buffers that avoid the 40:1 penetrations using the departure sectors criteria of paragraph 14-2-2. The maximum range of permitted headings (for example, 310 CW to 050) corresponds to the lateral boundaries. All headings are available when no 40:1 penetrations are located within the search area boundaries. The final OEA includes those areas within the boundaries of the search area located between the 20-degree splay lines (see figure 14-5-8).

Figure 14-5-6. MVA Chart With Applicable Buffer Areas

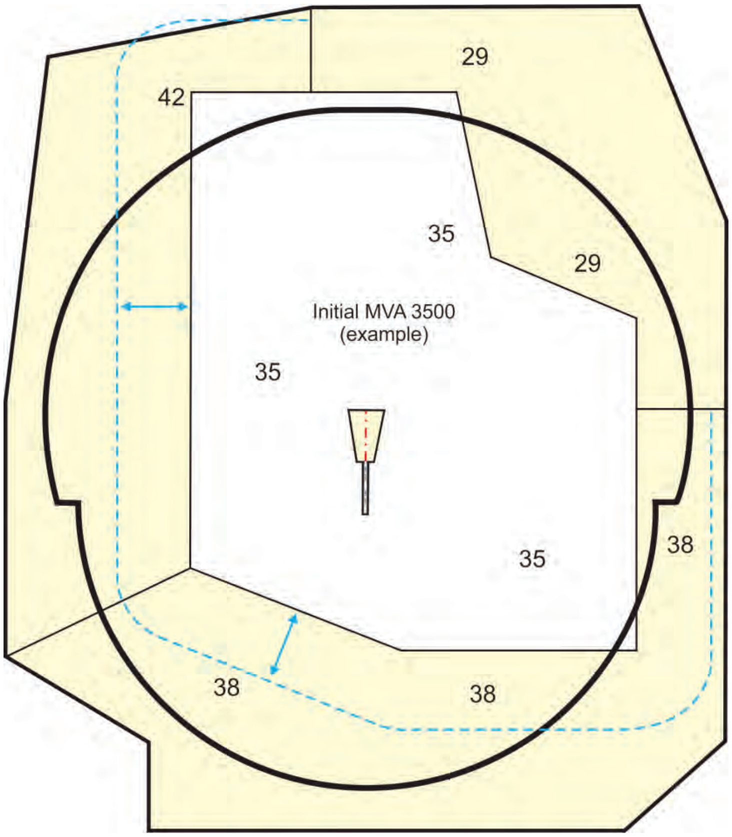


Figure 14-5-7. Obstacle Search Area

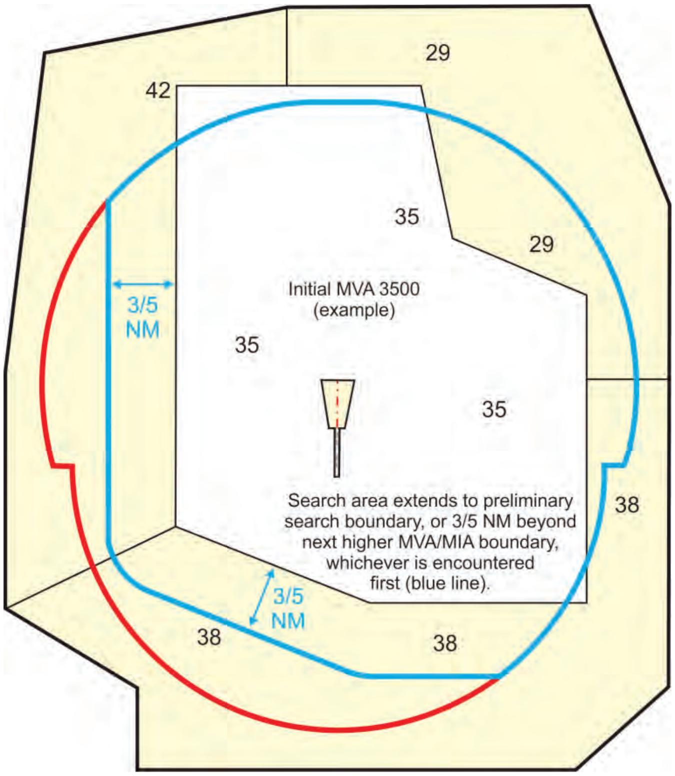
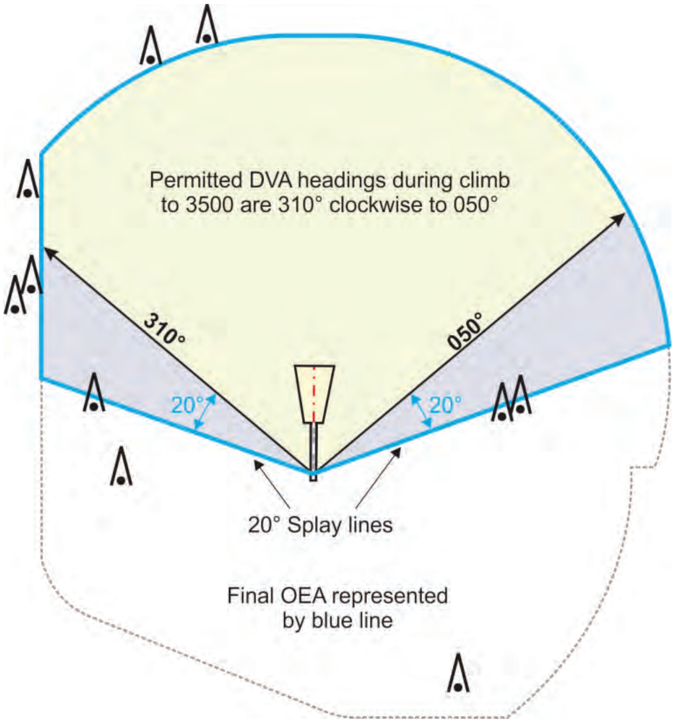


Figure 14-5-8. Permitted DVA Headings Based on Obstacles

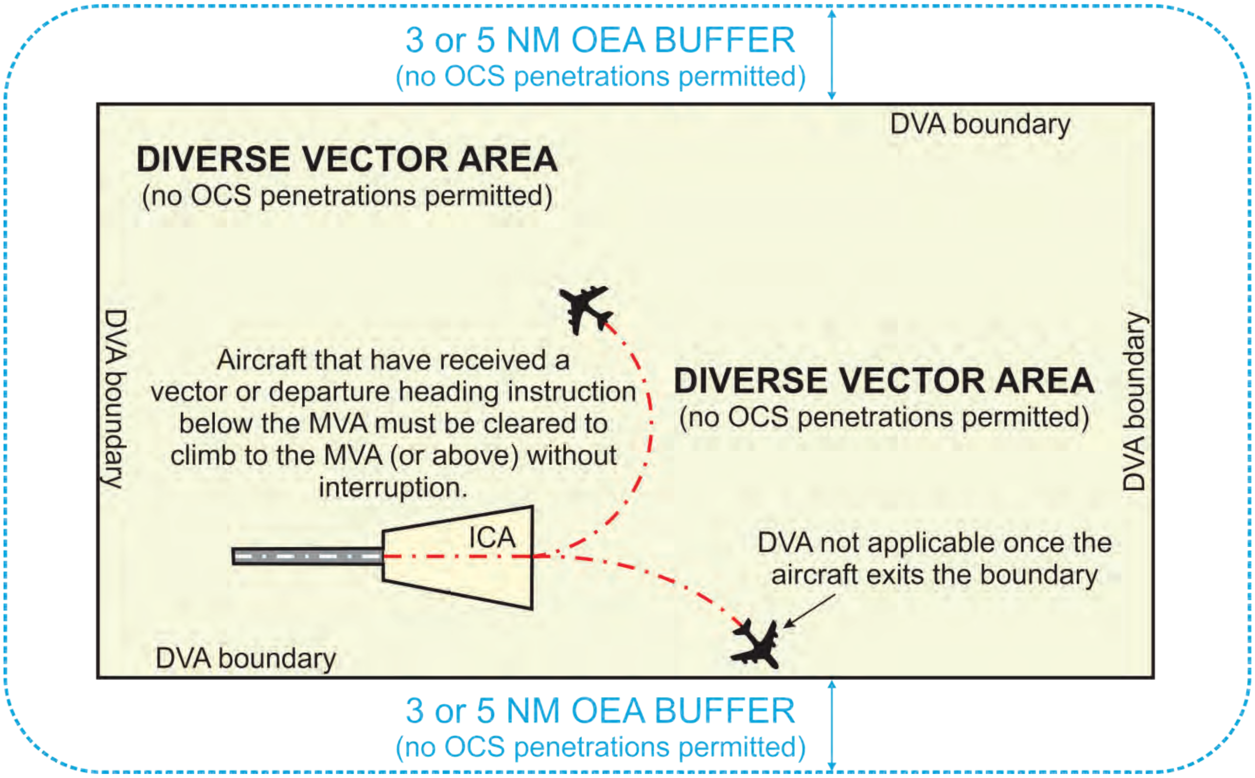


d. Define an area. An area may be defined which excludes all obstacles (low, close-in obstacles are permitted) that penetrate the departure OCS (see figure 14-5-9).

(1) Construct the area boundary and an OEA buffer using the MVA sector construction specified in section 11-3. The defined area may take the form of any shape; however, it must be determined in consultation with the ATC facility to ensure it meets their operational needs and to ensure it provides sufficient maneuvering area for ATC to vector an aircraft to remain within the DVA until the aircraft can climb to the MVA/MIA.

(2) The area boundary must fully encompass the entire width of the departure runway from the DRP towards the DER, as well as the entire ICA associated with the departure runway.

Figure 14-5-9. Defined Area



14-5-4. Climb Gradients. A DVA that does not require a climb gradient in excess of 200 ft/NM is preferred; however, operational requirements may necessitate a higher climb gradient. When an obstacle penetrates the 40:1 OCS within the DVA OEA, establish a climb gradient and climb gradient termination altitude in accordance with paragraph 14-1-4.

Note: Do not establish climb gradients for low, close-in obstacles or for obstacle that have been isolated in accordance with paragraph 14-5-3.a.

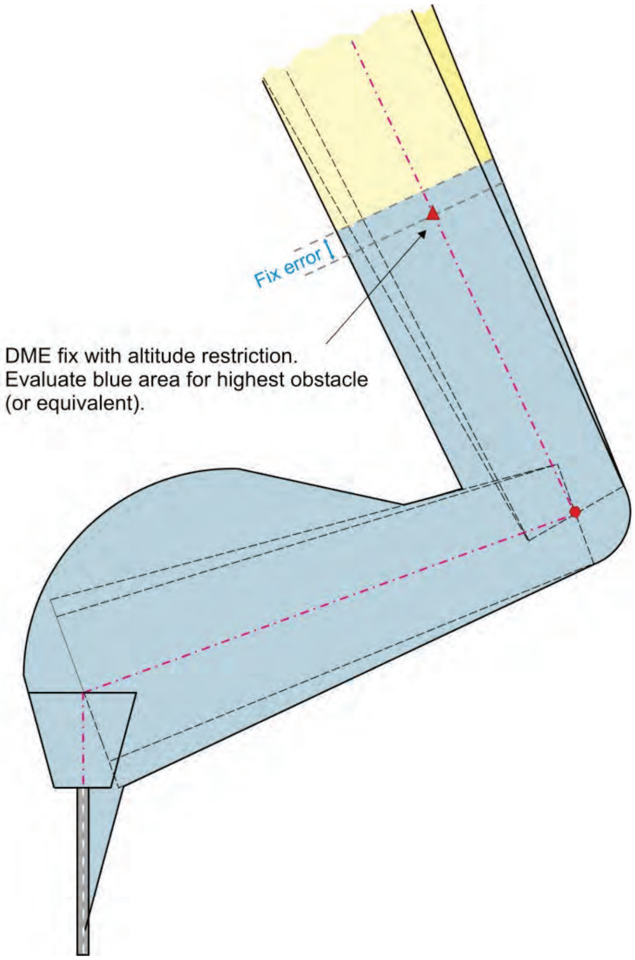
Section 14-6. Obstacle Clearance Requirements for SID Containing ATC Altitude Restrictions

14-6-1. Maximum Altitude Restrictions. A level surface obstacle evaluation must be conducted whenever a maximum, mandatory, or block altitude restriction is charted on a SID. The maximum altitude, the mandatory altitude, and the upper limit of a block altitude, must provide the en route ROC specified in paragraph 15-2-1.

a. Identify the highest obstacle in the primary area, or if applicable, the highest equivalent obstacle in the secondary area, within the OEA located prior to the latest point the fix with the altitude restriction could be received.

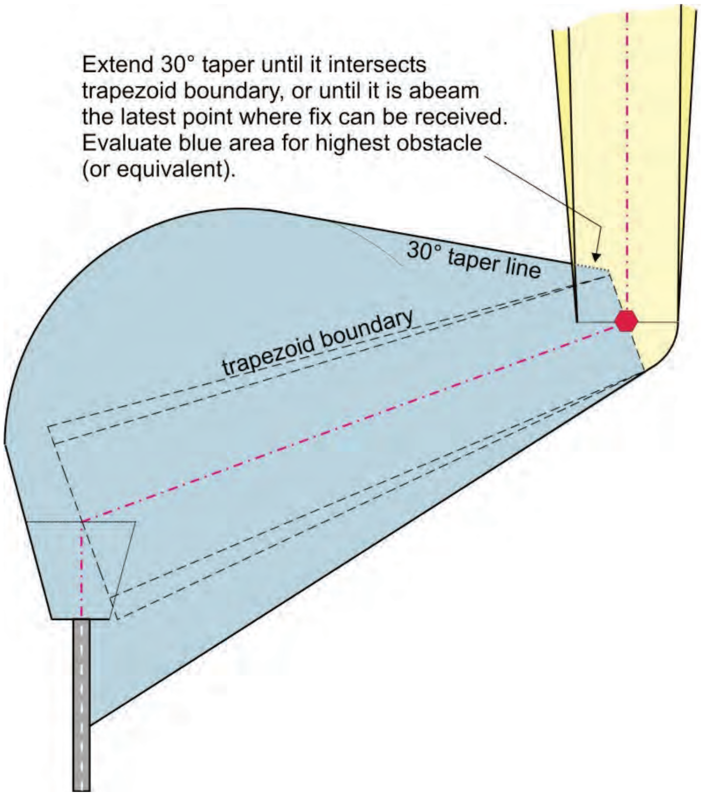
(1) When no turn is required at the fix with the altitude restriction, evaluate the OEA prior to a line drawn perpendicular to the latest point the fix could be received (see figure 14-6-1).

Figure 14-6-1. No Turn Required at Fix



(2) When a turn is required at the fix with the altitude restriction, the evaluation area includes the trapezoid leading to the turn fix as well as any expansion areas. Where an expansion area has not completed its 30° taper from a previous turn, extend the taper line until it intersects the trapezoid boundary or until it is abeam the latest point at which the fix can be received, whichever occurs first, and include that area as part of the OEA (see figure 14-6-2).

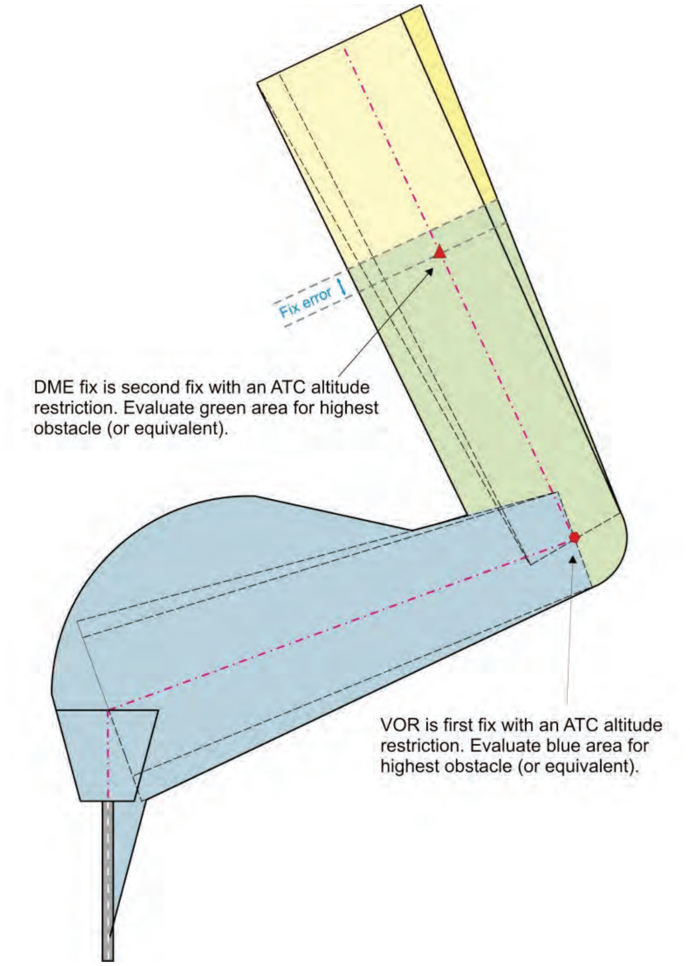
Figure 14-6-2. Turn Required at Fix with Incomplete Taper



b. Determine the level flight OCS elevation by subtracting the appropriate en route ROC from the maximum altitude authorized at the fix. The maximum altitude authorized for a fix is the singular altitude specified for either a maximum altitude restriction or a mandatory altitude restriction, and the upper limit of a mandatory block altitude restriction. The obstacle identified through application of paragraph 14-6-1.a must not penetrate the level OCS.

c. Where multiple maximum, mandatory, or mandatory block altitude restrictions are necessary, each maximum altitude authorized at a fix must be equal to or higher than the maximum altitude authorized at a proceeding fix. Evaluate additional altitude restrictions in the same manner as the first, by applying a level OCS to the OEA until the latest point at which the fix with the altitude restriction could be received. Those portions of the OEA previously assessed in association with a preceding altitude restriction need not be assessed again (see figure 14-6-3).

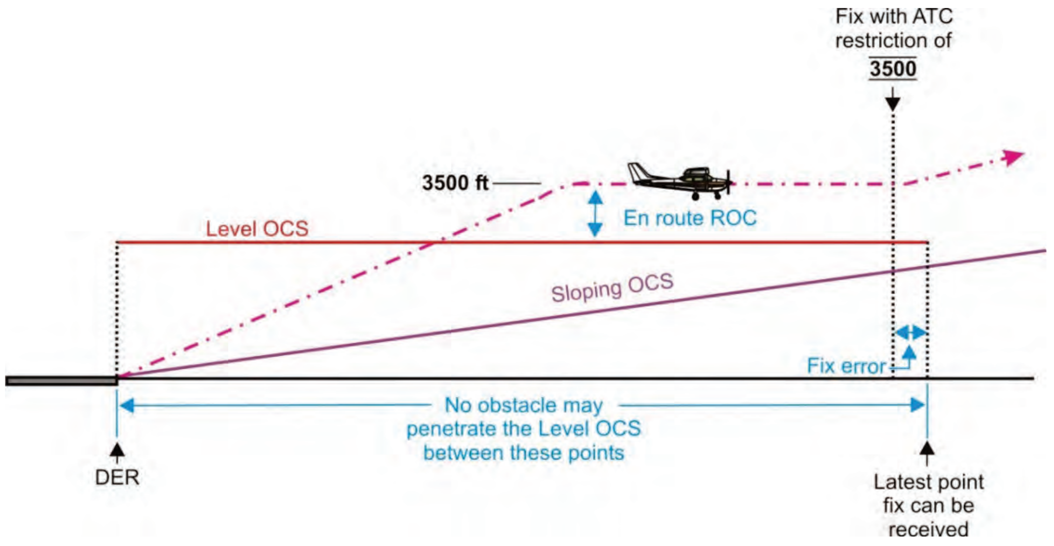
Figure 14-6-3. Multiple Altitude Restrictions



d. Sloping OCS. Compare the height of the level surface and height of the sloping OCS at the plotted position of the fix with the maximum altitude restriction.

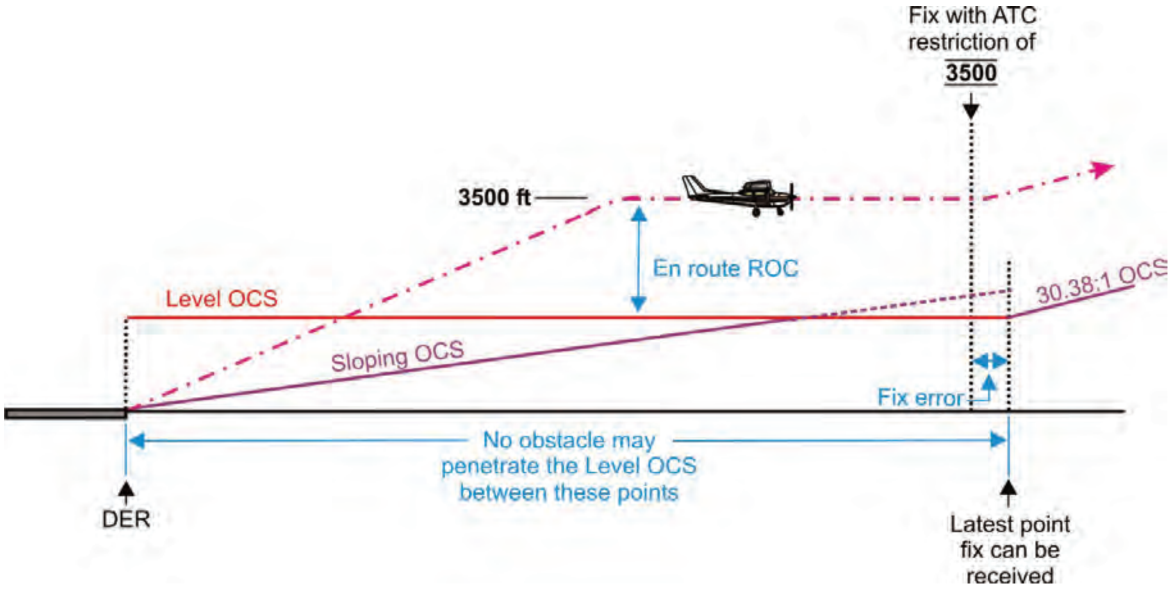
(1) Where the height of the level OCS is equal to or greater than the height of the sloping OCS, continue the sloping surface uninterrupted into the next segment of the departure (see figure 14-6-4).

Figure 14-6-4. Continuation of Sloping OCS



(2) Where the height of the level OCS is less than the height of the sloping OCS, apply a 30.38:1 sloping OCS into the next segment from the primary area boundary of the level OEA. The 30.38:1 OCS originates at the same height as the level OCS. Penetrations may not be mitigated by a climb gradient; if penetrations exist, the maximum altitude authorized at the fix with the altitude restriction must be increased until the penetration is eliminated (see figure 14-6-5).

Figure 14-6-5. Sloping OCS Applied from Level OCS



14-6-2. Minimum Altitudes. When ATC requests the establishment of a minimum altitude, either stand-alone or as part of a mandatory block altitude, ensure the minimum climb gradient for the procedure is sufficient to either meet or exceed the restriction.

Chapter 15. En Route Criteria

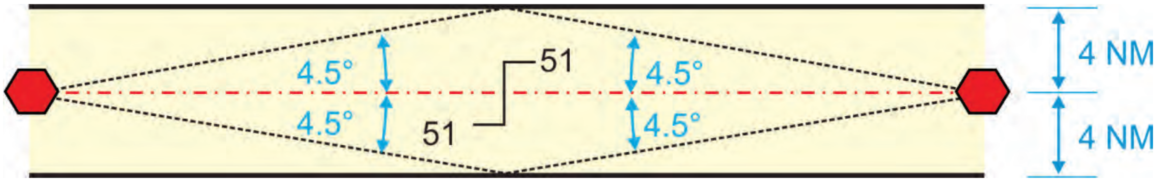
Section 15-1. VHF Obstacle Clearance Areas

15-1-1. En Route Obstacle Clearance Areas. Obstacle clearance areas for en route planning are identified as "primary," "secondary," and "turning" areas.

15-1-2. Primary Areas.

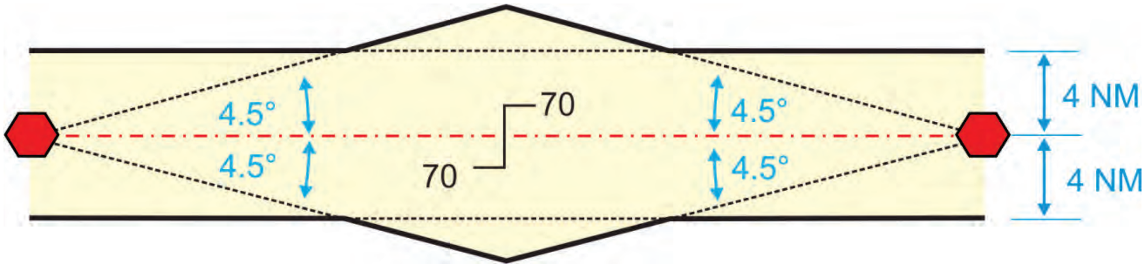
a. Basic area. The primary en route obstacle clearance area extends from each radio facility on an airway or route to the next facility. It has a width of 8 NM; 4 NM on each side of the centerline of the airway or route (see figure 15-1-1).

Figure 15-1-1. Primary Obstacle Clearance Area



b. System accuracy. System accuracy lines are drawn at a 4.5-degree angle on each side of the course or route (see figure 15-1-1). The apexes of the 4.5-degree angles are at the facility. These system accuracy lines will intersect the boundaries of the primary area at a point that is approximately 50.82 NM from the facility (normally 51 NM is used). If the distance from the facility to the changeover point (COP) is more than 51 NM, the outer boundary of the primary area extends beyond the 4 NM width along the 4.5-degree line (see figure 15-1-2). These examples apply when the COP is at midpoint. Paragraph 15-1-7 covers the effect of offset COP or dogleg segments.

Figure 15-1-2. Primary Obstacle Clearance Area Application of System Accuracy

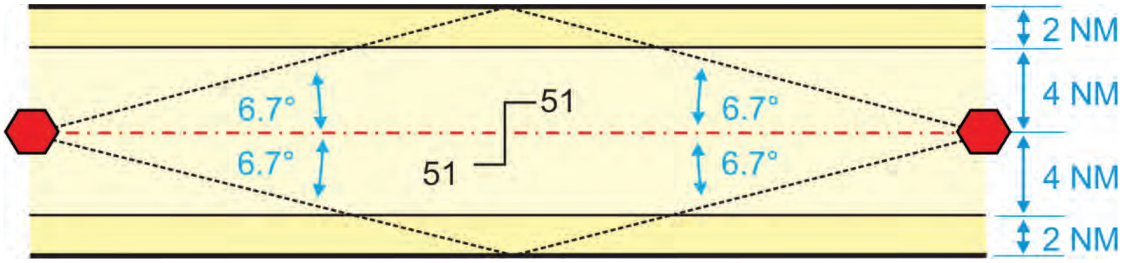


c. Termination point. When the airway or route terminates at a navigational facility or other radio fix, the primary area extends beyond that termination point. The boundary of the area may be defined by an arc which connects the two boundary lines. The center of the arc is, in the case of a facility termination point, located at the geographic location of the facility. In the case of a termination at a radial or DME fix, the boundary is formed by an arc with its center located at the most distant point of the fix displacement area on course line. Figure 15-1-8 and its inset show the construction of the area at the termination point.

15-1-3. Secondary Areas.

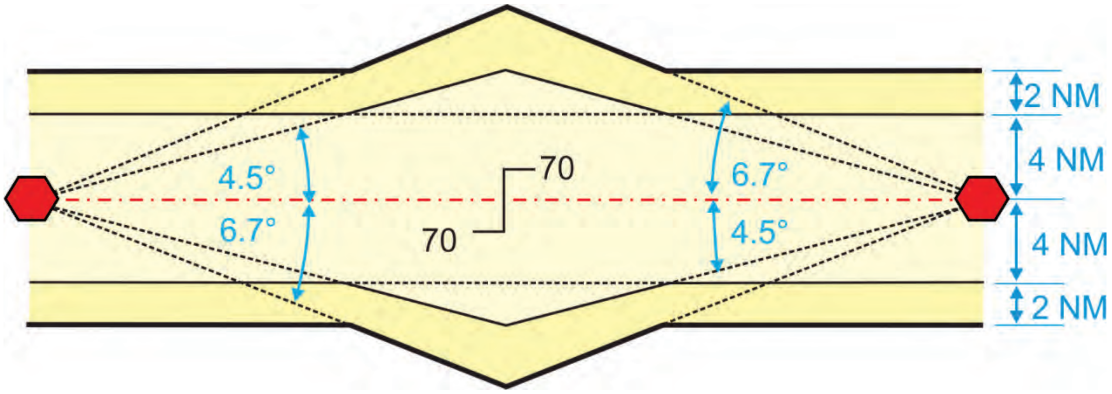
a. Basic area. The secondary obstacle clearance area extends along a line drawn 2 NM on each side of the primary area (see figure 15-1-3).

Figure 15-1-3. Secondary Obstacle Clearance Areas



b. System accuracy. Secondary area system accuracy lines are drawn at a 6.7-degree angle on each side of the course or route (see figure 15-1-3). The apexes are at the facility. These system accuracy lines will intersect the outer boundaries of the secondary areas at approximately the same point as primary lines, 51 NM from the facility. If the distance from the facility to the COP is more than 51 NM, the secondary area extends along the 6.7-degree line (see figure 15-1-4). For offset COP or dogleg airway (see paragraphs 15-1-7.c and 15-1-7.d).

**Figure 15-1-4. Secondary Obstacle Clearance Areas
Application of System Accuracy Lines**



c. Termination point. Where the airway or route terminates at a facility or radio fix the boundaries are connected by an arc in the same way as those in the primary area. Figure 15-1-8 and its inset shows termination point secondary areas.

15-1-4. Turning Area.

a. Definition. The en route turning area may be defined as an area which may extend the primary and secondary obstacle clearance areas when a change of course is necessary. The dimensions of the primary and secondary areas will provide adequate protection where the aircraft is tracking along a specific radial, but when the pilot executes a turn, the aircraft may go beyond the boundaries of the protected airspace. The turning area criteria supplement the airway and route segment criteria to protect the aircraft in the turn.

b. Requirement for turning area criteria. Because of the limitation on aircraft indicated airspeeds below 10000 feet MSL (see 14 CFR Part 91.117); some conditions do not require the application of turning area airspace criteria.

(1) The graph in figure 15-1-5 may be used to determine if the turning area should be plotted for airways/routes below 10000 feet MSL. If the point of intersection on the graph of the "amount of turn at intersection" versus "VOR facility to intersection distance" falls outside the hatched area of the graph, the turning area criteria need not be applied.

(2) If the "amount of turn" versus "facility distance" values fall within the hatched area or outside the periphery of the graph, then the turning area criteria must be applied as described in paragraph 15-1-5.

c. Track. The flight track resulting from a combination of turn delay, inertia, turning rate, and wind effect is represented by a parabolic curve. For ease of application, a radius arc has been developed which can be applied to any scale chart.

d. Curve radii. A 250 KIAS, which is the maximum allowed below 10000 feet MSL, results in radii of 2 NM for the primary area and 4 NM for the secondary area up to that altitude. For altitudes at or above 10000 feet MSL up to but not including 18000 feet MSL the primary area radius is 6 NM and the secondary area radius is 8 NM. At or above 18000 feet MSL the radii are 11 NM for primary and 13 NM for secondary.

e. System accuracy. In drawing turning areas it will be necessary to consider system accuracy factors by applying them to the most adverse displacement of the radio fix or airway/route boundaries at which the turn is made. The 4.5- and 6.7-degree factors apply to the VOR radial being flown, but since no pilot or aircraft factors exist in the measurement of an intersecting radial, a navigation facility factor of plus-or-minus 3.6 degrees is used (see figure 15-1-6).

Note: If a radio fix is formed by intersecting signals from two low frequency (LF), or one LF and VOR facility, the obstacle clearance areas are based upon accuracy factors of 5.0 (primary) and 7.5 (secondary) degrees each side of the course or route centerlines of the LF facilities. If the VOR radial is the intersecting signal, the 3.6-degree value stated in paragraph 15-1-4.e applies.

Figure 15-1-5. Turn Angle VS Distance

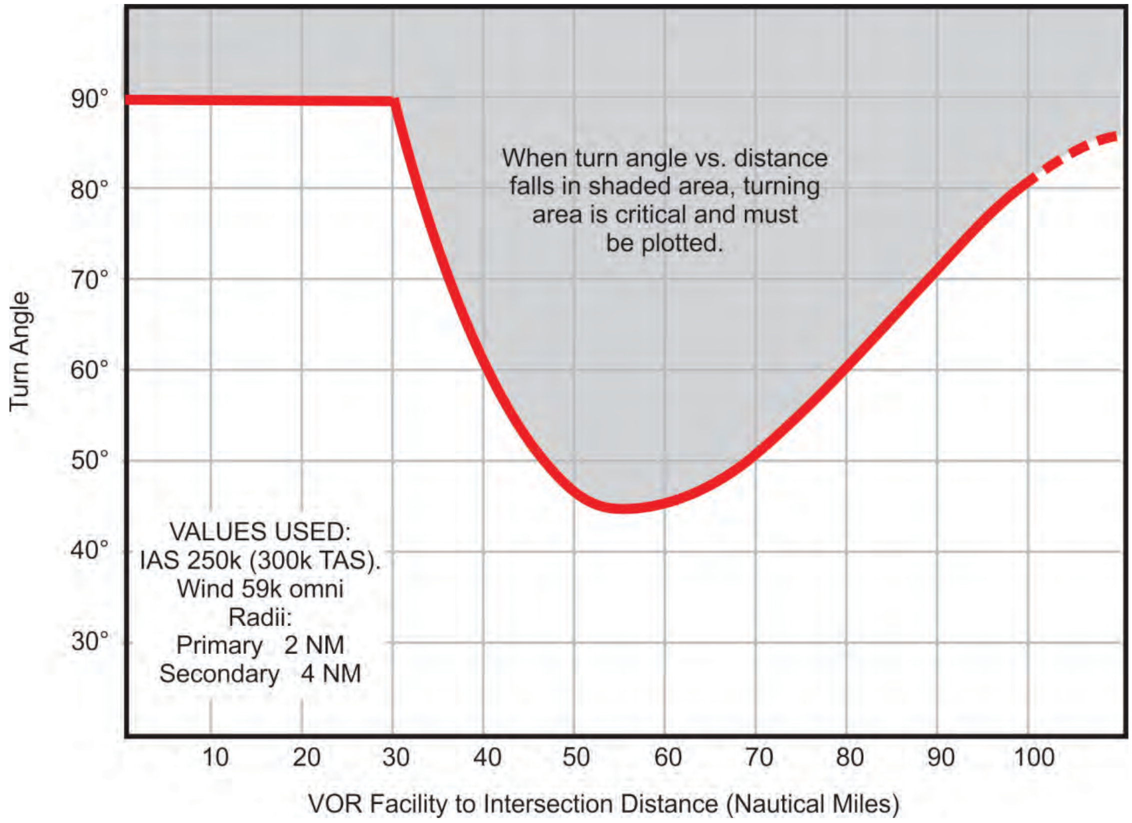
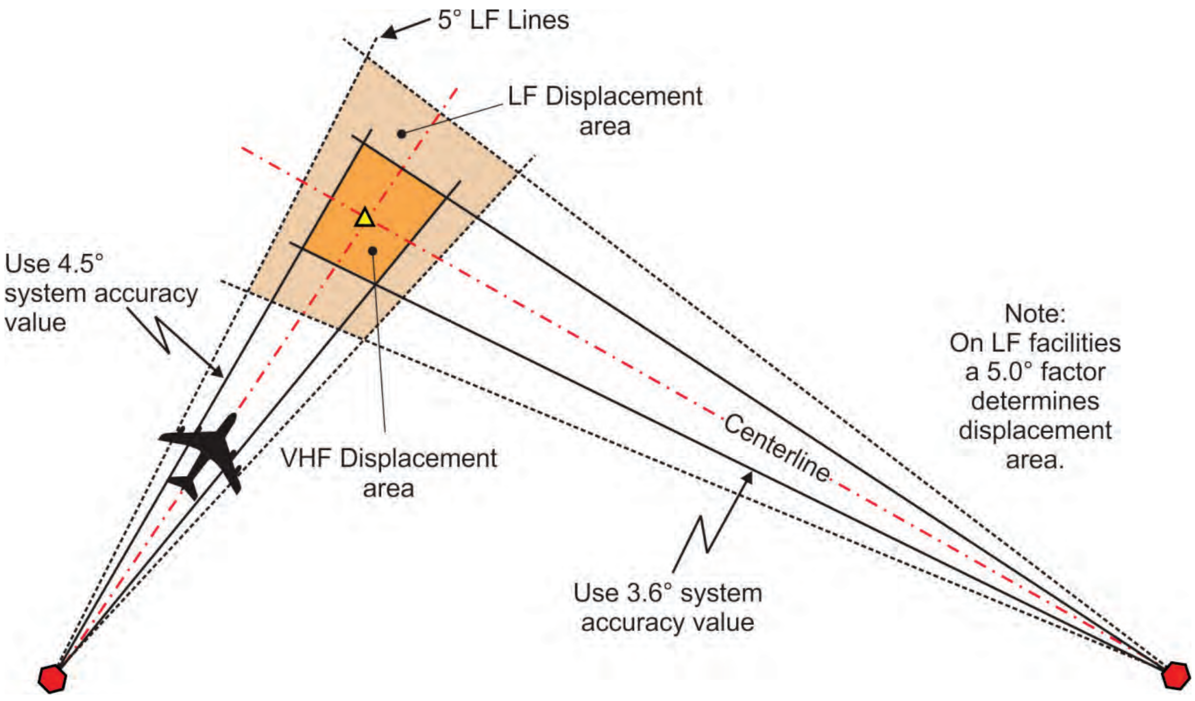


Figure 15-1-6. Fix Displacement



15-1-5. Application of Turning Area Criteria.

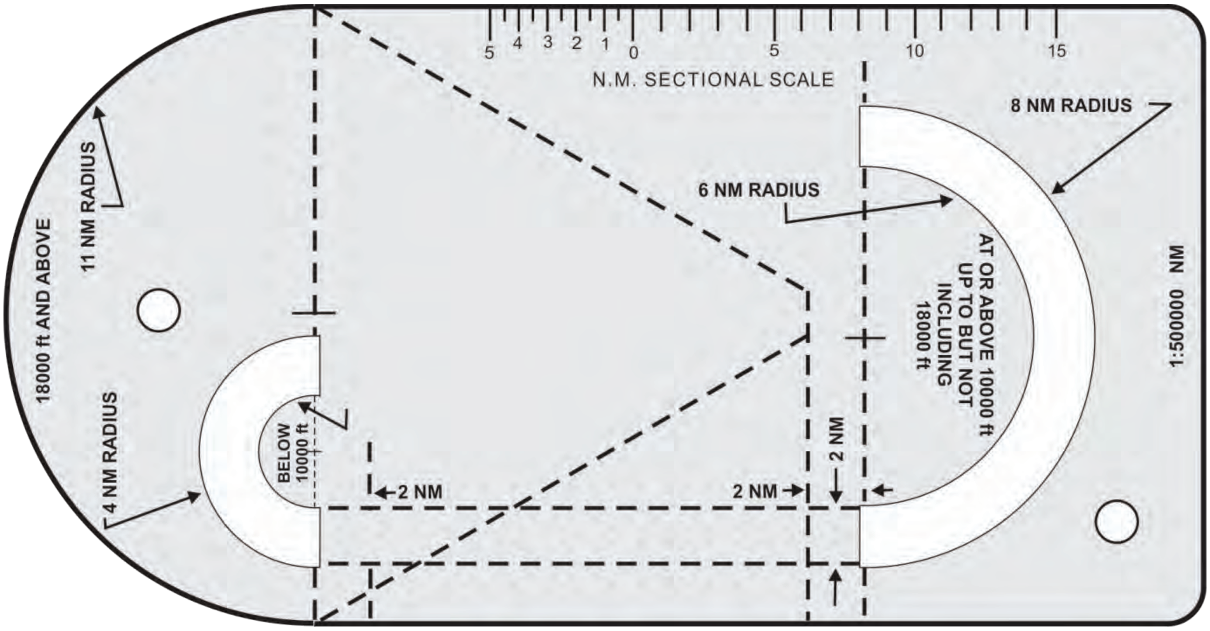
a. Techniques. Figures 15-1-8, 15-1-9, and 15-1-10 illustrate the application of the criteria. They also show areas which may be deleted from consideration when obstacle clearance is the deciding factor for establishing MEAs on airways or route segments.

b. Computations. Computations due to obstacles actually located in the turning areas will probably be indicated only in a minority of cases. These methods do; however, add to the flexibility of procedures specialists in resolving specific obstacle clearance problems without resorting to the use of waivers.

c. Minimum turning altitude (MTA). Where the application of the turn criteria obviates the use of an MEA with a cardinal altitude, the use of an MTA for a special direction of flight may be authorized.

15-1-6. Turn Area Template. A turn area template has been designed for use on charts scaled at 1:500,000; it is identified as "TA-1" (see figure 15-1-7).

Figure 15-1-7. Turning Area Template



a. Use of template-intersection fix.

(1) Primary area. At an intersection fix the primary obstacle clearance area arc indexes are placed at the most adverse points of the fix displacement area as determined by the outer intersections of the en route radial 4.5-degree lines (VOR) and the cross-radial 3.6-degree lines [(VOR) (see figures 15-1-8 and 15-1-9)]. If LF signals are used, the 5.0-degree system accuracy lines apply. The parallel dashed lines on the turn area template are aligned with the appropriate system accuracy lines and the curves are drawn.

(2) Secondary area "outside" curve. The outside curve of the secondary turning area is the curve farthest from the navigation facility which provides the intersecting radial. This curve is indexed to the distance from the fix to the en route facility as follows:

(a) Where the fix is less than 51 NM from the en route facility, the secondary arc is started at a point 2 NM outside the primary index with the parallel dashed lines of the template aligned on the 4.5-degree line (see figure 15-1-8).

(b) Where the fix is farther than 51 NM from the en route station, the arc is started at the point of intersection of the 3.6 and 6.7-degree lines with the parallel dashed lines of the template aligned on the 6.7-degree line (see figure 15-1-9).

(3) Secondary area "inside" curve. The inside curve is the turning area arc which is nearest the navigation facility which provides the intersecting radial. This arc is begun 2 NM beyond the primary index and on the 3.6-degree line. The parallel dashed lines on the turning area template are aligned with the 4.5-degree line from the en route station.

Figure 15-1-8. Turning Area, Intersection Fix
(Facility Distance Less than 51 NM)

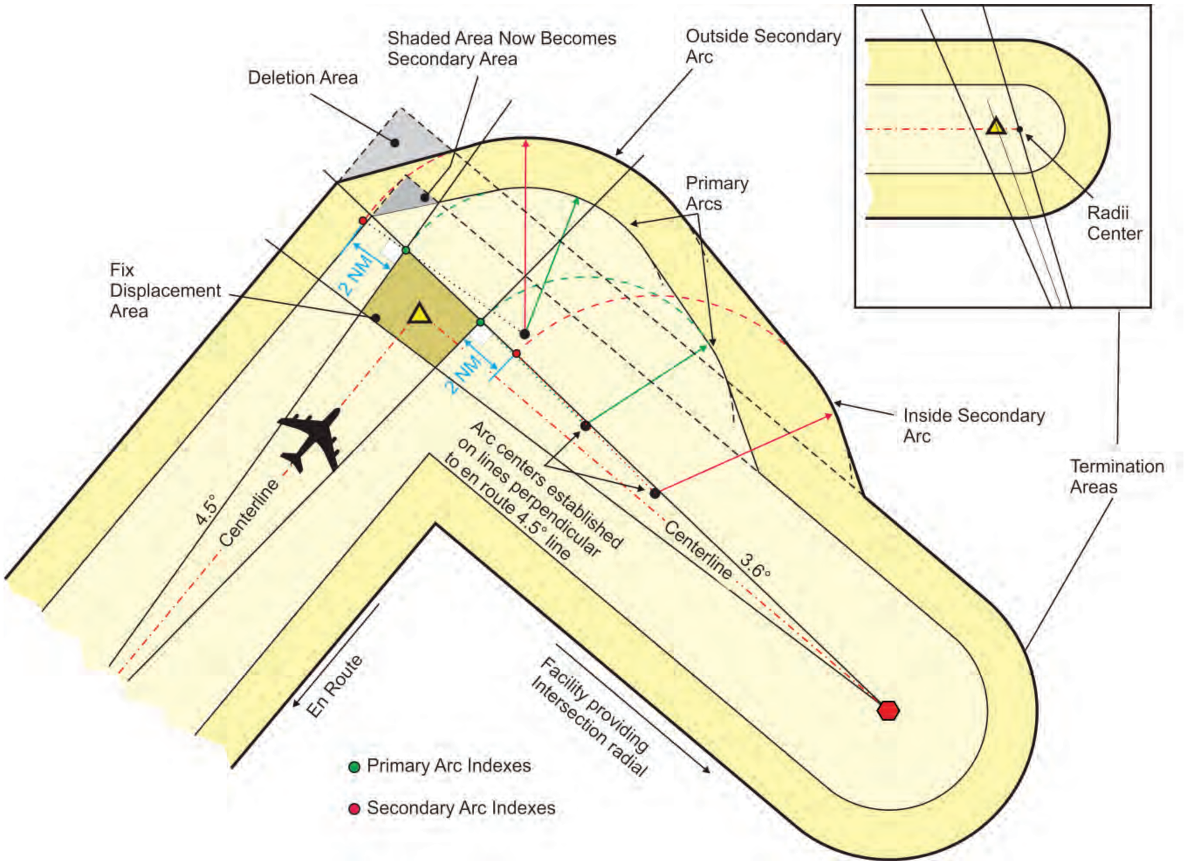
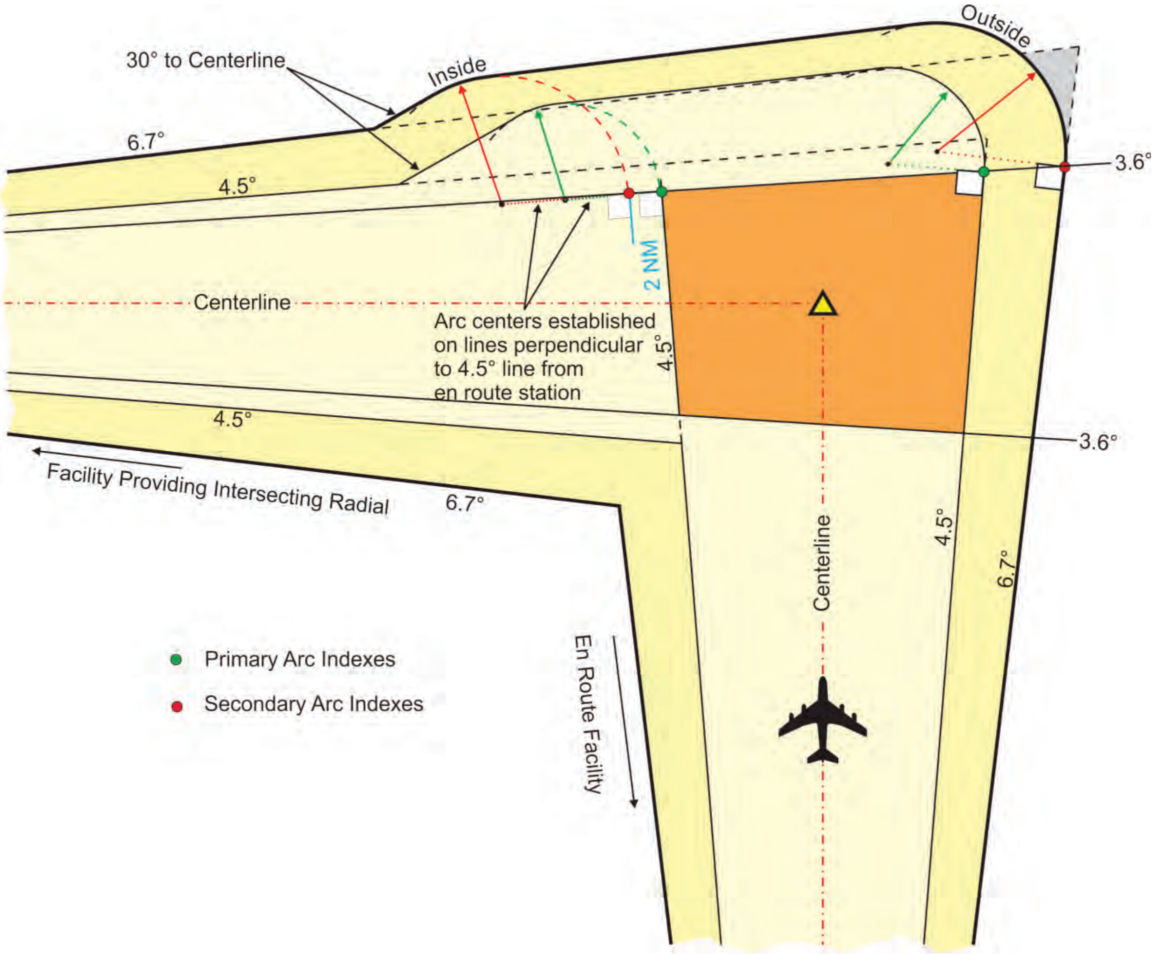


Figure 15-1-9. Turning Area, Intersection Fix (Facility Distance Beyond 51 NM)



(a) Where the fix is less than 51 NM from the en route facility and the magnitude of the turn is less than 30 degrees, the “inside” curves do not affect the size of the secondary area.

(b) Where the distance from the en route facility to the fix is more than 51 NM but the magnitude of the turn is less than 45 degrees, the “inside” curves do not increase the size of the secondary area.

(c) Where the magnitude of the turn is greater than those stipulated in paragraphs 15-1-6.a(3)(a) and 15-1-6.a(3)(b), the “inside” curves will affect the size of the secondary area.

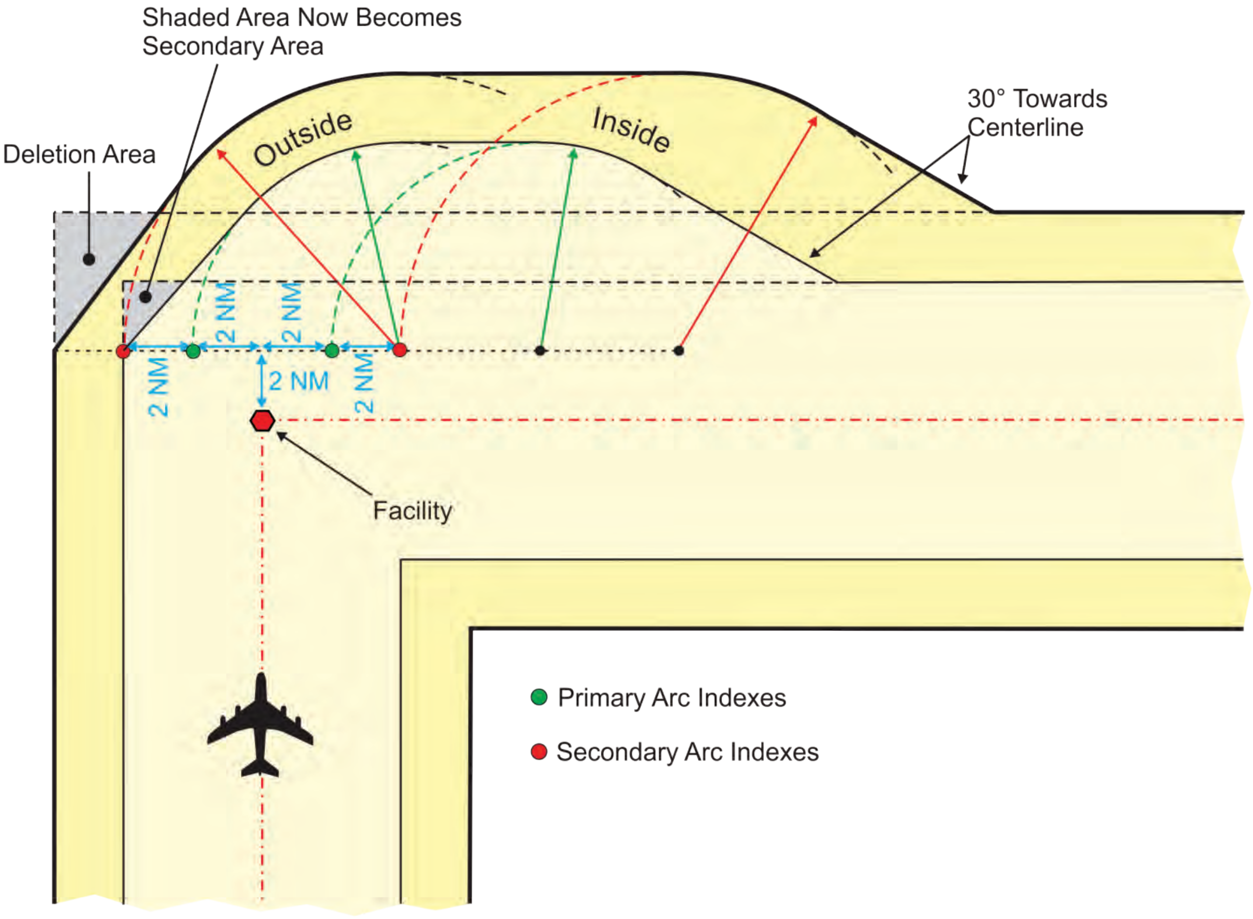
(d) Whether the secondary area curves affect the size of the secondary obstacle clearance area or not, they must be drawn to provide reference points for the tangential lines described in paragraph 15-1-6.a(6).

(4) Connecting lines. Tangential straight lines are now drawn connecting the two primary arcs and the two secondary arcs. The outer limits of both curves are symmetrically

connected to the respective primary and secondary area boundaries in the direction of flight by lines drawn at a 30-degree angle to the airway or route centerline (see figure 15-1-8 and figure 15-1-9).

b. Use of template when fix overheads a facility (see figure 15-1-10). The geographical position of the fix is considered to be displaced laterally and longitudinally by 2 NM at all altitudes.

Figure 15-1-10. Turning Area Overhead the Facility



(1) Primary arcs. The primary arcs are indexed at points 2 NM beyond the station and 2 NM on each side of the station. The parallel dotted lines on the template are aligned with the airway or route boundaries and the curves drawn.

(2) Secondary arcs. The secondary arcs are indexed 2 NM outside the primary points, and on a line with them. The parallel dotted lines on the template are aligned with the airway or route boundaries, and the curves drawn.

(3) Connection lines. Tangential straight lines are now drawn connecting the two primary and the two secondary arcs. The outer limits of both curves are connected to the primary

and secondary area boundaries by intercept lines which are drawn 30 degrees to the airway or route centerline. The 30-degree lines on the template may be used to draw these intercept lines.

c. Deletion areas. Irregular areas remain on the outer corners of the turn areas (see figure 15-1-8, figure 15-1-9, and 15-1-10). These are the areas identified in paragraph 15-1-5 which may be deleted from consideration when obstacle clearance is the deciding factor for determination of MEA on an airway or route segment.

(1) Where the “outside” secondary area curve is started within the airway or route secondary area boundary (see figure 15-1-8), the area is blended by drawing a line from the point where the 3.6-degree (5.0 with LF facility) line meets the line which forms the en route secondary boundary tangent to the “outside” secondary arc. Another line is drawn from the point where the same 3.6- (or 5.0-) degree line meets the line which forms the primary boundary, tangent to the matching primary arc. These two lines now enclose the secondary area at the turn. The corner which was formerly part of the secondary area may be disregarded; the part which was formerly part of the primary area may now be considered secondary area. These areas are shaded in figure 15-1-8.

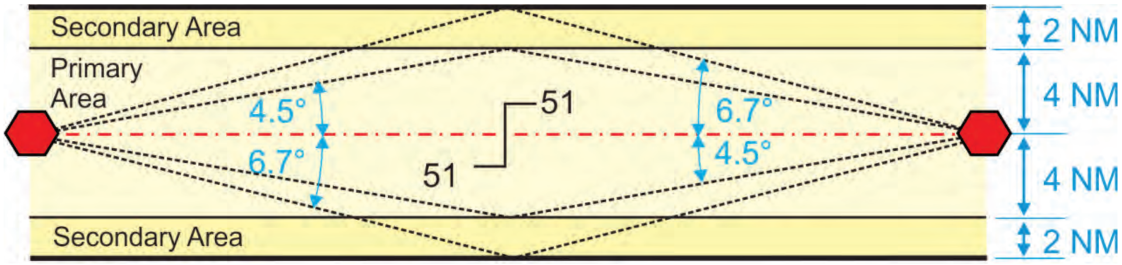
(2) Where the secondary curve is indexed on the secondary area boundary formed by the 6.7-degree lines, the arc itself cuts the corner and prescribes the deleted area (see figure 15-1-9). This condition occurs when the radio fix is over 51 NM from the en route navigation facility.

(3) When overheading the facility, the secondary area corner deletion area is established by drawing a line from a point opposite the station index at the secondary area boundary, tangent to the secondary “outside” curve (see figure 15-1-10). A similar line is drawn from a point opposite the station index at the primary area boundary, tangent to the primary turning arc. The corner formerly part of the primary area now becomes secondary area. The deletion areas are shown in figure 15-1-10 by shading.

15-1-7. Changeover Points (COPs). Points have been defined between navigation facilities along airway/route segments which are called “changeover points (COPs).” These points indicate that the pilot using the airway/route should “change over” his navigation equipment to receive course guidance from the facility ahead of the aircraft instead of the one behind. These COPs divide a segment and assure continuous reception of navigation signals at the prescribed MEA. They also assure that aircraft operating within the same portion of an airway or route segment will not be using azimuth signals from two different navigation facilities. Where signal coverage from two facilities overlaps at the MEA, COPs will normally be designated at the midpoint. Where radio frequency interference or other navigation signal problems exist, COPs will be at the optimum location, taking into consideration the signal strength, alignment error, or any other known condition which affects reception. The effect of COPs on the primary and secondary obstacle clearance areas is as follows:

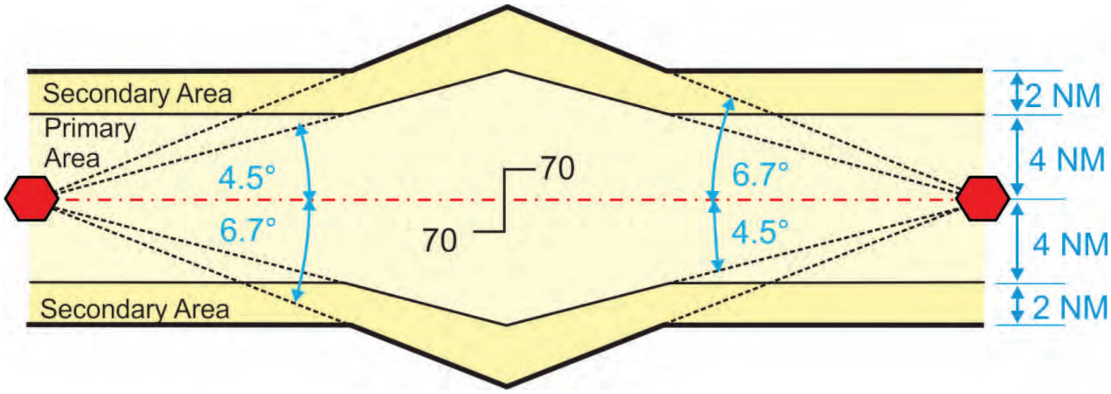
a. Short segments. If the airway or route segment is less than 102 NM long and the COP is placed at the midpoint, the obstacle clearance areas are not affected (see figure 15-1-11).

Figure 15-1-11. COP Effect Short Airway or Route Segment



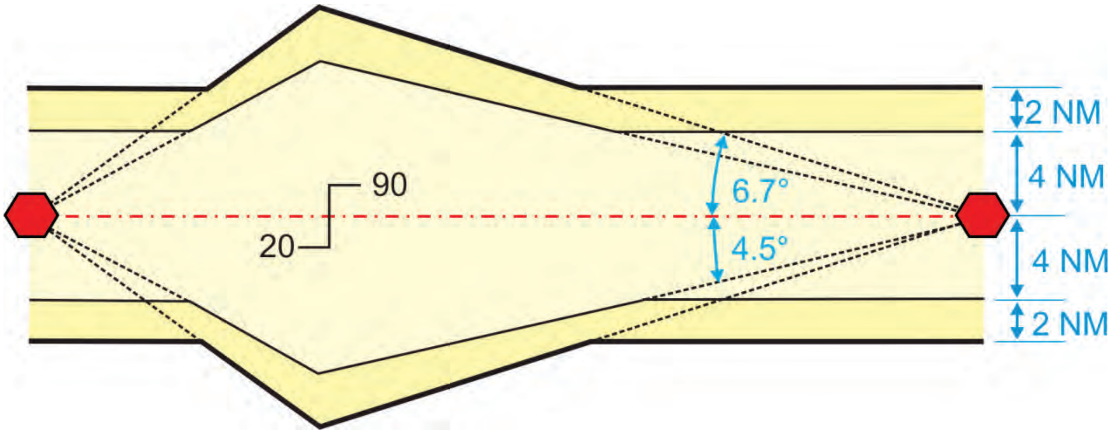
b. Long segments. If the distance between two facilities is over 102 NM and the COP is placed at the midpoint, the system accuracy lines extend beyond the minimum widths of 8 NM and 12 NM, and a flare results at the COP (see figure 15-1-12).

Figure 15-1-12. COP Effect Long Airway or Route Segment



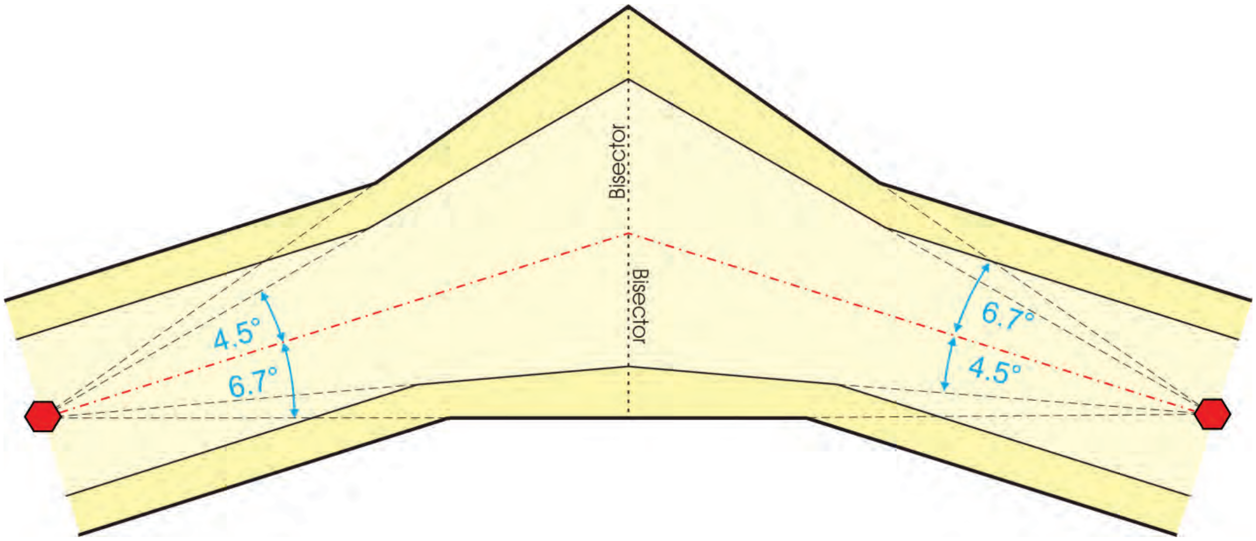
c. Offset COP. It the changeover point is offset due to facility performance problems, the system accuracy lines must be carried from the farthest facility to a position abeam the changeover point, and these lines on each side of the airway or route segment at the COP are joined by lines drawn directly from the nearer facility. In this case the angles of the lines drawn from the nearer facility have no specific angle (see figure 15-1-13).

Figure 15-1-13. Offset COP



d. Dogleg segment. A dogleg airway or route segment may be treated in a manner similar to that given offset COP. The system accuracy lines will be drawn to meet at a line drawn as the bisector of the dogleg ”bend” angle and the boundaries of the primary and secondary areas extended as required (see figure 15-1-14).

Figure 15-1-14. Dogleg Segment



15-1-8. Course Change Effect. The complexity of defining the obstacle clearance areas is increased when the airway or route becomes more complex. Figure 15-1-15 shows the method of defining the primary area when a radio fix and a COP are involved. Note that the system accuracy lines are drawn from the farthest facility first, and govern the width of the airway or route at the COP. The application of secondary area criteria results in a segment similar to that depicted in figure 15-1-16.

Figure 15-1-15. Course Change Affect

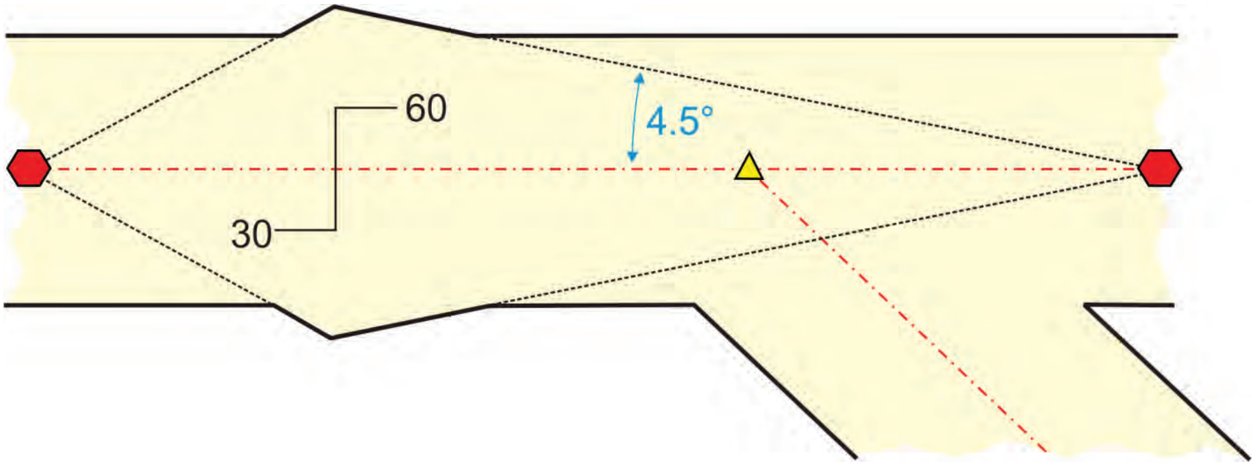
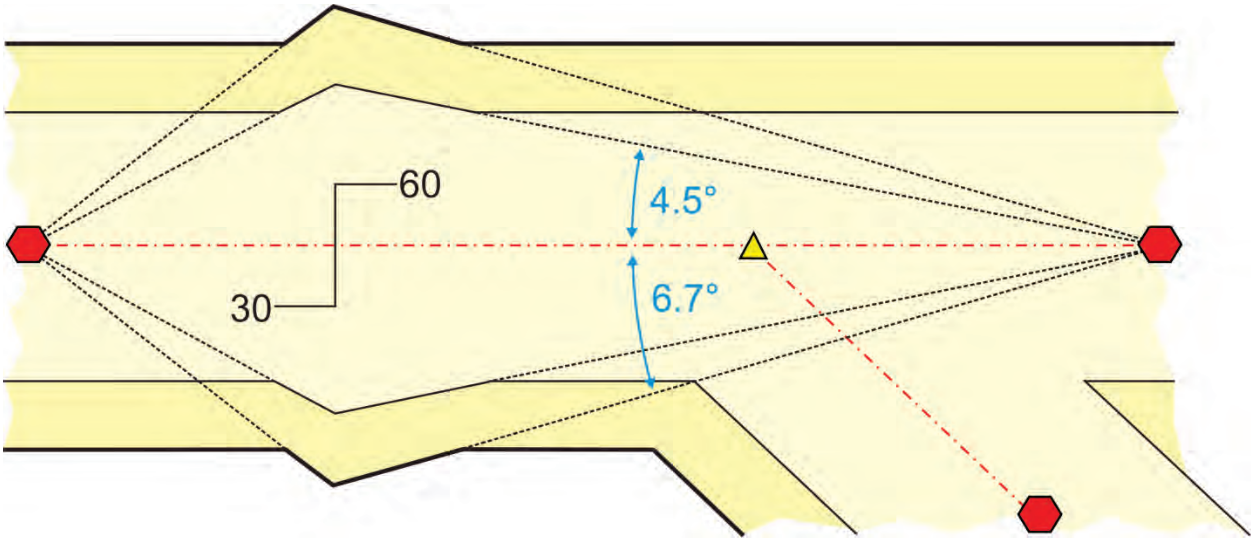


Figure 15-1-16. Application of Secondary Areas



15-1-9. Minimum En Route IFR Altitudes. An MEA will be established for each segment of an airway/route from radio fix to radio fix. The MEA will be established based upon obstacle clearance, adequacy of navigation facility performance, and communications requirements. Segments are designated West to East and South to North. Altitudes must be established in 100-foot increments (for example, 2001 feet becomes 2100).

Note: Care must be taken to ensure that all MEAs based upon fight inspection information have been corrected to and reported as true altitudes above MSL.

15-1-10. Protected En Route Areas. As previously established, the en route areas which must be considered for obstacle clearance protection are identified as primary, secondary, and turn areas. The overall consideration of these areas is necessary when determining obstacle clearances.

Section 15-2. VHF Obstacle Clearance

15-2-1. Obstacle Clearance, Primary Area.

a. Nonmountainous areas. The minimum ROC over areas not designated as mountainous under 14 CFR Part 95 is 1000 feet.

b. Mountainous areas. Owing to the action of Bernoulli Effect and of atmospheric eddies, vortices, waves, and other phenomena which occur in conjunction with the disturbed airflow attending the passage of strong winds over mountains, pressure deficiencies manifested as very steep horizontal pressure gradients develop over such regions. Since downdrafts and turbulence are prevalent under these conditions, the hazards to air navigation are multiplied. Except as set forth in paragraphs 15-2-1.b(1) and 15-2-1.b(2), the minimum ROC within areas designated in 14 CFR Part 95 as “mountainous” is 2000 feet.

(1) ROC may be reduced to not less than 1500 feet above terrain and vegetation in the designated mountainous areas of the Eastern United States, Commonwealth of Puerto Rico, and the land areas of the State of Hawaii; and may be reduced to not less than 1700 feet above terrain and vegetation in the designated mountainous areas of the Western United States and the State of Alaska. Consideration must be given to the following points before any altitudes providing less than 2000 feet of terrain and vegetation clearance are authorized.

(a) Areas characterized by precipitous terrain.

(b) Weather phenomena peculiar to the area.

(c) Phenomena conducive to marked pressure differentials.

(d) Type of and distance between navigation facilities.

(e) Availability of weather services throughout the area.

(f) Availability and reliability of altimeter resetting points along airways/routes in the area.

(2) Where reduced ROC is applied as described in paragraph 15-2-1.b(1), altitudes providing at least 1000 feet of ROC over towers and/or other manmade obstacles/AAO are authorized.

15-2-2. Obstacle Clearance, Secondary Areas. In all areas, mountainous and nonmountainous, obstacles which are located in the secondary areas will be considered as obstacles to air navigation when they extend above the secondary obstacle clearance plane. This plane begins at a point 500 feet above the obstacles upon which the primary obstacle clearance area minimum obstruction clearance altitude (MOCA) is based, and slants upward at an angle which will cause it to intersect the outer edge of the secondary area at a point 500 feet higher (see figure 15-2-1). Where an obstacle extends above this plane, the normal MOCA must be increased by adding to the MSL height of the highest penetrating obstacle in the secondary area the required obstacle clearance, computed with formula 15-2-1:

Formula 15-2-1. Secondary ROC

$$ROC_{secondary} = 500 \times \left(1 - \frac{d_{primary}}{W_S}\right)$$

Where:

$d_{primary}$ = perpendicular distance(feet) from primary area edge

W_S = total width of the secondary area (feet)

Note 1: Add an extra 1000 feet in mountainous areas except where the primary area ROC has been reduced under the provisions of paragraph 15-2-1. In these cases, where the primary area ROC has been reduced to 1700 feet, add 700 feet to the secondary obstacle clearance, and where the primary area ROC has been reduced to 1500 feet, add 500 feet to the secondary area clearance value.

Note 2: W_S has a total width of 2 NM, or 12152 feet out to a distance of 51 NM from the en route facility, and then increases at a rate of 236 feet for each additional NM.

Figure 15-2-1. Cross Section, Secondary Area Obstacle Clearance

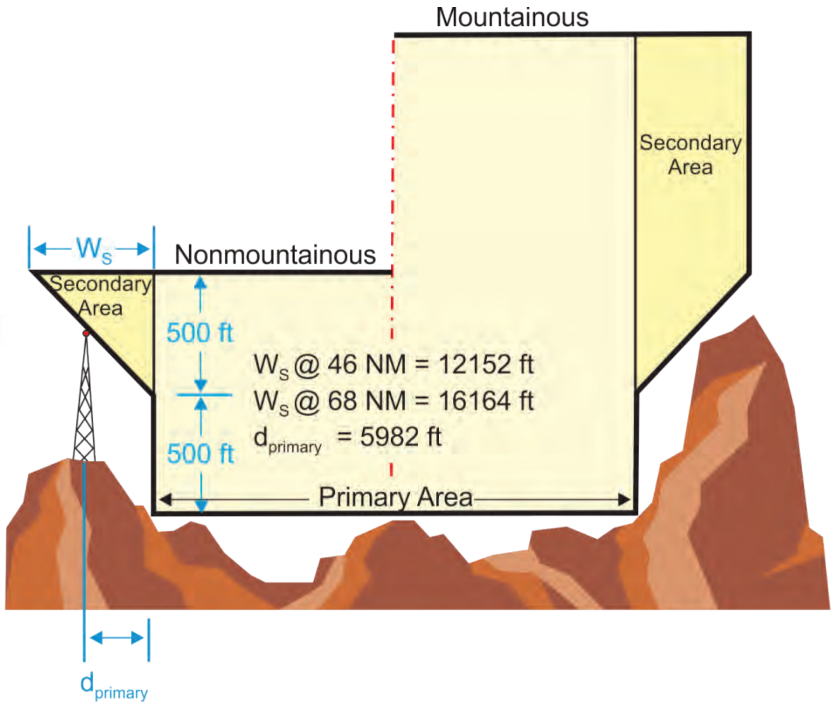
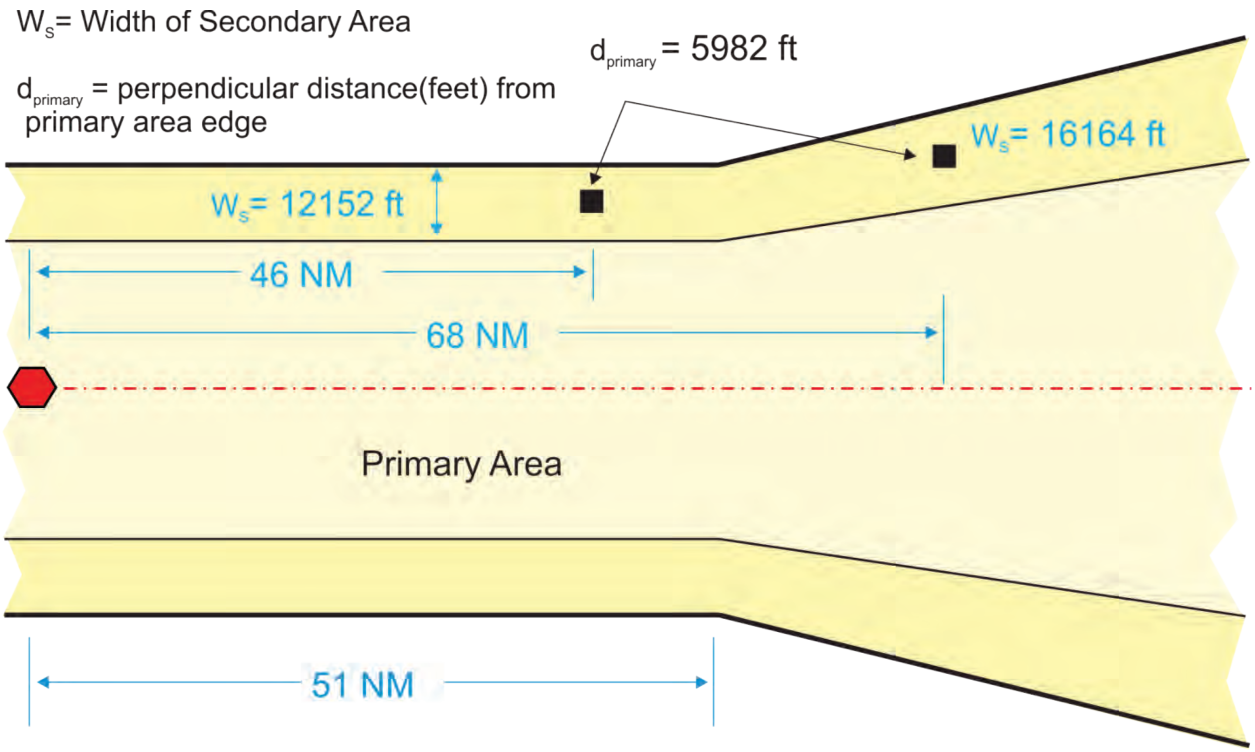


Figure 15-2-2. Plan View, Secondary Area Obstacle Clearances



Example: An obstacle which reaches 1875 feet MSL is found in the secondary area; 5982 feet from the primary area edge, and 46 NM from the facility (see figure 15-2-1 and 15-2-2).

Using Formula 15-2-1:

$W_S = 12152$ feet
$d_{primary} = 5982$ feet

$$500 \times \left(1 - \frac{5982}{12152}\right) = 253.8\ (254\ \text{feet})$$

Obstacle height $(1875) + 254 = 2129$
MOCA $= 2200$ feet

Section 15-3. Altitudes

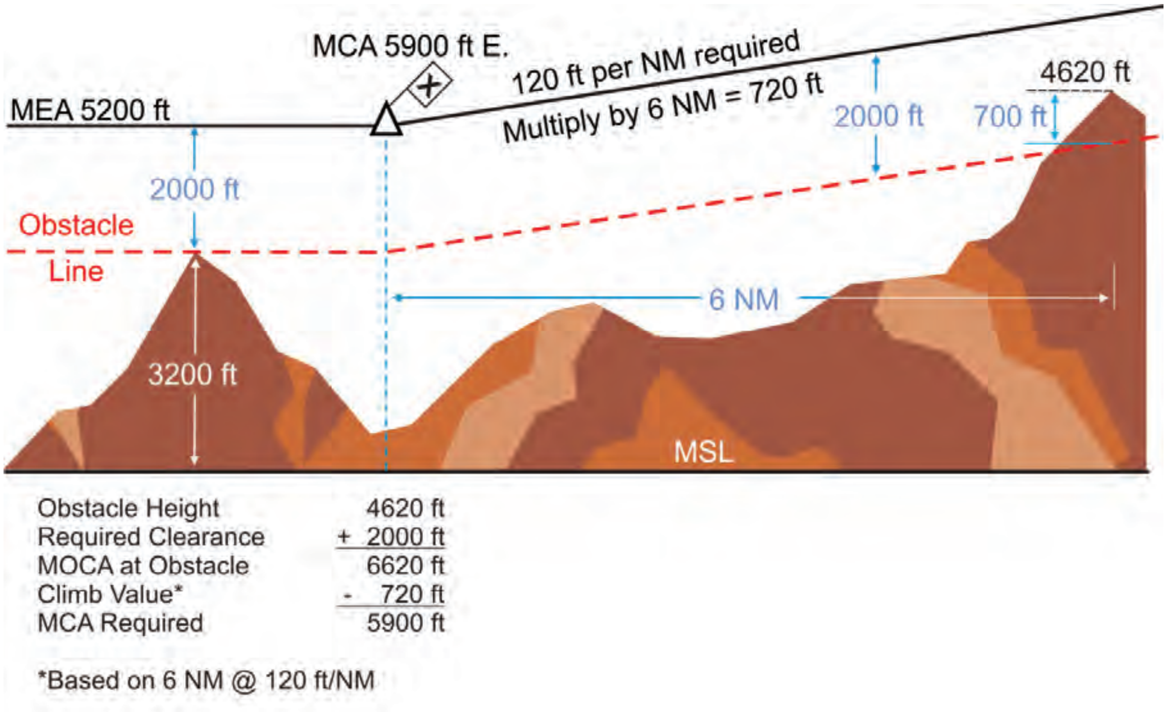
15-3-1. Minimum Crossing Altitude (MCA). It is necessary to establish MCAs in all cases where obstacles intervene to prevent a pilot from maintaining obstacle clearance during a normal climb to a higher MEA after the aircraft passes a point beyond which the higher MEA applies. The same vertical obstacle clearance requirement for the primary and secondary areas must be considered in the determination of the MCA (see paragraph 15-1-9). The standard for determining the MCA must be based upon the following climb rates, and is computed from the flight altitude:

Table 15-3-1. Assumed Climb Rates

0 through 4999 feet MSL	150 ft/NM
5000 through 9999 feet MSL	120 ft/NM
10000 feet MSL and over	100 ft/NM

a. To determine the MCA, the distance from the obstacle to the radio fix must be computed from the point where the centerline of the en route course in the direction of flight intersects the farthest displacement from the fix (see figures 15-1-1 and 15-3-2).

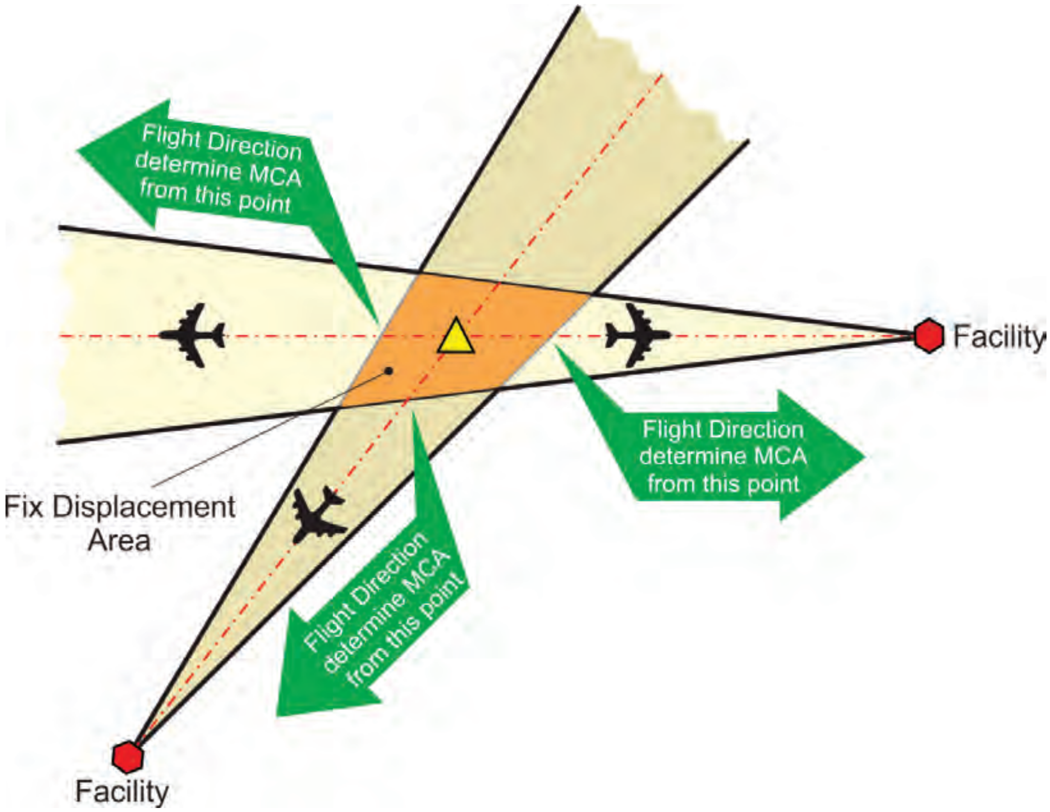
Figure 15-3-1. MCA Determination Point



Obstacle Height	4620 ft
Required Clearance	+ 2000 ft
MOCA at Obstacle	6620 ft
Climb Value*	- 720 ft
MCA Required	5900 ft

*Based on 6 NM @ 120 ft/NM

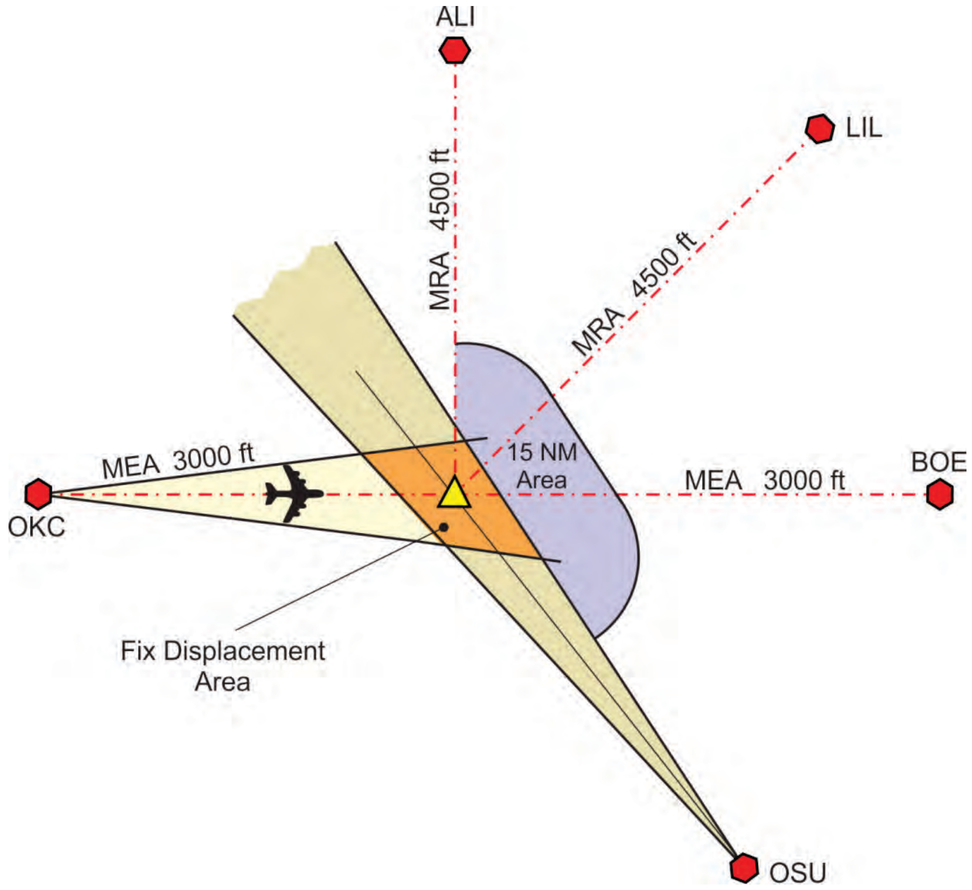
Figure 15-3-2. Determination of MCA



b. When a change of altitudes is involved with a course change, course guidance must be provided if the change of altitude is more than 1500 feet and/or if the course is more than 45 degrees.

Exception: Course changes of up to 90 degrees may be approved without course guidance provided that no obstacles penetrate the established MEA requirement of the previous airway/route segment within 15 NM of the boundaries of the system accuracy displacement area of the fix [see figure 15-3-3 and paragraph 15-4-1.b(2)].

Figure 15-3-3. MEA with Navigation Gap at Turning Point



15-3-2. En Route Minimum Holding Altitudes. Criteria for holding pattern airspace and obstacle clearance are specified in chapter 17.

Section 15-4. Navigational Gaps

15-4-1. Navigational Gap Criteria. Where a gap in course guidance exists, an airway or route segment may be approved in accordance with the criteria set forth in paragraph 15-4-1.c, provided:

a. Restrictions.

(1) The gap may not exceed a distance which varies directly with altitude from 0 NM at sea level to 65 NM at 45000 feet MSL, and

(2) Not more than one gap may exist in the airspace structure for the airway/route segment, and

(3) A gap may not occur at any airway or route turning point, except when the provisions of paragraph 15-4-1.b(2) are applied, and

(4) A notation must be included on Form 8260-16, Transmittal of Airways/Route Data Record, which specifies the area within which a gap exists where the MEA has been established with a gap in navigational signal coverage. The gap area will be identified by distances from the navigation facilities.

b. Authorizations. MEAs with gaps are authorized only where a specific operational requirement exists. Where gaps exceed the distance in paragraph 15-4-1.a(1), or are in conflict with the limitations in paragraphs 15-4-1.a(2) or 15-4-1.a(3), the MEA must be increased as follows:

(1) For straight segments.

(a) To an altitude which will meet the distance requirement of paragraph 15-4-1.a(1), or

(b) When in conflict with paragraph 15-4-1.a(1) or 15-4-1.a(2) to an altitude where there is continuous course guidance available.

(2) For turning segments**.** Turns to intercept radials with higher MEAs may be allowed provided:

(a) The increase in MEA does not exceed 1500 feet, and

(b) The turn does not exceed 90 degrees, and

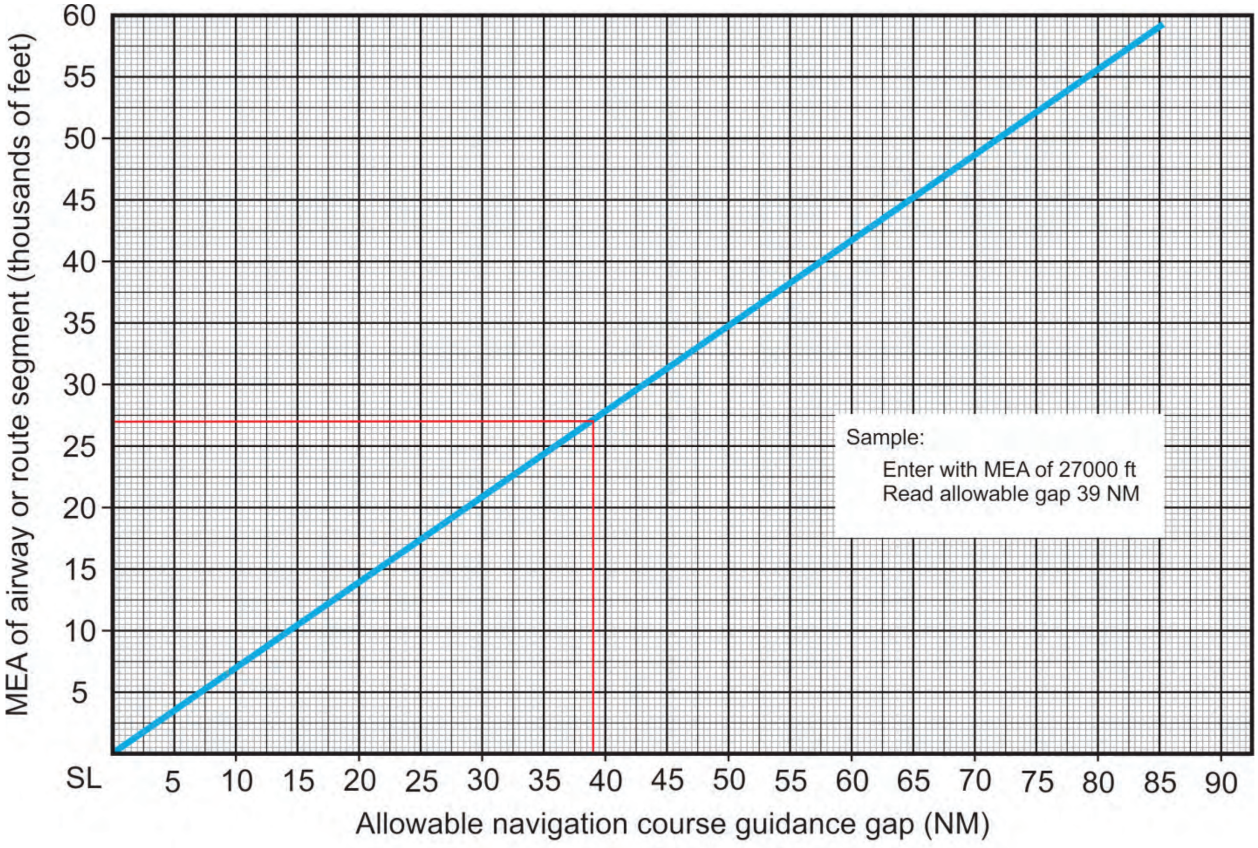
(c) No obstacles penetrate the MEA of the course being flown within 15 NM of the fix displacement area (see figure 15-3-3).

(3) When in conflict with paragraph 15-4-1.b(1) or 15-4-1.b(2) to an altitude where there is continuous course guidance available.

c. Use of steps. Where large gaps exist which require the establishment of altitudes that obviate the effective use of airspace, consideration may be given to the establishment of MEA "steps." These steps may be established at increments of no less than 2000 feet below 18000 feet MSL, or no less than 4000 feet at 18000 feet MSL and above, provided that a total gap does not exist for the segment within the airspace structure. MEA steps must be limited to one step between any two facilities to eliminate continuous or repeated changes of altitude in problem areas. MEA changes must be identified by designated radio fixes.

d. Gaps. Allowable navigational gaps may be determined by reference to the graph in figure 15-4-1.

Figure 15-4-1. Navigation Course Guidance Gaps



Example: The problem drawn on the chart shows the method used to determine the allowable gap on a route segment with a proposed MEA of 27000 feet. Enter the graph at the left edge with the MEA of 27000 feet. Move to the right to the interception of the diagonal line. Move to the bottom of the graph to read the allowable gap. In the problem drawn, a 39 NM gap is allowable.

Section 15-5. Low Frequency Airways or Routes

15-5-1. LF Airways or Routes.

a. Usage. LF navigation facilities may be used to establish en route airway/route segments. Their use will be limited to those instances where an operational requirement exists.

b. Obstacle clearance areas (see figures 15-5-1 and 15-5-2).

(1) The primary obstacle clearance area boundaries of LF segments are lines drawn 4.34 NM on each side of and parallel to the segment centerline. These boundaries will be affected by obstacle clearance area factors shown in paragraph 15-5-1.c.

(2) The LF secondary obstacle clearance areas extend laterally for an additional 4.34 NM on each side of the primary area. The boundaries of the secondary areas are also affected by the obstacle clearance area factors shown in paragraph 15-5-1.c.

Figure 15-5-1. LF Segment Primary Obstacle Clearance Area

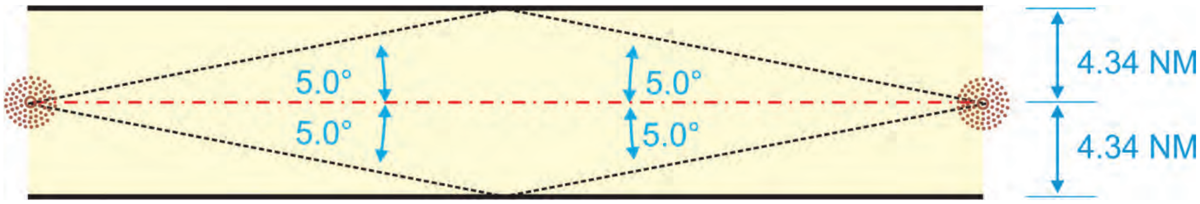
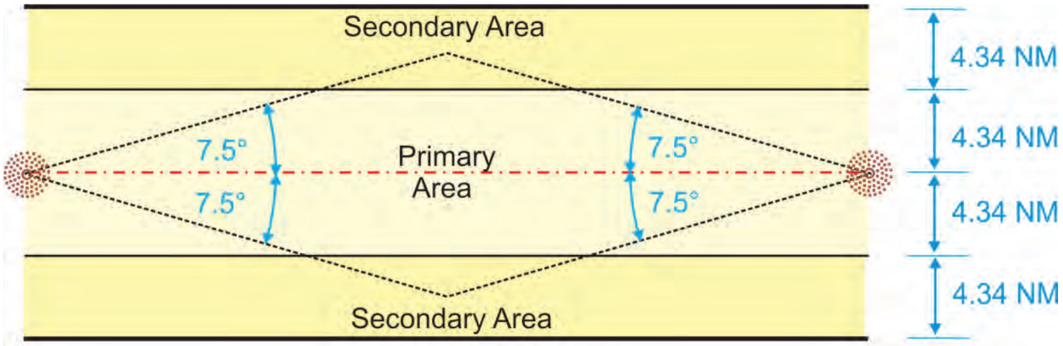


Figure 15-5-2. LF Segment Secondary Obstacle Clearance Area



c. Obstacle clearance area factors (see figure 15-5-1 and figure 15-5-2).

(1) The primary area of LF segments is expanded in the same way as for VHF airways/routes. Lines are drawn at 5 degrees off the course centerline from each facility. These lines meet at the midpoint of the segment. Intersection with the 4.34 NM boundaries occurs approximately 49.61 NM from the facility.

(2) The secondary areas are expanded in the same manner as the secondary areas for VHF airways/routes. Lines are drawn 7.5 degrees on each side of the segment centerline. These

7.5 degree lines will intersect the original 8.68 NM secondary area boundaries approximately 65.93 NM from the facility.

d. Obstacle clearance.

(1) Obstacle clearance in the primary area of LF airways or routes is the same as that required for VOR airways/routes. The areas over which the clearances apply are different, as shown in paragraph 15-5-1.c.

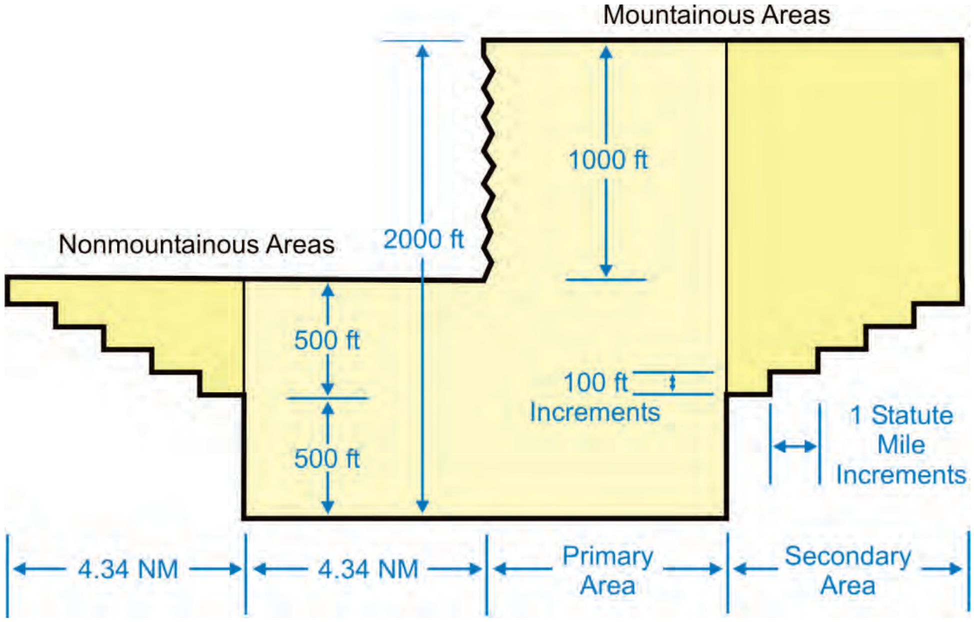
(2) Secondary area obstacle clearance requirements for LF segments are based upon distance from the facility and location of the obstacle relative to the inside boundary of the secondary area.

(a) Within 25 NM of the facility the obstacle clearance is based upon a 50:1 plane drawn from the primary area boundary 500 feet above the obstacle which dictates its MOCA and extending to the edge of the secondary area. When obstacles penetrate this 50:1 plane, the MOCA for the segment will be increased above that dictated for the primary area obstacle as follows (see figure 15-5-3 for cross section view. Also see paragraph 15-5-1.d(2)(c)):

Table 15-5-1. Obstacle Height Increase

Distance from Primary Boundary	Add to Height of Obstacle
0 - 1 SM	500 feet
1 - 2 SM	400 feet
2 - 3 SM	300 feet
3 - 4 SM	200 feet
More than 4 SM	100 feet

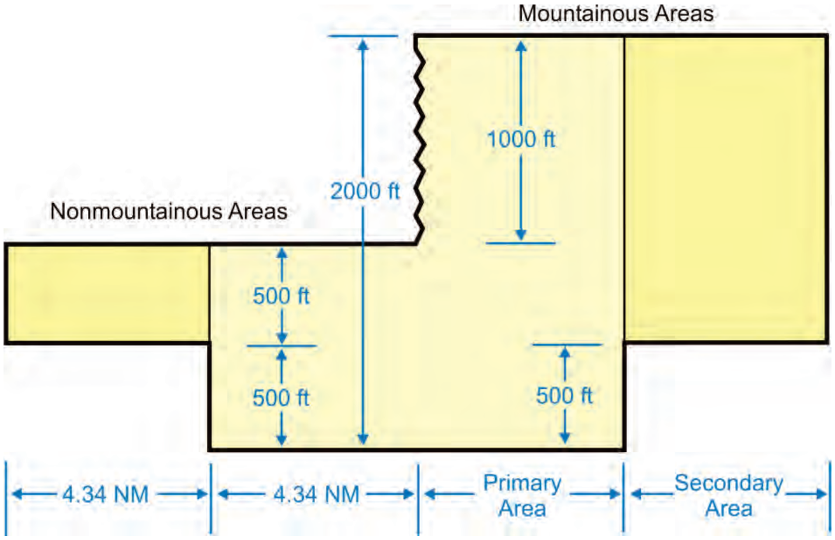
**Figure 15-5-3. LG Segment Obstacle Clearance
Within 25 NM of En Route Facility**



(b) Beyond the 25 NM distance from the facility, the secondary obstacle clearance plane is flat. This plane is drawn from the primary area boundary 500 feet above the obstacle which dictates its MOCA and extending to the edge of the secondary area. If an obstacle penetrates this surface the MOCA for the segment will be increased so as to provide 500 feet of clearance over the obstacle (see figure 15-5-4 and paragraph 15-5-1.d(2)(c)).

(c) Obstacle clearance values shown in paragraphs 15-5-1.d(2)(a) and 15-5-1.d(2)(b) are correct for nonmountainous areas only. For areas designated as mountainous add 1000 feet when the primary obstacle clearance is 2000 feet. Where the primary area MOCA has been reduced to 1700 feet, add 700 feet, and where the primary area MOCA has been reduced to 1500 feet, add 500 feet to the secondary area clearance value.

Figure 15-5-4. LF Segment Obstacle Clearance over 25 NM from En Route Facility



Section 15-6. Minimum Divergence Angles

15-6-1. General.

a. Governing facility. The governing facility for determining the minimum divergence angle depends upon how the fix is determined.

(1) Where the fix is predicated on an off-course radial or bearing, the distance from the fix to the facility providing the off-course radial or bearing is used.

(2) Where the fix is predicated on the radials or bearings of two intersecting airways or routes, the distance between the farthest facility and the fix will be used to determine the angle.

b. Holding. See chapter 17 for minimum divergence angle when holding will be authorized at an intersection.

15-6-2. VHF Fixes.

a. The minimum divergence angles for those fixes formed by intersecting VHF radials are determined as follows:

(1) When both radio facilities are located within 30 NM of the fix, the minimum divergence angle is 30 degrees.

(2) When the governing facility is over 30 NM from the fix, the minimum allowable angle will be increased at the rate of 1 degree per NM up to 45 NM (45 degrees).

(3) Beyond 45 NM, the minimum divergence angle increases at the rate of 1/2 degree per NM.

Example: Distance from fix to governing facility is 51 NM. 51 NM - 45 NM = 6 NM. $6 \times ½ = 3$ additional degrees. Add to the 45 degrees required at 45 NM and get 48 degrees minimum divergence angle at 51 NM.

b. A graph may be used to define minimum divergence angles (see figure 15-6-1). Using the foregoing example, enter the chart at the bottom with the facility distance (51 NM). Move up to the “VHF Fix” conversion line. Then move to the left to read the angle - 48 degrees.

15-6-3. LF or VHF/LF Fixes.

a. Minimum divergence angles for LF or integrated (VHF/LF) fixes are determined as follows:

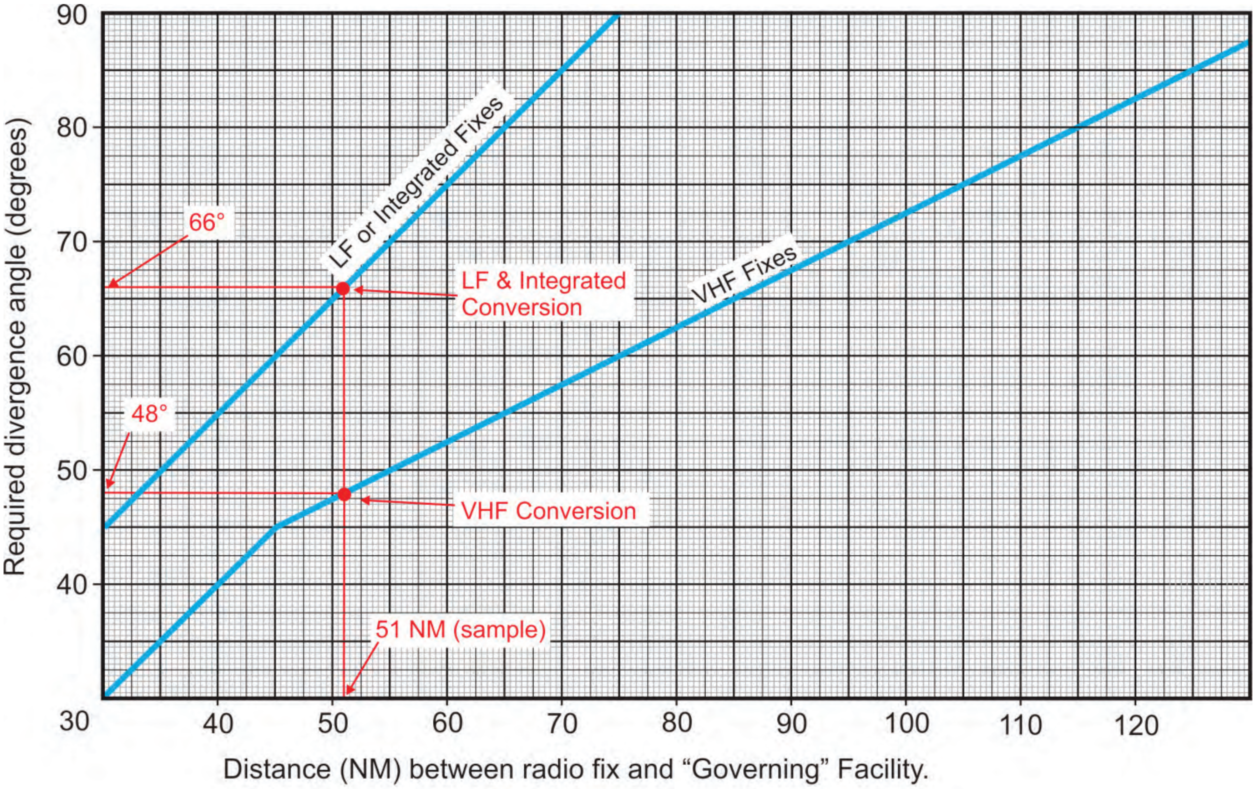
(1) When the governing facility is within 30 NM of the fix, the minimum divergence angle is 45 degrees.

(2) Beyond 30 NM the minimum angle must be increased at the rate of 1 degree for each NM, except for fixes on long overwater routes where the fix will be used for reporting purposes and not for traffic separation.

Example: The distance from the governing facility is 51 NM. 51 NM - 30 NM = 21 NM. 21 × 1 = 21. Add 21 to 45 degrees required at 30 NM to get the required divergence angle of 66 degrees.

b. The graph may be used to define minimum angles for LF or VHF/LF fixes (see figure 15-6-1). Using the foregoing example, enter at the bottom of the chart with the 51 NM distance between facility and fix. Move up to the "LF or INTEGRATED FIX" conversion line, then left to read the required divergence angle, 66 degrees.

Figure 15-6-1. Minimum Divergence Angle for Radio Fix



Chapter 16. Simultaneous Approach Operations

Section 16-1. Simultaneous Independent Approaches Spaced at Least 4300 Feet Apart

16-1-1. Purpose. This section provides TERPS criteria for instrument approaches that are requested for Simultaneous Independent Parallel Instrument Approach (SIPIA) operations. SIPIA operations use approaches, authorized by chart notes, to parallel runways spaced at least 4300 feet apart.

16-1-2. General Guidance. For overview/background for SIPIA, see appendix E.

16-1-3. Types of Approaches. The following types of approaches are authorized to support SIPIA operations.

a. ILS. Include LOC minimums on the same chart unless requested otherwise.

b. GLS.

c. RNAV (GPS) with LPV and/or LNAV/VNAV minimums.

d. RNAV (RNP).

16-1-4. Approach Design. IAP’s used for SIPIA operations must comply with the applicable design standards, except as stated in this chapter.

16-1-5. Final Approach Design. Alignment of the FAC should be straight-in along the RCL extended. An offset FAC alignment, as described in paragraph 16-2-5.d, may be used if requested by ATC or a user. No course change is permitted at the FAF/PFAF except as allowed in section 16-5.

16-1-6. Missed Approach Design.

a. Dual widely spaced SIPIA operations. Missed approach courses must have a combined divergence of at least 45 degrees until other means of separation are provided.

b. Triple widely spaced SIPIA operations. The missed approach course for the center runway is a continuation of the FAC. The course for each ‘outboard’ runway must diverge at least 45 degrees from the center runway in opposite directions. At least one outside parallel must have a turn height specified that is not greater than 500 feet above the airport elevation; this may be rounded up to the next 100-foot MSL increment for the published turn altitude.

c. Quadruple widely spaced SIPIA operations. Missed approach course divergence is as specified by a Flight Systems Laboratory Branch safety analysis (see appendix E).

d. Alternate missed approach. Where an alternate missed approach has been established for an approach authorized for use during simultaneous operations, it must also comply with the preceding restrictions.

16-1-7. Charting. For additional information see appendix E section 2, paragraph 6. For charting requirements see Order 8260.19, chapters 4 and 8.

16-1-8. Coordination and Approval.

a. Approval. If a request is received involving any of the following situations, the procedures require approval (see paragraph 1-4-2).

(1) A request for independent approach operation involving runways that are not parallel.

(2) A request for missed approaches with radius-to-fix (RF) turns.

(3) A request for triple or quadruple independent approach operations and one set of parallel runways is closely spaced (see appendix E, sections 2 and 3).

Exception: If the guidance for close spaced runways will be applied to both pairs, then section 16-2 applies and the procedure may be processed without review or approval (see paragraph 1-4-2).

(4) A request for quadruple independent approach operations.

(5) A request to authorize simultaneous independent operations at airport elevations above 6000 feet MSL.

(6) A request for two adjacent airports to have simultaneous independent approach operations.

b. Coordination information. When approach procedures authorize simultaneous operations, the following information must be included in the procedure package as applicable.

(1) Include the type of operation (such as dependent, independent, or both, SCP, SOIA) to be authorized for the approach.

(2) List each simultaneous runway pair/triple/quad and the approaches authorized for simultaneous operations with the approach being submitted.

(3) Indicate the altitude/point where the simultaneous operation will begin (depicted as “Point S” in the figures in the chapter and described in paragraph 16-2-4.b).

(4) Incorrect flight procedure selection information as identified in paragraph 16-5-2.

Section 16-2. Simultaneous Close Parallel (SCP) Approaches Spaced at Least 3000 Feet Apart but Less Than 4300 Feet Apart

16-2-1. Purpose. This section provides TERPS criteria for instrument approaches that are requested for SCP operations to parallel runways spaced less than 4300 feet but at least 3000 feet apart.

16-2-2. General Guidance. IAP's used for SCP operations must comply with the applicable design standard's, except as stated in this chapter. For overview/background for SCP, see appendix E.

16-2-3. Types of Approaches. The following types of approaches are authorized to support SCP operations (see appendix E, section 3, paragraph 4 for information on minimums) :

a. ILS.

b. GLS.

c. RNAV (GPS) with LPV and/or LNAV/VNAV minimums.

d. RNAV (RNP) with Authorization Required (AR).

16-2-4. Approach Design. Approaches requested to be authorized for simultaneous approach operation to runways spaced at least 3000 feet must have vertical guidance. For GLS, RNAV (GPS) and RNAV (RNP) approaches used for SCP, flight director or autopilot and GPS are required.

a. Feeder routes and initial approach segment. The initial approach is normally done by radar vectors, but when requested by ATC may also be made from a NAVAID, fix, or waypoint. SCP approaches are normally published without transition routes (unless requested by ATC). Procedure turn and high altitude teardrop turn procedures must not be included on an SCP approach procedure.

b. Intercept angle/point. If ATC requests a route, instead of or in addition to radar vectors, apply standard design guidance to the initial segment route except the maximum intercept angle between the FAC extended (LOC/RNAV/GLS course/track) and the initial segment (if used) must be limited to reduce the risk of overshooting the FAC extended. The maximum intercept angle for the route is the same (20 degrees or 30 degrees as stated in Order JO 7110.65) as would be used for radar vectors. Also, the intercept point with the FAC extended must be designed to be at or outside the intercept altitude/point (depicted as "Point S" in the figures in this chapter) beyond which ATC no longer provides a minimum of 1000 feet vertical or 3 NM radar separation. Coordinate with ATC if that information is not included in the procedure request.

c. Alignment. No course change between the intermediate segment and final approach segment is permitted at the PFAF except as allowed in section 16-5. This applies to either a straight-in or offset FAC.

16-2-5. Final Approach Design.

a. Alignment of the FAC, for dual runway operations spaced at least 3600 feet. The alignment is recommended to be straight-in along the extended RCL; however, an offset FAC alignment may be used if requested by ATC or a user.

b. Alignment of the FAC, for runways spaced less than 3600 feet. When high update radar is not used, the alignment must have one FAC to be straight-in along the extended RCL and one offset FAC alignment for each runway pair to be authorized for simultaneous operations.

Note: If High Update Radar is used to monitor the no transgression zone (NTZ), the spacing for dual runway operations, the spacing needed for a straight-in FAC alignment and the width of the NTZ may be reduced based on the results of the current NAS-wide studies, or an airport specific study by the appropriate Flight Technologies and Procedures Division Office.

c. Alignment of the FAC, for triple runway simultaneous operations. The center runway FAC must be straight-in along the extended RCL. The outside runway FAC, for runway pairs spaced at least 3900 feet is recommended to be straight-in along the extended RCL, but an offset FAC alignment may be used if requested by ATC or a user. The outside runway FAC, for runway pairs spaced less than 3900 feet, must have the FAC alignment to be offset in the direction away from the center runway FAC. The minimum runway spacing for triples is 3000 feet (the same as for dual runways).

d. Offset FAC. The offset FAC must be aligned at least 2-½ degrees divergent from the other FAC, but not more than 3.0 degrees.

Note: Autopilots with autoland are only used for localizers aligned with the RCL; therefore, Category II and III are not applicable to an offset FAC approach.

e. Obstacle assessment. An obstacle assessment must be performed for all runways using SCP procedures (see section 16-4 and appendix E).

16-2-6. Missed Approach Design. Missed approach procedures for SCP approaches should specify a turn as soon as practical (but not below 400 feet above TDZE).

a. Divergence. Missed approach courses, for each pair of SCP procedures, must have a combined divergence of at least 45 degrees until other means of separation are provided.

b. Start of divergence. The 45-degree divergence must be established by 0.5 NM past the most distant DER.

Exception: A distance greater than 0.5 NM is allowed if the NTZ and the controller monitoring (which is established by ATC, not the procedure development specialist) is extended to the point where the 45-degree divergence is achieved (see figures 16-2-1 and 16-2-2). Coordinate with ATC, as necessary.

Figure 16-2-1. Missed Approach Divergence Within 0.5 NM of DER

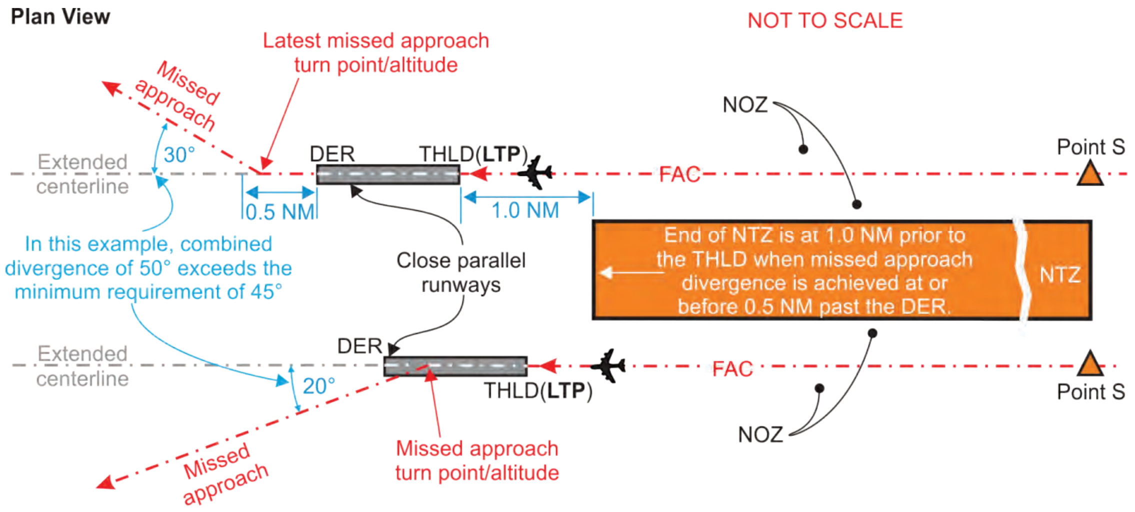
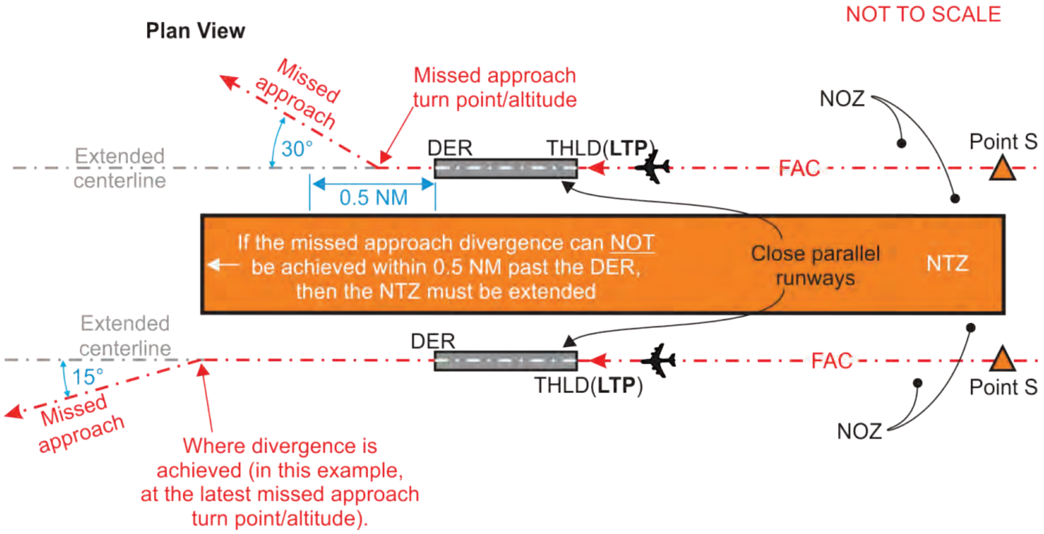


Figure 16-2-2. Missed Approach Divergence Delayed Beyond 0.5 NM



c. Offset FAC design. Where an offset FAC is used, the first missed approach turn point must be established so that the applicable (for the fastest category aircraft expected to utilize the offset FAC) flight track radius must not exceed one tenth of the distance from the landing runway centerline to the adjacent runway centerline (including the extended runway centerlines). The purpose of that requirement is to have the plotted missed approach flight track to not overlap the NTZ or the extension of the edge of the NTZ.

d. Alternate missed approach. Where an alternate missed approach has been established for an approach authorized for use during SCP operations, it must also comply with the preceding restrictions.

16-2-7. Procedure Naming and Charting. A separate instrument approach procedure must be published for each runway in the close parallel pair of runways. Identify SCP procedures by including “PRM” in the title in accordance with paragraph 1-6-2.c. Charting requirements are specified in Order 8260.19, chapters 4 and 8.

16-2-8. Coordination and Approval.

a. Approval. If a request is received involving any of the following situations, the procedures require approval (see paragraph 1-4-2).

(1) A request for independent approach operations involving runways that are not parallel.

(2) Missed approaches with RF turns.

(3) A request to authorize simultaneous operations at airport elevations above 2000 feet MSL.

b. Coordination information. When SCP procedures authorize simultaneous operation, the procedure package must include the information listed in paragraph 16-1-8.b.

c. Attention all users page (AAUP). Guidance for developing and processing an AAUP is in Order 8260.19, chapter 8.

d. Obstacle assessment. When an obstacle assessment surface evaluation for breakout situations is available, include that documentation along with the SCP procedure package (see section 16-4 and Appendix E for guidance for an obstacle assessment surface evaluation).

Section 16-3. Simultaneous Offset Instrument Approach (SOIA) Runways Spaced at Least 750 Feet Apart but Less Than 3000 Feet Apart

16-3-1. Purpose. This section provides TERPS criteria for SOIA procedures to parallel runways spaced at least 750 feet apart but less than 3000 feet apart.

16-3-2. General Guidance. Apply this section when ATC or the Site Implementation Team (SIT) requests approaches for SOIA operations. Instrument approach procedures used for SOIA operations must comply with the applicable design standard(s), except as stated in this chapter. For overview/background for SOIA, see appendix E.

16-3-3. Types of Approaches. The following types of approaches, with the specified lines of minima, are authorized to support SOIA operations:

a. ILS. For straight-in FAC only.

b. LDA with a glide slope. For offset FAC only.

c. GLS.

d. RNAV (GPS) with LPV and/or LNAV/VNAV minimums.

e. RNAV (RNP).

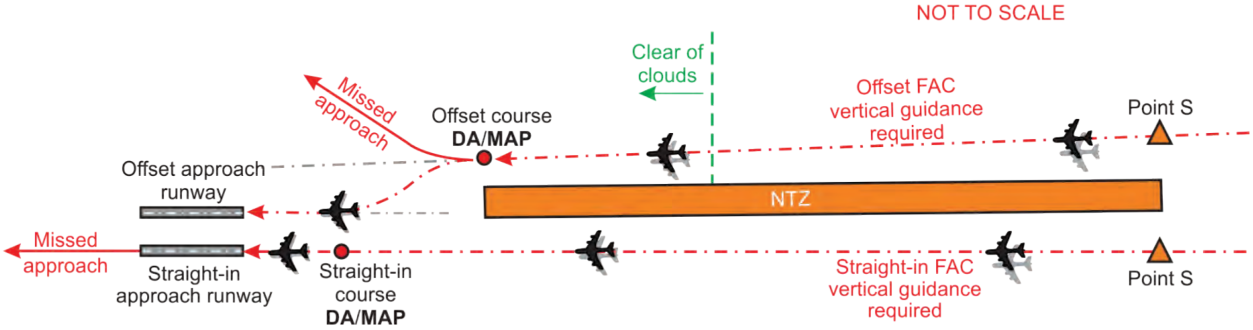
Note 1: Use of “LOC only” during simultaneous operations has not been evaluated for runways spaced less than 3000 feet; the LOC line of minima is not authorized for SOIA approach procedures.

Note 2: LNAV and LP lines of minima are not authorized for SOIA approach procedures.

16-3-4. Approach Design. Approaches designed for SOIA operations must have vertical guidance on final. Flight director or autopilot and GPS is required for approaches used for SOIA; No course change is permitted at the PFAF. For feeder routes, initial approach segment, intercept angle/point and intermediate segment, in a SOIA approach, use the same guidance as for an SCP approach (see paragraph 16-2-4).

16-3-5. Final Approach Segment Design. SOIA approaches contain one straight-in FAC and one offset FAC instrument approach procedure (see figure 16-3-1).

Figure 16-3-1. SOIA Final Approach Segments



a. Straight-in FAC. Alignment must be ± 0.03 degrees of the extended RCL through the LTP (± 5 feet). The option in chapter 10, to offset the course from the RCL, is not allowed for SOIA straight-in approaches. The PFAF must be designed at the same location for all straight-in FAC approaches used for SOIA and the PFAF identified with the same waypoint/fix name. A point abeam the near end of the NTZ must also be identified by a named fix/waypoint. Additionally, for an ILS approach a DME value must be identified for the FAF and a point abeam the near end of the NTZ. For the DME source, use the ILS DME (not from another navigation aid such as a VOR or VORTAC).

b. Offset FAC. Alignment must be at least 2.50 degrees divergent from the procedure with the straight-in FAC, but not more than 3.00 degrees. Localizer-based SOIA offset approach procedures are always identified as "LDA" (instead of ILS) even though the offset may be within three degrees of the RCL extended (see also paragraph 16-3-7.a). The MAP of the offset FAC approach is normally located where the two FACs converge to the minimum distance to conduct simultaneous independent approaches (typically 3000 feet). Note that the lowest SOIA ceiling and visibility minimums are achieved when the DA of the offset FAC is located at the point where the offset and straight-in FACs reach the minimum allowed distance between them. The minimum distance is set by the results of Flight Technologies and Procedures Division safety studies and operational safety assessments and depends on the type of ATC surveillance system used (with or without high update radar, such as PRM) to monitor the NTZ. The TERPS specialist is not responsible for determining the minimum distance; if it is not included with the procedure request, ask the proponent to contact Flight Technologies and Procedures Division.

Exception: The SOIA offset FAC is exempt from the requirement to cross the extended RCL at least 3000 feet from the threshold, but no more than 5200 feet from threshold. The offset FAC extended may intercept the RCL past the threshold and the offset FAC may be more than 500 feet away from the extended RCL at 3000 feet prior to the landing threshold.

Note: Inside of the MAP, the SOIA offset FAC is not used for lateral navigation.

c. Vertical guidance. SOIA instrument procedures must provide vertical guidance on final from the glide slope/glidepath intercept point to the FTP/runway threshold. Exceptions require approval (see paragraphs 1-4-2 and 16-3-7).

d. Offset FAC approach. The approach types that may be used for a SOIA offset FAC PRM approach are LDA DME, RNAV(GPS), RNAV(RNP) and GLS. Use the following design guidance for a SOIA offset FAC approach:

(1) For all approach types, the procedure must be specifically designed for FMC coding purposes. An input should be obtained from Flight Technologies and Procedures Division.

(2) The FAF must be designed at the same location for all offset FAC approaches used for SOIA. Identify each FAF with the same waypoint/fix name. On an LDA approach, a DME value must also be identified for the FAF. For the DME source, use the LDA DME (not from another navigation aid such as a VOR or VORTAC). For all approach types, a fix/waypoint must be identified for the MAP (at the DA point) published on the charted approach. For the LDA approach, the charted MAP must also be identified by an LDA DME distance. For all approach types, the MAP depicted on the instrument procedure is coded on forms (and in the FMC) as a step down fix and the FTP is coded as the MAP. The textual and map descriptions of the missed approach procedure for all approaches commences at the charted MAP (not the FTP). Because the FTP is coded as the MAP, an initial heading is required when executing a missed approach so that the aircraft does not continue toward the FTP. Some FMC's do not code step down fixes. Therefore, ensure that the charted MAP for the approach is identified by a distance from the FTP. The unique nature of the offset SOIA approaches that use an FTP relative to execution of the missed approach procedure should also be addressed as part of the AAUP.

(3) For all types of offset FAC approaches, the following chart note must be added: "When executing a missed approach or go-around, unless otherwise instructed by ATC, initially turn (left/right) to (heading) utilizing heading mode."

(4) The missed approach procedure must initially use a heading. Example: "MISSED APPROACH: Climbing (left/right) turn to (altitude) on heading (degrees), then…"

Note: Beginning at the MAP, the vertical guidance is advisory in nature and may be utilized to assist in conducting a stabilized approach and for wake mitigation purposes while the aircraft is maneuvering visually to align with the runway. The reason for the SOIA design and coding is to achieve vertical guidance to the threshold.

e. Offset FAC approach DA. Determine the published DA for the offset FAC approach using inputs from the Flight Technologies and Procedures Division automated analysis and using the TERPS evaluation steps described below. The Flight Technologies and Procedures Division automated analysis, also called "SOIA Design Program" is performed by the Flight Systems Laboratory Branch. Determine the DA, as follows:

(1) *Step 1*. Using the offset FAC MAP location and DA, as specified by the automated analysis, identify the corresponding DME fix/distance and waypoint latitude/longitude. The MAP must be designed at the same location for all offset FAC approaches used for SOIA and the MAP identified with the same waypoint/fix name. For an LDA approach, a DME value must also be identified for the MAP. For the DME source, use the LDA DME (not from another navigation aid such as a VOR or VORTAC).

(2) *Step 2*. Evaluate the TERPS final and missed approach segments using the DA from *step 1*. If any surface is penetrated, resubmit the procedure for further analysis and notify them of the required DA adjustment.

Note: Procedural amendments to the SOIA offset FAC PRM approach (or associated non-SOIA approach) modifying course, revising MAP location, or changing DA/visibility must be resubmitted for an updated automated analysis.

(3) *Step 3*. Use the DA that is the higher of the values derived from the automated analysis or the TERPS obstacle evaluation, as described in steps one and two. Submit the DA (rounded to the upper one foot increment) for publication on the SOIA offset FAC PRM approach and if there is an associated non-SOIA approach, for that approach also.

f. Identical approach. When requested by ATC or the SIT, a separate non-PRM identical approach may also be designed/published for each of the close parallel approaches used for SOIA.

(1) For PRM and non-PRM approaches to be considered identical, approaches to the same runway using the same type of navigation (both use ILS or both use LDA or both use RNAV for example), must contain the same ground tracks, fixes, altitudes, minimums, and missed approach procedures (see examples 1 and 2). Approaches that duplicate those items are considered identical and do not require separate/different identification suffixes. Approaches that do not meet these criteria are not identical and; therefore, require the use of a suffix/different suffix (see examples 3 and 4).

Example 1: (Identical) RNAV (GPS) PRM Rwy 28L and RNAV (GPS) Rwy 28L.

Example 2: (Identical) ILS PRM Y Rwy 28L and ILS Y Rwy 28L.

Example 3: (Not identical) ILS PRM Z Rwy 24R and ILS Rwy 24R.

Example 4: (Not identical) RNAV (GPS) PRM Y Rwy 24R and RNAV (GPS) Z Rwy 24R.

(2) The responsibility of Aeronautical Information Services, when a request is received for identical (SOIA and non-SOIA) approaches, is to use the current criteria for that type of approach with the exceptions indicated in this order. The additional (non-SOIA) approach(es) do not have “PRM” in the identification and do not have the SOIA related simultaneous operation notes.

g. Visibility minimums for SOIA operations.

(1) Determine the visibility for the offset FAC approach procedure. Note that the distance from the DA (for the offset FAC approach) to the runway threshold (for that approach) is typically the item that limits the visibility value and determines the visibility minimum for SOIA operations.

(2) Determine the visibility for the straight-in approach procedure using standard guidance.

(3) The visibility minimum for conducting SOIA operations will be equal to the higher of the visibility values for the two (straight-in or offset) SOIA approaches. Provide the visibility information to the SOIA SIT so that they can include the higher value as part of the AAUP for each approach.

Process: The procedure specialist receives the output from the SOIA Design Program indicating the distance from the runway to the MAP and the latitude/longitude of the MAP. Using standard visibility guidance, TERPS Specialists calculate the visibility values for both approaches. The TERPS Specialist also provides that information to the SIT so that they can use the higher value for establishing the minimum visibility value in order to conduct SOIA operations. That value goes in the AAUP and to the facility conducting the approach.

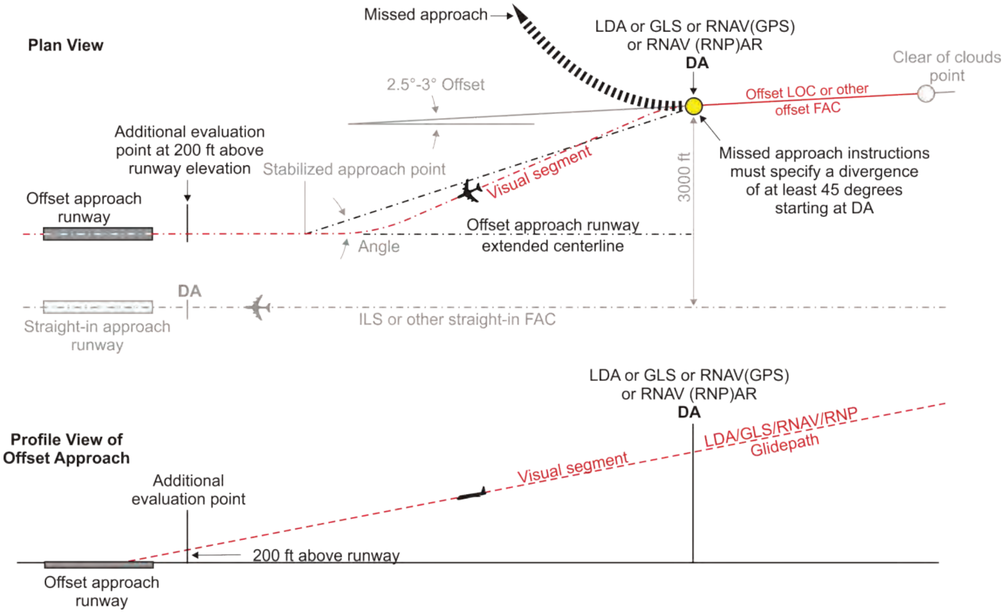
Example: The procedure specialist receives the output from the SOIA Design Program indicating the distance from the LDA DA to the landing runway threshold is 20889 feet. Using standard guidance, the visibility to submit for publication on the LDA PRM approach is 4 SM and the visibility for the ILS PRM approach is 2400 RVR, which the procedure specialist also provides to the SIT. They take the higher visibility value (the higher of 4 SM or 2400 RVR in this example) and submit that value (4 SM in this example) as part of the AAUP as the minimum visibility value for conducting SOIA operations.

h. Visual segment. Evaluate the visual segment using standard guidance (note that the SOIA offset FAC approach visual area will be larger than for a typical approach because of the larger distance from DA to threshold). The offset FAC approach DA must be within the operational coverage of the VGSI. There is no requirement to discontinue SOIA if the VGSI is out of operation; however, night operations will not be possible if the VGSI is used in lieu of obstruction lighting per paragraph 3-3-2.c(4)(b)1.

16-3-6. Missed Approach Design (see figure 16-3-2).

a. Missed approach divergence. For SOIA procedures, an initial divergence of at least 45 degrees until other means of separation are provided. The beginning point for 45-degree divergence must be established at the offset FAC approach MAP. The initial heading of the missed approach (section 2 initial) for the offset FAC approach must be at least 45 degrees divergent from the adjacent (straight-in) FAC.

Figure 16-3-2. Missed Approach Design and Additional Missed Approach Evaluation



b. Offset FAC Approach. Missed approach procedures for SOIA offset FAC approaches must specify a turn to a heading at the MAP (the DA). Use the current TERPS evaluation for the offset FAC type of approach navigation with a turning missed approach.

c. Straight-in Approach. The missed approach procedure for a SOIA straight-in approach is usually straight ahead; it may diverge in a direction away from the offset FAC approach RCL, but must not converge (until other means of separation are provided). The straight-in approach missed approach may use an initial heading/course/track as otherwise allowed by current guidance for missed approach design.

d. Offset FAC approach MAP. The MAP (DA) for the offset FAC approach is determined by the "SOIA design program" (see paragraph 16-3-5.e). If the design program results are not included with the approach procedure request, coordinate with the proponent of the SOIA procedure. Normally the proponent makes the request; but either the proponent or the instrument procedure specialist may submit a request. The request for the SOIA design program must be submitted, in writing, to Flight Technologies and Procedures Division with a copy to Flight Systems Laboratory Branch.

e. Alternate missed approach. Where an alternate missed approach has been established for an approach authorized for use during SOIA operations, it must also comply with the preceding restrictions.

f. Additional evaluation (for go around). In addition to the missed approach evaluation beginning at the published DA, evaluate an additional missed approach segment from a point on the offset FAC approach runway's extended centerline to determine the impact of obstacles on a go-around executed past the MAP (offset FAC approach DA). For the additional missed approach segment, evaluate an ILS type approach DA on the same glidepath used for the offset FAC approach and on RCL at 200 feet above the TDZE (see figure 16-3-2). Apply the current missed approach TERPS criteria for an ILS approach with a turning missed approach; use the same missed approach heading as is used for the offset FAC approach published missed approach. If such an ILS approach already exists, no additional evaluation is necessary.

Exceptions:

1. If the additional missed approach obstacle evaluation surface is penetrated, calculate the required climb gradient using the current TERPS criteria for an ILS missed approach (from a point on RCL on the glide slope at 200 feet above the touchdown zone elevation). If applicable, specify a climb gradient using the format in Order 8260.19.

Example: "If go around executed after passing DARNE, go around requires minimum climb of 380 feet per NM to 1800."

2. When the additional missed approach obstacle evaluation surface is penetrated, no DA adjustment calculations are required and no additional automated analysis is needed and no additional lines of minima are required based on this additional evaluation.

Note: The only mitigation required in this situation is to specify the climb gradient.

16-3-7. Procedure Naming and Charting. Charting requirements are specified in Order 8260.19, chapters 4 and 8.

a. Approach identification. A separate instrument approach procedure must be published for each runway in the SOIA pair of runways. Identify SOIA procedures by including "PRM" in the title in accordance with paragraph 1-6-2.c. Naming is the same as for SCP with the addition that an offset FAC procedure using localizer guidance with glide slope is "LDA PRM Rwy #."

Example 1: ILS PRM Z RWY 28L LDA PRM RWY 28R
(CLOSE PARALLEL) (CLOSE PARALLEL)

Example 2: RNAV (GPS) PRM RWY 27L RNAV (GPS) PRM Y RWY 27R
(CLOSE PARALLEL) (CLOSE PARALLEL)

16-3-8. Coordination and Approval.

a. Approval. If a request is received involving any of the following situations, the procedures require approval (see paragraph 1-4-2).

(1) A request for SOIA approach operation involving runways that are not parallel.

(2) Missed approaches with radius-to-fix (RF) turns.

(3) A request for triple or quadruple independent approach operations and any set of runways is to be used for SOIA operation.

(4) A request to authorize simultaneous operations at airport elevations above 2000 feet MSL.

(5) A request for temporary use of a SOIA instrument procedures without vertical guidance on final from the glide slope/glidepath intercept point to the runway threshold. Exceptions for temporary ground equipment outages, airborne equipment limitations, or special circumstances require approval (see paragraph 1-4-2).

(6) Runways spaced less than 750 feet apart require additional analysis and approval (see paragraph 1-4-2).

(7) All SOIA procedures require approval in regard to wake turbulence mitigation (see paragraph 1-4-2).

b. Coordination information. When SOIA procedures authorize simultaneous operation, the procedure package must include the information listed in paragraph 16-1-8.b.

c. AAUP. Guidance for developing an AAUP is in Order 8260.19, chapter 8.

d. Obstacle assessment. When an obstacle assessment surface evaluation for breakout situations has been completed, include that documentation along with the SOIA procedure package (see section 16-4 and appendix E for guidance for an obstacle assessment surface evaluation).

Section 16-4. Breakout Obstacle Assessment for Simultaneous Independent Parallel Instrument Approach Operations

16-4-1. Scope. A breakout obstacle assessment must be completed as part of the planning/evaluation for simultaneous independent approach operations to close parallel runways. For other simultaneous approach operations, this assessment may be used.

16-4-2. Assessment. The breakout obstacle assessment includes the following:

a. Refer to the most recent diverse departure assessment for the reciprocal runway. For example, if the simultaneous approach is to runway 17L, then refer to the diverse departure assessment for runway 35R.

b. Provide the results of the diverse departure assessment (all surfaces clear or a list of all penetrating obstacles) to the procedure requester (typically the SIT or ATC facility). The electronic output from the diverse departure assessment is an acceptable means of documenting the results.

c. The SIT or ATC facility has the option of using all of the obstacle penetrations identified by the diverse departure assessment. If all obstacles are to be used, proceed with paragraph 16-4-3 below, otherwise determine if any of the obstacle penetrations identified in paragraph 16-4-2.b also penetrate any of the parallel approach obstruction assessment surfaces described in appendix E, section 5, paragraph 2. Obstacles that do not penetrate any of the parallel approach obstruction assessment surfaces may be ignored. The remaining (penetrating) obstacles must be considered under paragraph 16-4-3.

16-4-3. Obstacle Penetration Mitigations. Penetrating obstacles must be mitigated by the ATC facility through accomplishment of one or more of the following actions. A safety risk analysis may be helpful in identifying the most appropriate action(s):

a. Remove or lower the obstacles (if practicable).

b. Establish local procedures for avoiding the penetrating obstacles when breakouts occur.

c. Display penetrating obstacles on the controller’s radar display to aid in avoidance during breakouts.

16-4-4. Periodic Review. The breakout obstacle assessment is subject to the periodic review requirements specified within section 2-8 of order 8260.19.

Section 16-5. Simultaneous Independent Procedures Considered Established on a PBN Segment of a Published Instrument Approach

16-5-1. Purpose. This section provides design criteria for Performance Based Navigation (PBN) instrument approaches intended for simultaneous operations that allows ATC to discontinue 1000 feet or 3-NM separation once the aircraft is established on an approved PBN segment of an approach, in accordance with the Established on RNP (EoR) concept.

16-5-2. Approach design. Apply Order 8260.58, and 8260.19 and sections 16-1 and 16-2 of this order along with the following requirements.

a. Additional requirements:

(1) Only RNAV (GPS) and RNAV (RNP) procedures are authorized.

(2) Use of GPS is required.

(3) Use of flight director (FD) or auto pilot (AP) is required.

(4) When designing a procedure to an offset FAC or a procedure paired with and offset FAC, the final roll-out point on the offset FAC must be at least 3600 feet for dual operations or 3900 feet for triple operations from the final roll-out point to the FAC extended of the paired approach.

(5) When designing procedures from the same side of the FAC, the paired approach tracks must be no closer than 3 NM from each other until being monitored by a final monitor controller.

(6) Airspeed restrictions.

(a) TF legs. Establish an airspeed restriction not faster than 180 KIAS at or prior to the start fix of the FAC intercept leg.

(b) RF legs. Establish an airspeed restriction for the start waypoint of an RF leg that joins the FAC using along-track distance (see table 16-5-1).

Table 16-5-1. RF Max Airspeed Restriction

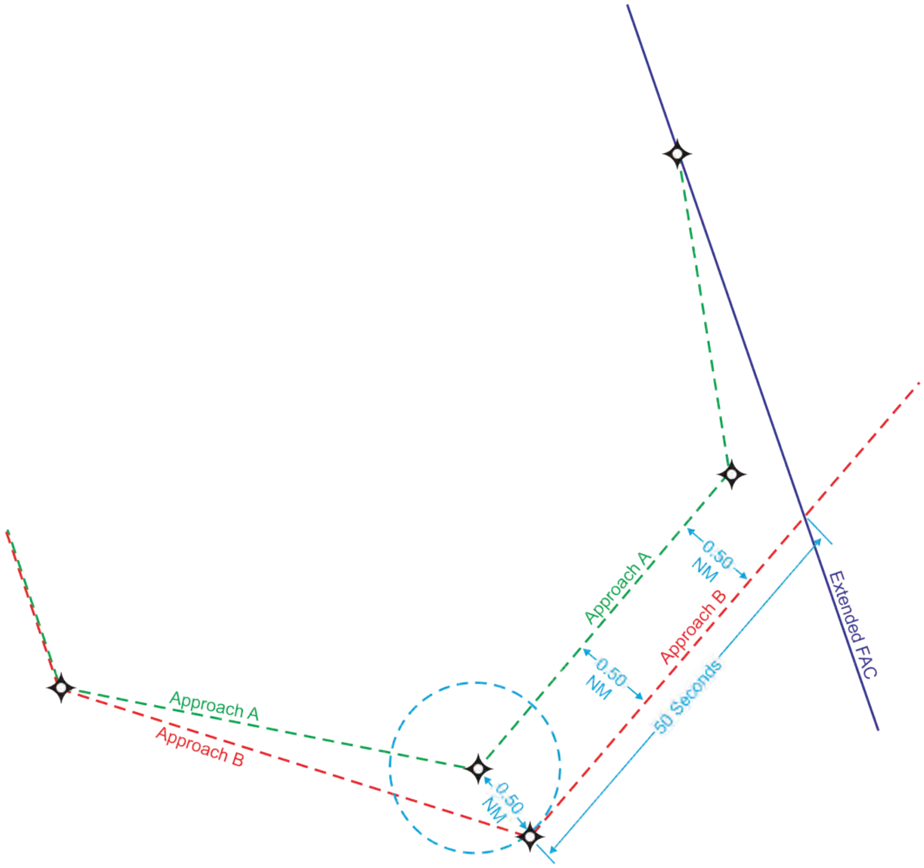
RF leg length	Max KIAS
≥ 4NM	210
≤ 4NM ≥ 3NM	200
≤ 3NM ≥ 2NM	190
≤ 2NM	180

16-5-3. Track Separation. The approach design must provide for aircraft to become established on a unique initial or intermediate approach segment associated with the simultaneous approach procedure. A initial or intermediate approach segment is considered unique when separated by at least 0.5 NM from the track of any other RNAV (GPS) or RNAV (RNP) approach. In addition, an initial or intermediate approach segment is considered unique even if it does not have a unique track, if latter segments of the approach provide a unique track for at least 50 seconds prior to crossing the first FAC (see formula 16-5-1). The track separation must be continued until crossing the first FAC (see figure 16-5-1).

Formula 16-5-1. Incorrect Flight Procedure Separation Distance

$$D = \frac{(V_{KTAS} + V_{KTW}) \times 50}{3600}$$

Figure 16-5-1. Incorrect Flight Procedure Selection



16-5-4. Alignment.

a. FAC offsets. Offsets must be divergent from other paired FAC, regardless of spacing.

b. FAC intercept. To decrease the probability of overshoots and to minimize FMA and TCAS alerts, the following restrictions apply;

(1) TF legs.

(a) The intercept angle of the last leg prior to FAC (intercept leg) must be 10 degrees or less.

(b) The start fix of the intercept leg must be at least 0.2 NM from the closest point on the FAC (extended).

(c) The leg preceding the intercept leg must converge with the FAC (extended) at an angle of 60 degrees or less.

(2) RF legs. For designs using multiple consecutive RF legs to join the FAC, the arc radius of the leg joining the FAC must be the same or larger than the arc radius of any preceding RF leg.

Chapter 17. Basic Holding Criteria
Section 17-1. Pattern Design Assumptions

17-1-1. Development Concept. Efficient and economical use of airspace requires standardization of aircraft entry and holding maneuvers. These criteria incorporate factors which affect aircraft during these maneuvers.

17-1-2. Turn Effect. Pilot procedures contained in the Aeronautical Information Manual specify 30 degrees of bank (or a standard rate turn, whichever requires the least bank) for entry and holding pattern turns. However, due to factors such as instrument precision, pilot technique, ballistic effect, etc., a constant 30 degrees of bank is seldom achieved. To compensate for this, these criteria are based on 25 degrees of bank.

17-1-3. NAVAID Ground and Airborne System Tolerance. The basic holding criteria apply to conventional NAVAIDs such as VOR, a VOR with DME, and/or NDB, TACAN, and LOC/DME. The FAA uses the term VOR/DME generically throughout this chapter for all single DME type systems to avoid confusion with DME/DME. These criteria contain allowances for:

a. Cone of ambiguity: related to altitude, and

(1) System error: ± 5 degrees,

(2) Aircraft Course Indicator: ± 10 degrees for full instrument deflection, and

(3) Total tolerance of (1) and (2): 15 degrees.

b. Intersection disparity: related to system error, and

(1) Distance of the holding point from the furthest NAVAID,

(2) Overhead “to-from” error: 4 degrees, and

(3) Delay in recognizing and reacting to fix passage: six seconds for entry turn, applied in the direction most significant to protected airspace.

17-1-4. Effect of Wind. Analysis of winds recorded at various levels over a five-year period led to the adoption of a scale of velocities beginning with 50 knots at 4000 feet MSL and increasing at a rate of three knots for each additional 2000 feet of altitude to a maximum of 120 knots.

17-1-5. Development. Develop holding to accommodate the performance capabilities of pertinent civil and military aircraft. Evaluate the full size of the holding pattern primary and secondary areas for obstacle clearance, with no fix-end or outbound-end reduction applied. Do not permit the use of smaller pattern number/pattern sizes for “on-entry” procedures.

17-1-6. Application in the National Airspace System (NAS). Holding airspace area dimensions permit use of all types of holding when the operational assumptions for flying the aircraft are complied with.

17-1-7. Uncharted holding. Holding over a fix in the NAS that does not have a charted holding pattern is not addressed in this order.

17-1-8. Air Traffic Operations. ATC assumes responsibility for obstacle clearance when giving authorization for an aircraft to hold at other than a charted holding pattern, above the maximum altitude considered in the holding pattern design, or at airspeeds above those considered in the design. When depicting holding pattern airspace areas ATC will only use the primary area.

Section 17-2. Pattern Components

17-2-1. Area.

a. Primary Area. Dimensions for manual construction, and templates discussed in this document define only the primary area of the holding pattern (see section 17-3).

b. Secondary Area. A secondary area 2 NM wide surrounds the perimeter of the primary area in all cases. (Note: Secondary areas are used for obstacle clearance purposes only.)

c. When paragraph 17-7-3 is used, the primary holding area must encompass the departure or missed approach segment width at the holding fix (see figure 17-7-1).

17-2-2. Outbound Leg Length. Base the outbound leg length on either time or distance. Standard time values are one minute for altitudes from the MHA through 14000 feet and 1- ½ minutes at altitudes above 14000 feet. Establish the distance value of the outbound leg consistent with section 17-13 for VOR/DME, or with section 17-10 for RNAV.

17-2-3. Maximum Holding Airspeed.

a. Develop holding patterns based upon maximum airspeeds of table 17-2-1, with the exception of Increased Airspeed Holding Operations defined in section 17-12. Holding patterns developed at other than the standard airspeeds must be annotated in order for pilots and controllers to know that either slower airspeeds are required, or higher airspeeds are allowed.

Table 17-2-1. Maximum Holding Airspeeds

Maximum Holding Airspeed through 6000 feet	200 KIAS
Above 6000 feet through 14000 feet	230 KIAS
Above 14000 feet	265 KIAS

Note: At USAF airfields, the maximum holding airspeed is 310 KIAS unless otherwise noted. At USN airfields, the maximum holding airspeed is 230 KIAS unless otherwise noted. Annotate procedures at Joint Use airports, designed to accommodate increased airspeed holding, since military airspeeds cannot be assumed.

b. Where operationally necessary, restrict civil holding patterns to the following speeds when the procedure has the restriction annotated:

(1) 175 KIAS at altitudes from MHA to 18000 feet MSL, as part of an instrument approach procedure that is restricted for use by CAT A and B aircraft only. A 175 KIAS holding pattern is non-standard and is highly discouraged.

(a) Development of 175 KIAS holding patterns must only be accomplished to avoid obstacles and terrain.

(b) Waiver action is required when 175 KIAS holding patterns are established for other than obstacles and terrain and on procedures authorized for use by CAT C, D, or E airplanes, and/or will be used by any category as part of other than an instrument approach procedure.

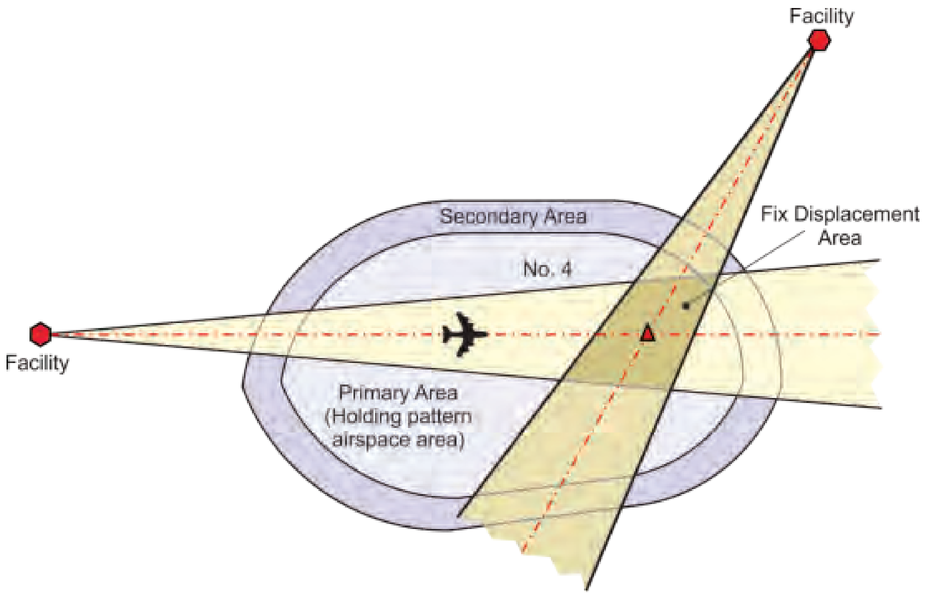
(2) 210 KIAS at altitudes above 6000 feet through 14000 feet MSL.

17-2-4. Obstacle Clearance for Level Holding. Apply criteria in section 15-2 for holding in en route, STAR and feeder segments. Apply criteria in paragraph 2-4-3.c for holding in arrival at IAF, hold-in-lieu, holding associated with a DP, and missed approach holding associated with an IAP. Establish minimum holding altitude in 100-foot increments. The selected altitude must provide the minimum ROC (plus adjustments when applying paragraph 3-2-2.b); for example, when obstacle elevation plus ROC and adjustments equals 1501, round up to 1600 feet (see section 17-7 for climb-in-hold obstacle evaluation).

17-2-5. Communications. Require communications on appropriate ATC frequencies (as determined by Air Traffic Service) throughout the entire holding primary pattern area from the MHA up to and including the maximum holding altitude. Increase the MHA if communications are not satisfactory at the MHA, as set forth in Order 8200.1.

17-2-6. Intersection Fix. When holding at an intersection fix the selected pattern must be large enough for the primary area to contain at least three corners of the fix displacement area (see figure 17-2-1 and paragraphs 2-9-5 and 2-9-6).

Figure 17-2-1. Holding Pattern Number Application

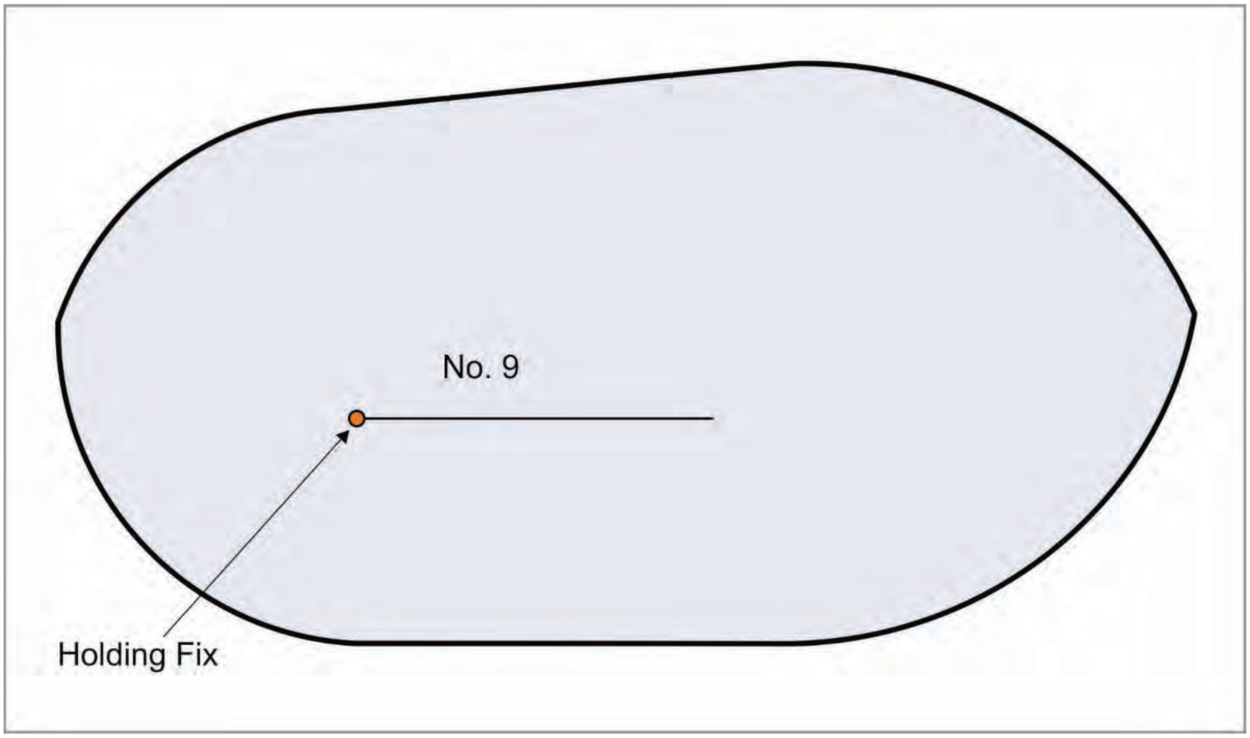


Section 17-3. Primary Area Size Determination

17-3-1. Size and Numbering. Each pattern size is related to one or more even-numbered altitudes/flight levels and is identified by a pattern number for easy reference. There were originally 31 holding pattern sizes defined, which were commonly referred to as templates, since plastic templates were generally used to speed construction. With the change to automated construction in most cases today, the term template has been dropped except in cases specifically referring to the use of the plastic templates. Pattern sizes one to three are no longer in use. The size is fixed for a given pattern number; however, the placement of the protected area varies depending on whether slant-range is a factor in the navigation system or not.

17-3-2. Pattern Numbers. The dimensions provided for each pattern number are used to determine holding airspace obstacle protection. Figure 17-3-1 shows the shape of the protected airspace primary area, the size varies by the pattern number.

Figure 17-3-1. Holding Pattern Primary Area



17-3-3. Altitude Levels. Table 17-3-1, Holding Pattern Selection Chart, provides holding levels from MHA to FL 500 at intervals of 2000 feet. Holding at 2000 feet and below requires use of the appropriate pattern for 2000 feet. Holding at higher even altitudes requires use of appropriate altitude/flight level patterns as listed in table 17-3-1. Holding at odd altitudes above 2000 feet is determined by use of the next higher even altitude/flight level pattern.

Table 17-3-1. Holding Pattern Selection Chart

Fix-to-NAVAID Distance		
0-14.9 NM	**15 - 29.9 NM and RNAV**	**30 NM and Over**
Altitude – Pattern No.	**Altitude – Pattern No.**	**Altitude – Pattern No.**
175 KIAS		
2000 – 4	2000 – 4	2000 – 4
4000 – 4	4000 – 4	4000 – 4
6000 – 4	6000 – 4	6000 – 4
8000 – 4	8000 – 4	8000 – 5
10000 – 4	10000 – 5	10000 – 6
12000 – 5	12000 – 6	12000 – 7
14000 – 6	14000 – 7	14000 – 8
16000 – 7	16000 – 8	16000 – 9
FL 18 – 8	FL 18 – 9	FL 18 – 10
FL 20 – 8	FL 20 – 9	FL 20 – 10
FL 22 – 9	FL 22 – 10	FL 22 – 11
FL 24 – 10	FL 24 – 11	FL 24 – 12
FL 26 – 11	FL 26 – 12	FL 26 – 13
FL 28 – 12	FL 28 – 13	FL 28 – 14
FL 30 – 13	FL 30 – 14	FL 30 – 15
200 KIAS		
2000 - 4	2000 - 4	2000 - 5
4000 - 4	4000 - 5	4000 - 6
6000 - 5	6000 - 6	6000 - 7
210 KIAS		
8000 – 6	8000 – 7	8000 – 8
10000 – 7	10000 – 8	10000 – 9
12000 – 7	12000 – 8	12000 – 9
14000 – 8	14000 – 9	14000 - 10
230 KIAS		
2000 – 5	2000 – 6	2000 – 7
4000 – 6	4000 – 7	4000 – 8
6000 – 7	6000 – 8	6000 – 9
8000 – 8	8000 – 9	8000 – 10
10000 – 9	10000 – 10	10000 – 11
12000 – 9	12000 – 10	12000 – 11
14000 – 10	14000 – 11	14000 – 12
16000 – 12	16000 – 13	16000 – 14
FL 18 – 13	FL 18 – 14	FL 18 – 15
FL 20 – 14	FL 20 – 15	FL 20 – 16
FL 22 – 15	FL 22 – 16	FL 22 – 17
FL 24 – 16	FL 24 – 17	FL 24 – 18
FL 26 – 17	FL 26 – 18	FL 26 - 19

Table 17-3-1 (Continued). Holding Pattern Selection Chart

Fix-to-NAVAID Distance		
0-14.9 NM	**15 - 29.9 NM and RNAV**	**30 NM and Over**
Altitude – Pattern No.	**Altitude – Pattern No.**	**Altitude – Pattern No.**
230 KIAS		
FL 28 – 18	FL 28 – 19	FL 28 – 20
FL 30 – 19	FL 30 – 20	FL 30 – 21
FL 32 – 20	FL 32 – 21	FL 32 – 22
FL 34 – 21	FL 34 – 22	FL 34 – 23
FL 36 – 22	FL 36 – 23	FL 36 – 24
FL 38 – 23	FL 38 – 24	FL 38 – 25
FL 40 – 24	FL 40 – 25	FL 40 – 26
FL 42 – 25	FL 42 – 26	FL 42 – 27
FL 44 – 26	FL 44 – 27	FL 44 – 28
FL 46 – 27	FL 46 – 28	FL 46 – 29
FL 48 – 28	FL 48 – 29	FL 48 – 30
FL 50 – 28	FL 50 – 29	FL 50 – 30
265 KIAS		
2000 – 7	2000 – 8	2000 – 9
4000 – 8	4000 – 9	4000 – 10
6000 – 9	6000 – 10	6000 – 11
8000 – 10	8000 – 11	8000 – 12
10000 – 11	10000 – 12	10000 – 13
12000 – 12	12000 – 13	12000 – 14
14000 – 13	14000 – 14	14000 – 15
16000 – 15	16000 – 16	16000 – 17
FL 18 – 16	FL 18 – 17	FL 18 – 18
FL 20 – 17	FL 20 – 18	FL 20 – 19
FL 22 – 18	FL 22 – 19	FL 22 – 20
FL 24 – 19	FL 24 – 20	FL 24 – 21
FL 26 – 20	FL 26 – 21	FL 26 – 22
FL 28 – 21	FL 28 – 22	FL 28 – 23
FL 30 – 22	FL 30 – 23	FL 30 – 24
FL 32 – 23	FL 32 – 24	FL 32 – 25
FL 34 – 24	FL 34 – 25	FL 34 – 26
FL 36 – 25	FL 36 – 26	FL 36 – 27
FL 38 – 26	FL 38 – 27	FL 38 – 28
FL 40 – 27	FL 40 – 28	FL 40 – 29
FL 42 – 28	FL 42 – 29	FL 42 – 30
FL 44 – 28	FL 44 – 29	FL 44 – 30
FL 46 – 29	FL 46 – 30	FL 46 – 31
FL 48 – 31		

Notes:

1. Columns are used based on the distance column header for conventional holding.
2. Use the 15-29.9 NM column to determine the pattern number used for RNAV patterns.

17-3-4. Fix-to-NAVAID Distances. Fix-to-NAVAID distance is the measured ground distance in nautical miles from the holding fix to the NAVAID. Apply separately slant-range, or DME distance. Pattern number sizes are shown for three ranges of fix-to-NAVAID distances: 0-14.9 NM, 15-29.9 NM, and 30 NM and over. When a fix is based on two NAVAIDs, use the greatest fix-to-NAVAID distance for pattern number determination. This applies to any type or combination of NAVAIDs used to establish a holding fix.

17-3-5. Pattern Applicability. Table 17-3-1, contains fix-to-NAVAID distance columns, airspeed sections, which lead you to the correct altitude level, and pattern number pairing. Additional information concerning special purpose holding patterns for turbulent air/maneuvering speed, climb-in-hold, descend-in-hold, helicopter and RNAV are contained in the appropriate section.

17-3-6. Pattern Selection. Analyze holding patterns incrementally for all altitudes requested by ATC and for all applicable speeds. Apply appropriate obstacle clearance to all obstacles within each pattern number area. Save some time by initially evaluating the patterns for the highest speed. If the same controlling obstruction or minimum holding altitude results, document the obstruction and the associated smaller pattern number; the evaluation is complete. If the minimum holding altitudes differ, a more detailed incremental analysis is necessary.

Example Problems:

1. For crossing radial based holding, assume that civil aircraft are to hold at a fix located 32 NM from the farthest NAVAID used to form the fix. Altitudes involved are 8000 feet through 14000 feet. From table 17-2-1, select airspeed of 230 KIAS. By reference to table 17-3-1, select pattern number 10 to determine the area to be protected for 8000 feet; number 11 for 9000/10000 feet; number 11 for 11000/12000 feet; number 12 for 13000/14000 feet. Apply each pattern number to the fix individually to determine obstacle clearance.

2. For restricted airspeed, assume that a 175 KIAS restricted holding pattern is to be developed at a fix located 12 NM from the farthest NAVAID used to form the fix. Altitudes involved are 2000 feet through 12000 feet. Reference to table 17-3-1, indicates use of pattern number five (12000 feet). When it is applied to the fix, no conflict with obstacles is indicated between 12000 feet and 5000 feet. However, a conflict at 4000 feet and below exists. Reference to table 17-3-1, indicates use of pattern number four for 4000 feet and below. If pattern number four does not conflict with the obstacle, it can be published as requested, otherwise the minimum holding altitude would be restricted to 5000 feet. Chart the holding pattern with the holding speed cartographic icon restriction due to the airspeed.

Section 17-4. DME Applications with Slant-Range

17-4-1. Slant-Range Effect. VOR/DME, TACAN, and other systems using a single DME such as NDB/DME and LOC/DME, measure the distance from the aircraft receiver to the NAVAID; therefore, the horizontal distance from the aircraft to the NAVAID decreases with altitude even though the indicated distance remains the same. An airborne VOR/DME reading of 5 NM at FL 300 would indicate that an aircraft is directly over the NAVAID. The location of an aircraft with the same 5 NM indicated VOR/DME distance at altitudes between overhead the fix and the surface would form an arc beginning over the NAVAID to a point on the surface 5 NM from the NAVAID. Therefore, near the surface, a holding fix could be 5 NM horizontally from the NAVAID, but at 13000 feet, it would be 4.52 NM horizontally from the NAVAID. In this instance, 5 NM is the fix-to-NAVAID distance, which is the distance from the plotted position of the holding fix to the NAVAID, and 4.52 NM is the slant-range/geographical distance, which is the horizontal (geographic) distance from where the aircraft would be located at the maximum holding altitude to the NAVAID. When establishing a VOR/DME holding fix, determine the difference between fix-to-NAVAID and slant-range/geographical distance to ensure the holding fix is not too close to the NAVAID (inside the no-course signal zone). Govern differences by requirements in paragraph 17-4-4.

17-4-2. Determining VOR/DME Distances. Use the slant-range formulas in section 17-14 to accurately determine the height above the NAVAID, slant-range, slant-range/geographical and fix-to-NAVAID distances, as well as the differences between those values used to determine pattern placement. Figure 17-14-1 illustrates the relationship between the distances. First, use formula 17-14-1 to determine the height of the maximum holding altitude above the NAVAID, since that value is required by most of the other formulas. Multiple formulas are required to determine the final value in many cases.

17-4-3. No-Course-Signal Zone. Calculate no-course-signal zone information using formulas 17-14-4 or 17-14-5 to determine the minimum fix-to-NAVAID distance at the maximum holding altitude. Do not establish VOR/DME fixes within the no-course-signal zone. Course information may be available at distances less than the minimum derived from the formulas; however, no waiver of these minimums is permitted.

17-4-4. Fix Distance Variances. For the purpose of accurate plotting of holding pattern airspace, differences between fix-to-NAVAID and slant-range/geographical distance can be significant. When establishing or changing the use of a VOR/DME holding fix, use the following guidance to determine how the distance differences are applied:

a. Use whole NM for slant-range distance where possible on non-RNAV procedures. In all cases, do not publish distances less than tenths.

Example: It is desired to hold aircraft at the minimum VOR/DME distance at 10000 feet. Formula 17-14-5 shows the intersection of the 10000 feet altitude line and the edge of the no-course-signal zone occurs at a fix-to-NAVAID distance of 2.35 NM. Using formula 17-14-2 the slant-range is 2.86 NM. Slant-range distance should normally be rounded up for ease of use by aircrews in VOR/DME holding, and to avoid placing the fix in the no signal area. Therefore, holding should be based on a 3 NM VOR/DME fix.

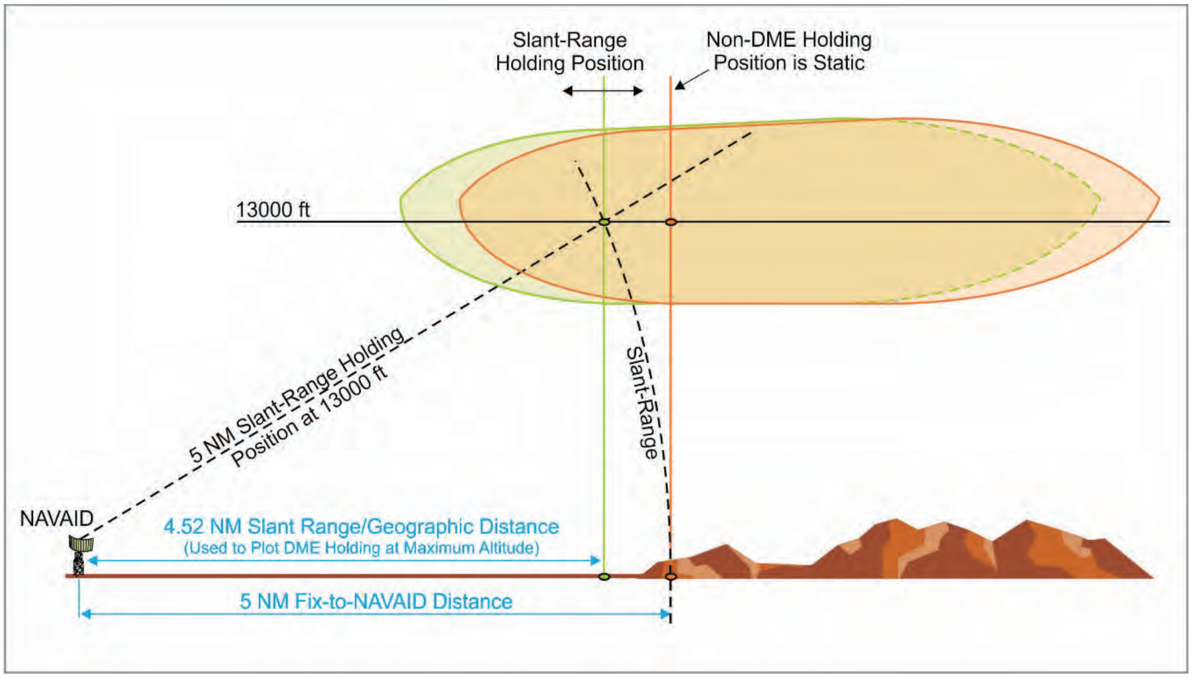
b. When slant-range/geographical distance differs .25 NM or less from fix-to-NAVAID distance, the difference may be disregarded 14000 feet and below. A difference of 0.5 NM or less may be disregarded above 14000 feet (see formula 17-14-8 to compute the difference).

c. When a VOR/DME slant-range holding fix will be collocated with another established fix, which is not based on slant-range, including GPS and RNAV, [see section 17-10] and the distance from the fix to the NAVAID forming the holding course is also used as the VOR/DME slant-range distance, significant variances per paragraphs 17-4-4.a and 17-4-4.b may exist. Plotting of protected holding pattern airspace may be affected. Significant variances must be governed by the following:

(1) Since holding patterns often are used in multiple procedures, and RNAV substitution is allowed in conventional holding, both slant-range and without slant-range operations must be accommodated in holding patterns designed for VOR/DME. Either VOR/DME and VOR intersection holding, or other non-DME protected holding airspace, must be plotted at the VOR intersection/non-DME location and re-plotted at the slant-range/geographical distance. See formula 17-14-7 and 17-14-8 to convert the fix-to-NAVAID distance for the non-DME fix to slant-range/geographic distance at the maximum holding altitude, and apply in the proper direction for holding toward or away from the NAVAID. The perimeter of the two plots outlines the primary airspace to be protected (see figure 17-4-1). The published holding distance is the fix-to-NAVAID distance; however, the slant-range/geographic distance must be outside the no-course signal zone. Use formulas 17-14-4 or 17-14-5 to check that the newly determined slant-range/geographic distance is not inside the no-course signal zone.

Example: Establish a VOR/DME fix for holding at FL 200 and below, at 30 NM fix-to-NAVAID distance. Reference formulas 17-14-7 and 17-14-8 and compute the slant-range/ geographical distance associated with 30 NM, which is 29.82 NM. The difference of .18 NM may be disregarded in protected airspace plotting. However, if the desired fix-to-NAVAID distance was changed to 10 NM, the slant-range/geographical distance becomes 9.44 NM, which creates .56 NM difference. This difference is significant; therefore, protected airspace would be based on 9.44 NM fix-to-NAVAID distance and a 10 NM fix-to-NAVAID distance as described in paragraph 17-4-4.c.

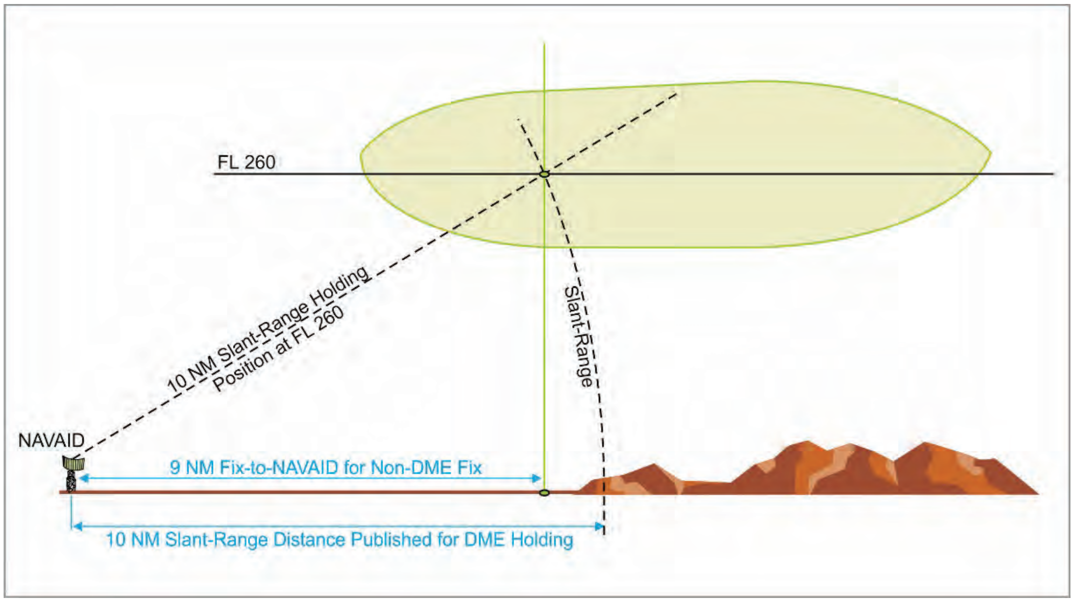
Figure 17-4-1. Collocated VOR/DME and Non-DME Holding Airspace, Inbound Toward NAVAID



Note: Figure 17-4-1 shows holding toward the NAVAID with extended airspace at the fix end when holding away from the NAVAID, the extended airspace would be on the outbound end.

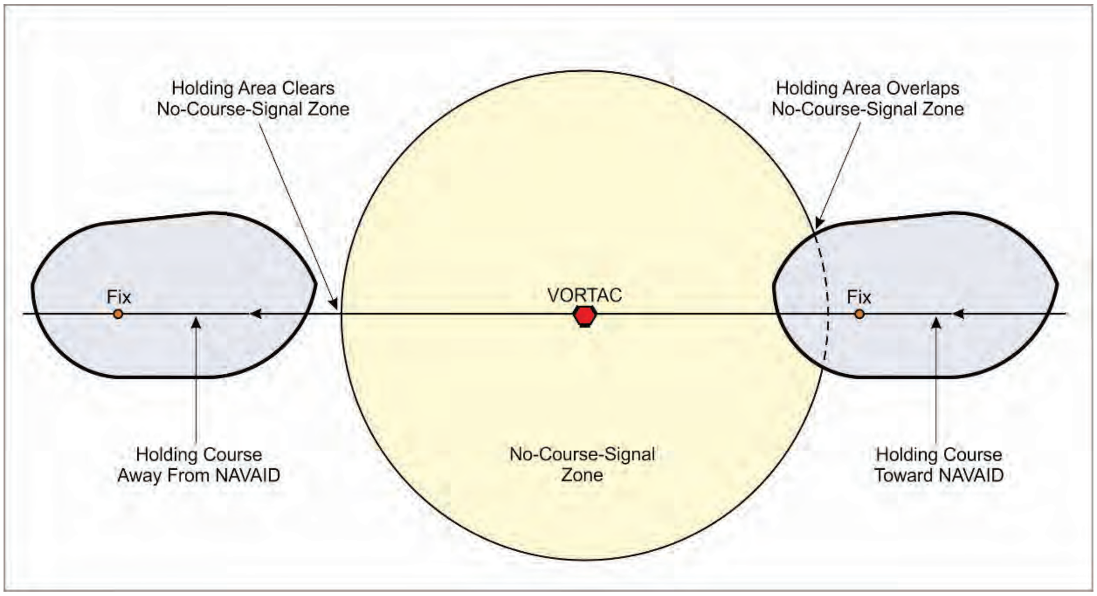
(2) When it is desirable to contain VOR/DME and non-VOR/DME holding within a single pattern size, use a slant-range distance different from the fix-to-NAVAID distance. Use formulas 17-14-1 and 17-14-2 to select a slant-range distance, which is coincident with the fix-to-NAVAID distance determined, by the non-DME position, at the highest altitude to be used for VOR/DME holding (see figure 17-4-2). If it is desired to publish the holding fix based on a specified slant-range distance, use formula 17-14-3 to convert the slant-range distance to a fix-to-NAVAID distance. The published DME value is the fix-to NAVAID distance and must only be used when the difference is less than 0.25 NM at or below 14000 feet or 0.5 NM above 14000 feet, using formula 17-14-6.

Figure 17-4-2. Collocated Holding Fix Using Single Pattern Number



17-4-5. Holding Toward/Away from the NAVAID. Holding may be accomplished inbound to a VOR/DME fix either toward or away from a NAVAID (see figure 17-4-3).

Figure 17-4-3. VOR/DME Holding



a. Toward the NAVAID. When the VOR/DME holding course is toward the NAVAID, the fix end of the holding area, but not the fix itself, may lie within the no-course-signal zone (see formulas 17-14-4 or 17-14-5 to determine the edge of the no-course-signal zone at a given altitude).

b. Away from the NAVAID. When the VOR/DME holding course is away from the NAVAID, no part of the pattern area may lie within the no-course-signal zone.

17-4-6. Distance Based Holding Leg Lengths. Table 17-3-1 provides pattern number information applicable to both time and distance based patterns. The outbound leg of a timed pattern is standard according to altitude (see paragraph 17-2-3); however, outbound leg distances for DME patterns vary depending on the fix-to-NAVAID distance and the pattern number being used. Appropriate leg length information can be found in section 17-13; however, to accommodate RNAV substitution, the leg length must not be more than the applicable distance specified in table 17-10-1.

17-4-7. Reduction in area size. No reduction in area size is authorized for obstacle clearance purposes.

17-4-8. VOR/DME Example Problems. Two problems are set forth below with step-by-step solutions. Solution to the first problem is simple and requires one pattern size. The second problem is complex containing two parts. Several pattern sizes and changes to leg length are needed for its solution based on altitude and associated airspeeds. A third problem outlines some additional steps required.

a. Problem 1. The holding course is toward the NAVAID, maximum aircraft holding speed is restricted to 175 knots, on a CAT A and B only procedure, altitudes are MHA through 8000 feet, and fix-to-NAVAID distance is 6 NM.

Solution: Refer to table 17-3-1, speed group 175 knots, distance group 0-14.9 NM, altitude eight, pattern/number four. Refer to section 17-13, fix-to-NAVAID distance 6 NM, pattern number four, four, and five are listed as leg length. Pattern number four with a 5 NM leg length is supported by the obstacle protection.

b. Problem 2. The holding course is toward the NAVAID, maximum aircraft holding speed is 230 knots, and fix-to-NAVAID distance is 30 NM.

(1) Part 1: Find the correct pattern size and related leg length for FL 390.

Solution: At FL 390 and 30 NM fix-to-NAVAID distance, determine slant-range distance using Formula 17-14-2, 30.67 NM. The 0.67 NM difference must receive consideration consistent with paragraph 17-4-4. Refer to table 17-3-1, and determine the pattern number/altitude relationship for the 230-knot speed at fix-to-NAVAID distance 30 NM, pattern number 26 is indicated. Refer to section 17-13. For 30 NM and pattern number 26, leg lengths 13, 14, 15, 16, 17, 18, 19, and 20 are listed.

(2) Part 2: Find the correct pattern number size for the MHA of 13000 feet.

Solution: Refer to table 17-3-1, and determine the appropriate pattern, number 12. Refer to section 17-13 and find leg lengths five through nine.

(3) Part 3, Final Solution to Problem 2: The range of leg lengths listed in part one (FL 390) are 13 NM through 20 NM. Compare the findings of part one with part two. Part two (14000 feet) findings indicate a maximum leg length of 9 NM. Therefore, a 9-NM leg length is selected to serve MHA through FL 390.

c. Problem 3. The holding course is away from the NAVAID. Application of criteria to these situations is handled in the same manner as outlined in paragraphs 17-4-8.a and 17-4-8.b, with two exceptions:

(1) Section 17-13 must be used to determine leg length and numbered area information.

(2) Pattern numbers must be used to determine:

(a) That appropriate numbered areas do not infringe on the no-course-signal zone and/or,

(b) The location of a holding point will keep the holding area from infringing on the no-course-signal zone.

Section 17-5. Template Tracing

17-5-1. Template Usage. Today, most holding pattern construction is accomplished using automation. The existing plastic templates are still valid when used with charts of the appropriate scale. References to templates only apply to users physically using this method of construction. Pattern Numbers directly correspond to template numbers.

17-5-2. Basic Perimeter. The perimeter of the template contains four radii and two straight lines. Position the holding fix grommet hole (see figure 17-3-1) over the fix, align the solid black line with the holding course, and trace the pattern perimeter.

a. Right turn patterns. Trace with imprinted numbers face-up and readable.

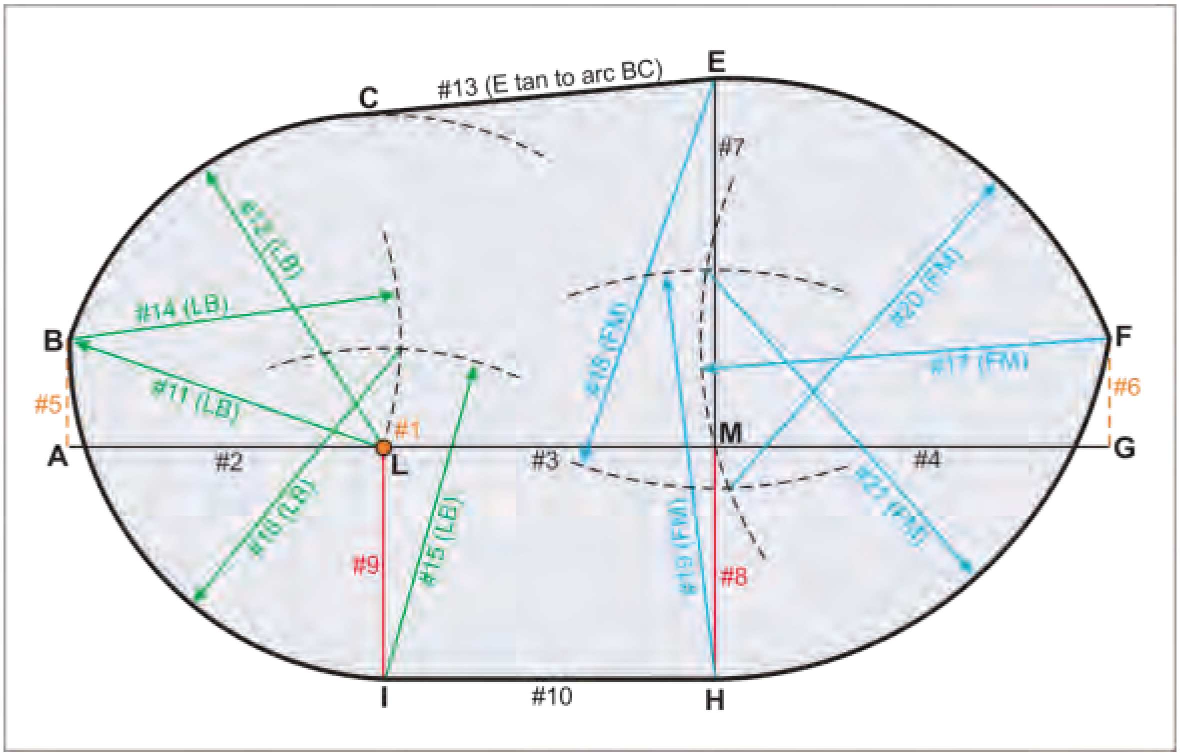
b. Left turn patterns. Trace with imprinted numbers facedown.

Section 17-6. Manual Construction of Patterns

17-6-1. Requirement. Standard plastic holding area templates are available at a scale of 1:500000, Sectional Aeronautical Chart size. When a different scale is desirable/necessary, or automation is not available, holding patterns may be manually constructed as outlined in this section. Dimensions in this section provide the basis for automation of holding construction, and how to derive the distances not provided by the table, which are only established during construction.

17-6-2. Basic Primary Area Construction (right-hand pattern). Each size may be constructed by using figure 17-6-1, dimensions of table 17-6-1, and the following directions (for left-hand pattern reverse the instructions):

Figure 17-6-1. Construction Sequence for Basic Area



Note: All lines that are the same length are the same color. Numbering of the lines represents the order in which the instructions draw the lines and arcs.

a. Line 1. Identify and mark holding fix as letter L.

b. Lines 2 through 4. Draw course line; A to L, L to M, and M to G.

c. Lines 5 through 9. At a 90-degree angle from the course line ALMG locate above A, (B) above G, (F) above M, (E) below M, (H) and below L, (I).

d. Line 10. Connect I and H with a straight line.

e. Line 11 and 12. Place compass center at L, set for distance L-B, and draw an arc from B to beyond C.

f. Line 13. Draw a straight line from E to a point of tangency with the B-C arc.

g. Lines 14 through 16. With the compass still set for distance L-B; place compass center at B and draw a short arc above L; relocate compass center at I and draw a short arc across the first arc; relocate compass center at the intersection of the arcs and connect I-B.

h. Lines 17 through 21. Place compass center at F and set for distance between F-M; draw an arc from above H to below E. Place compass center at E and draw a short arc below M. Place the compass center at H and draw a short arc above M. The arcs formed from E and H intersects the arc formed from F. Place compass center at the appropriate intersection of these arcs and connects E-F; place compass center at the other intersection and connect F-H.

Table 17-6-1. Holding Pattern Dimensions (NM)

Pattern Number	A-L	L-M	M-G	L-I M-H	M-E	A-B G-F (J-K)	(J-L)	Total Length	Total Width
4	4.5	4.3	5.6	3.5	5.3	1.5	3.3	14.4	8.8
5	4.9	4.5	6.1	3.8	5.7	1.7	3.6	15.5	9.5
6	5.6	4.8	6.5	4.2	6.4	2.0	4.1	16.9	10.6
7	6.0	6.6	8.2	4.6	7.2	2.2	4.4	20.8	11.8
8	6.5	6.8	9.3	4.9	7.7	2.3	4.7	22.6	12.6
9	7.0	7.0	9.7	5.3	8.3	2.5	5.1	23.7	13.6
10	7.6	7.3	10.4	5.7	8.9	2.7	5.5	25.3	14.6
11	8.0	7.5	11.1	6.2	9.6	2.9	5.9	26.6	15.8
12	8.7	7.8	11.7	6.5	10.2	3.1	6.3	28.2	16.7
13	9.2	8.6	12.1	7.0	10.9	3.3	6.7	29.9	17.9
14	9.9	8.9	12.8	7.5	11.6	3.6	7.1	31.6	19.1
15	10.4	9.6	13.1	7.7	12.1	3.8	7.5	33.1	19.8
16	11.1	9.9	13.7	8.2	12.8	4.0	7.8	34.7	21.1
17	11.9	10.1	14.8	8.6	13.6	4.3	8.3	36.8	22.2
18	12.7	10.5	15.7	9.2	14.6	4.5	8.9	38.9	23.8
19	13.8	11.1	16.8	9.9	15.7	4.8	9.5	41.7	25.6
20	14.5	11.5	18.0	10.5	16.5	5.2	10.1	44.0	27.0
21	15.5	11.8	18.8	11.2	17.6	5.5	10.7	46.1	28.8
22	16.5	12.1	21.2	11.9	18.8	5.9	11.4	49.8	30.7
23	17.6	12.4	21.6	12.7	20.1	6.3	12.2	51.6	32.8
24	19.2	12.9	23.4	13.7	21.7	6.9	13.1	55.5	35.4
25	21.2	13.3	25.5	14.7	23.4	7.4	14.2	60.0	38.1
26	22.9	13.8	27.6	16.1	25.7	8.1	15.4	64.3	41.8
27	24.6	14.4	29.5	17.3	27.3	8.8	16.5	68.5	44.6
28	26.9	15.2	32.6	18.9	30.2	9.6	18.2	74.7	49.1
29	28.0	15.8	34.6	20.1	32.0	10.0	19.3	78.4	52.1
30	29.2	16.4	35.3	21.3	33.2	10.4	20.2	80.9	54.5
31	30.9	17.0	37.0	22.5	34.5	11.0	21.9	84.9	57.0

Section 17-7. Climb-in-Hold

17-7-1. Climb-in-Hold Evaluations. Applied when it is necessary for aircraft to utilize a holding pattern to reach the en route altitude prior to departing a designated holding fix as part of the departure procedure or missed approach procedure. Use of the higher airspeeds which may be required to accomplish the maneuver are only authorized when the holding pattern is charted as “Climb-in-Hold”. For example, “Proceed direct to XYZ VOR, and hold, continue climb-in-hold to 9000 feet before departing on course”. Aircrews must climb continuously until the specified altitude is reached. Where paragraph 17-7-2.a is applied, the holding speed icon must be charted (see Order 8260.19), otherwise 310 KIAS is assumed when the chart is annotated “climb in hold.”

17-7-2. Climb-in-Hold Airspeed Determination. Required climb speeds, often exceed the maximum level holding speeds in table 17-2-1. Therefore, the following criteria must be used to provide for such operations.

a. The 200 KIAS pattern for altitudes 6000 feet and below and the 230 KIAS pattern for altitudes above 6000 feet must be used for holding patterns restricted to 175 KIAS.

b. Except as provided in paragraph 17-7-2.a, the 310-knot pattern must be used for climb-in-hold evaluations.

Example: Departing aircraft must climb to FL 180 in a holding pattern. The fix-to-NAVAID distance is 22 NM.

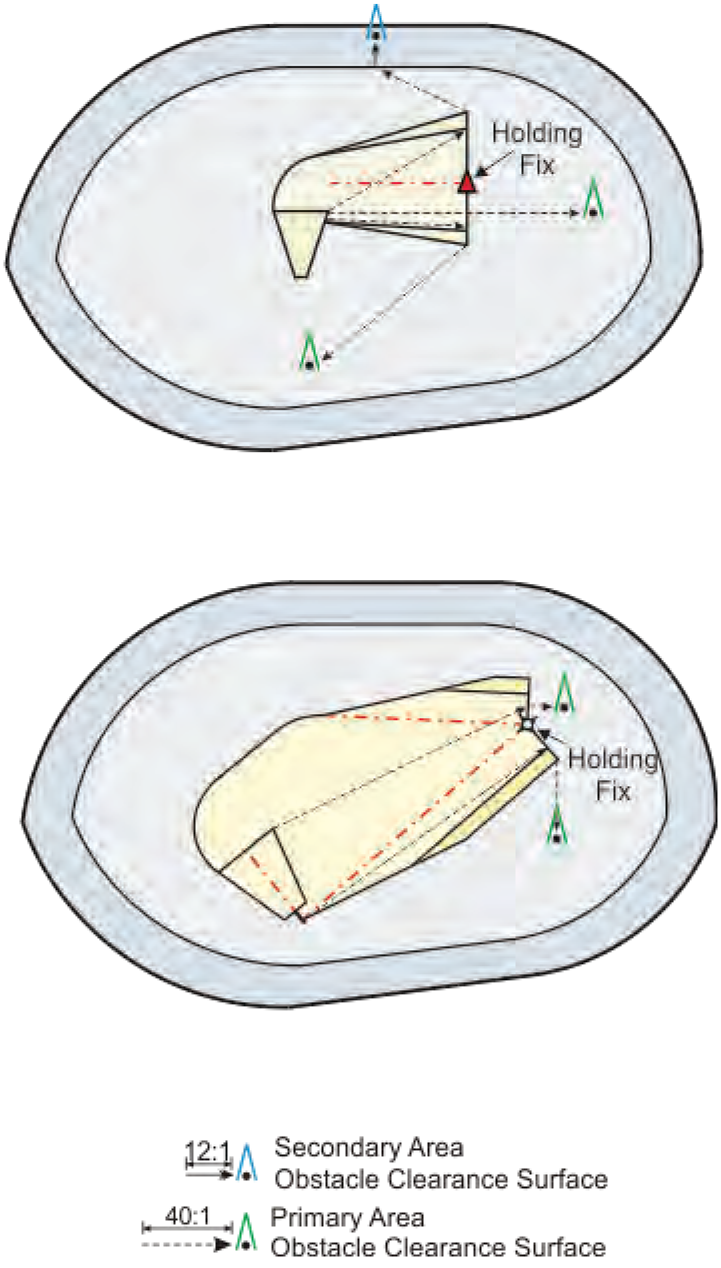
Solution: Refer to table 17-7-1, pattern number 21 is indicated.

Table 17-7-1. Increased Holding Airspeed Holding Pattern Sizes (Altitude-Pattern Number) - Climb-in-Hold

Fix-to-NAVAID Distance		
0-14.9 NM	**15-29.9 NM and RNAV**	**30 NM and Over**
Altitude-Pattern No.	**Altitude-Pattern No.**	**Altitude-Pattern No.**
310 KIAS Climb-in-Hold		
2000 – 11	2000 – 12	2000 – 13
4000 – 12	4000 – 13	4000 – 14
6000 – 13	6000 – 14	6000 – 15
8000 – 14	8000 – 15	8000 – 16
10000 – 15	10000 – 16	10000 – 17
12000 – 17	12000 – 18	12000 – 19
14000 – 18	14000 – 19	14000 – 20
16000 – 19	16000 – 20	16000 – 21
FL18 – 20	FL 18 – 21	FL 18 – 22
FL 20 – 21	FL 20 – 22	FL 20 – 23
FL 22 – 22	FL 22 – 23	FL 22 – 24
FL 24 – 22	FL 24 – 23	FL 24 – 24
FL 26 – 24	FL 26 – 25	FL 26 – 26
FL 28 – 24	FL 28 – 25	FL 28 – 26
FL 30 – 25	FL 30 – 26	FL 30 – 27
FL 32 – 26	FL 32 – 27	FL 32 – 28
FL 34 – 27	FL 34 – 28	FL 34 – 29
FL 36 – 28	FL 36 – 29	FL 36 – 30
FL 38 – 29	FL 38 – 30	FL 38 – 31
FL 40 – 30	FL 40 – 31	

17-7-3. Climb-in-Hold Obstacle Evaluation. When a climb-in-hold is used, either due to the required ROC not being achieved at the holding fix, or when more climb is required prior to departing the holding fix, on a departure or missed approach, no obstacle may penetrate the holding surface. This surface begins at the end of the segment leading to the plotted position of the holding fix. It rises at a 40:1 rate to the edge of the primary area, then at a 12:1 rate to the outer edge of the secondary area. The beginning height of the 40:1 surface varies with the ending height of the missed approach/departure OCS at a point on the end of the segment line nearest the obstacle being evaluated. Measurements to obstacles located in the climb-in-hold area (beyond the clearance limit) should be completed in two separate steps: (1) through the previous segment to the closest point to the obstacle on the end of the segment line, and (2) directly to the obstacle (see figure 17-7-1). Precipitous terrain is not applied to the sloping surface of the climb in hold; however, the level holding surface must be evaluated for precipitous terrain.

Figure 17-7-1. Climb-in-Hold Obstacle Evaluation



Section 17-8. Descend-in-Hold Patterns

17-8-1. Descend-in-Hold. Applied when it is necessary for aircraft to utilize a holding pattern, to descend to an altitude prior to departing a designated holding fix, typically for an arrival. The procedure must be annotated "Descend-in-Hold" and the holding pattern must be charted in the plan view.

17-8-2. Descend-in-Hold Airspeed Determination. Standard holding pattern airspeeds for the altitude are used; no increase in airspeed is required.

17-8-3. Descend-in-Hold Criteria. Standard holding criteria is applied where descend in hold is established.

Section 17-9. Operational Applications

17-9-1. Establishing Fixes. Establish holding pattern fixes as follows:

a. Overhead the NAVAID fixes are authorized only for LF and VOR facilities and, when DME is not used, for VOR holding at VORTAC facilities.

b. VOR/DME fixes must not be established overhead the NAVAID from which inbound holding course information would be derived (see formulas 17-14-4 or 17-14-5 to determine the minimum holding distance from the NAVAID when using VOR/DME).

c. Intersection fixes must be formed by radials/courses/bearings, which are at an angle of not less than 45 degrees to each other.

d. Controlled Airspace. Contain the primary holding areas within controlled airspace, or take action to have controlled airspace designated where uncontrolled airspace is involved, including for turbulent holding and climb-in-hold patterns.

17-9-2. Pattern Alignment. Whenever possible, the holding pattern must be aligned to accommodate entry to the holding area along the inbound holding course, its reciprocal, or at a relatively small angle. However, when the flight path to be flown is along an arc, the holding pattern should be aligned on a radial. When a holding pattern is established at a PFAF and a PT is not used, the inbound course of the holding pattern must be aligned to coincide with the FAC unless the PFAF is a facility. When the PFAF is a facility (non-RNAV holding), the inbound holding course, and the FAC must not differ by more than 30 degrees. Exit from the holding pattern should be as an extension of the inbound holding course where possible. Turns, when exiting holding, may create issues with the length of the inbound leg or the following leg, or with descent or climb gradients.

17-9-3. VOR/DME Leg Length Selection. Use the <u>longest</u> leg length accommodated by all the pattern numbers being applied to the holding pattern.

17-9-4. VOR/DME Holding Direction. An inbound holding course toward the NAVAID has the following advantages over an inbound holding course away from the NAVAID:

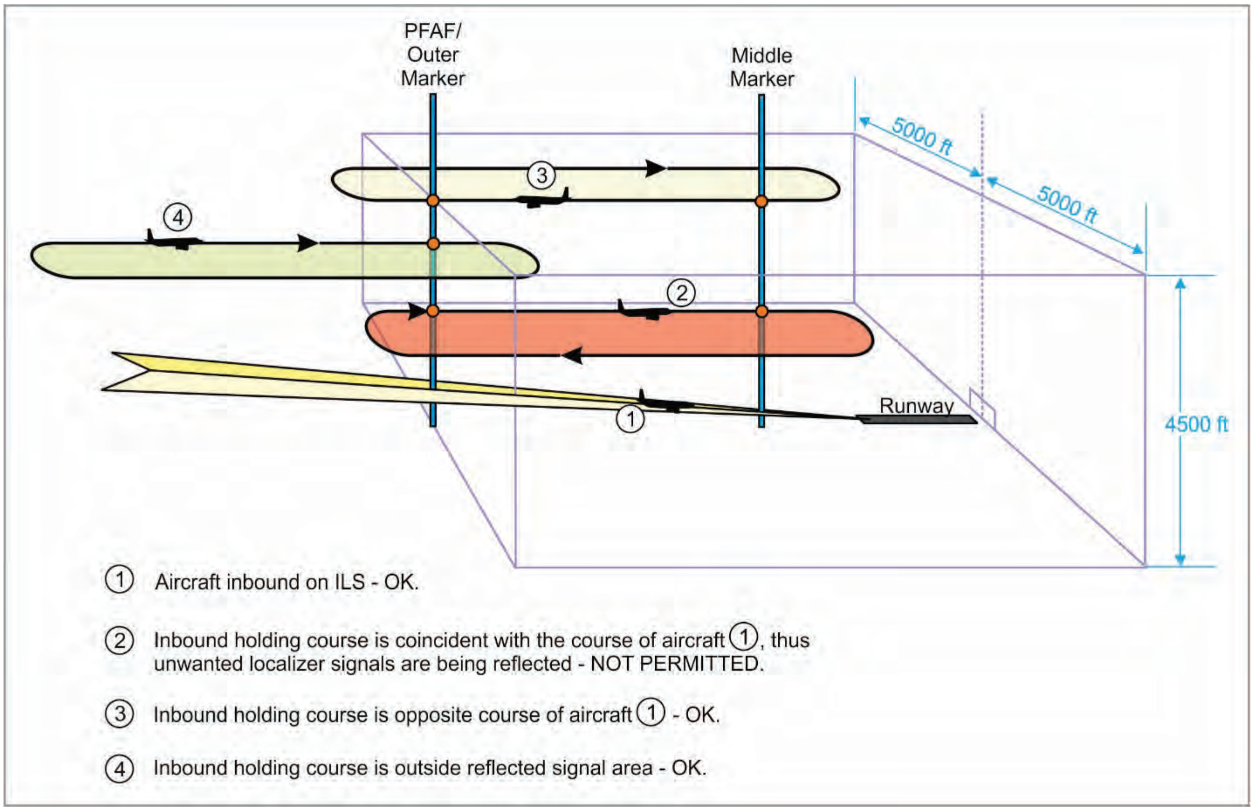
a. It provides a greater choice of leg lengths.

b. When associated with an instrument approach, the aircraft on the inbound holding course will normally be on-course toward the approach NAVAID.

17-9-5. Establishing MHAs. MHAs are determined by service providers during procedure design in accordance with paragraphs 17-2-3 and 17-2-4.

17-9-6. Holding Patterns on or Adjacent to ILS Courses. Do not establish a holding pattern inbound on or adjacent to an ILS localizer between the outer marker/PFAF and the localizer antenna below 5000 feet above the antenna elevation, regardless of the guidance used for the holding pattern. This is to avoid creating unwanted reflected signals (see figure 17-9-1). Holding patterns opposite to the inbound course are acceptable. An outer marker by itself is not acceptable as a holding pattern fix.

Figure 17-9-1. ILS Reflected Signal Area



① Aircraft inbound on ILS - OK.

② Inbound holding course is coincident with the course of aircraft ①, thus unwanted localizer signals are being reflected - NOT PERMITTED.

③ Inbound holding course is opposite course of aircraft ① - OK.

④ Inbound holding course is outside reflected signal area - OK.

Section 17-10. RNAV Holding Patterns

17-10-1. General Information. This section contains criteria for holding patterns associated with GPS equipment, and other RNAV systems without slant-range using basic holding techniques. For VOR/DME RNAV apply section 17-1.

17-10-2. Criteria Development. Basic holding pattern assumptions in section 17-2 are used for these holding patterns, except paragraph 17-2-6 does not apply.

17-10-3. Restrictions. Do not establish a holding pattern or a hold-in-lieu-of-PT (course reversal) at the FAF of an RNAV procedure.

17-10-4. RNAV Holding Patterns. Use pattern sizes listed in table 17-3-1 (under the fix-to-NAVAID Distance column) for 15-29.9 NM for RNAV holding.

17-10-5. RNAV Leg Length Determination. Distance must be specified on all RNAV holding patterns. Table 17-10-1 contains the maximum leg length, which may be specified for a RNAV holding pattern. Enter table 17-10-1 with the holding pattern number from table 17-3-1 and read the maximum leg length.

Table 17-10-1. RNAV Holding Maximum Outbound Leg Length

Pattern Number	Maximum Outbound Leg Length (NM)
4	4
5	4
6	5
7	6
8	6
9	7
10	7
11	8
12	8
13	9
14	9
15	10
16	10
17	10
18	11
19	11
20	12
21	12
22	12
23	12
24	13
25	13
26	14
27	14
28	15
29	16
30	16
31	16

Section 17-11. Helicopter Holding Patterns

17-11-1. Helicopter (Copter) Holding. Patterns assume at least 90 KIAS while holding.

17-11-2. Copter Holding Procedures. Copter holding published on copter charts is based on pattern number four. If the holding is published on other than a copter chart, or other types of aircraft will hold at the same fix, establish multiple holding patterns and ensure the copter holding is annotated, or base the pattern used for the copter procedure on standard holding requirements.

Section 17-12. Increased Airspeed Holding Pattern Operations

17-12-1. Turbulent Air Operation. When ATC advises during the design process that turbulent air conditions are known to exist in an area, use table 17-12-1 to determine the required pattern size for evaluation. This is especially critical in a non-RADAR environment.

17-12-2. Maximum Holding Speed in Turbulent Air Conditions. Holding airspace is developed based on 280 KIAS maximum holding speed together with other factors and components listed in sections 17-1 and 17-2. This special speed category provides airspace sizes for holding operations conducted in turbulent air conditions by aircraft whose normal maximum holding speed does not exceed 265 KIAS. Holding patterns are listed in table 17-12-1.

Table 17-12-1. Increased Holding Airspeed Holding Pattern Sizes (Altitude-Pattern number Number) – Turbulent Air

Fix-to-NAVAID Distance		
0-14.9 NM	15-29.9 NM and RNAV	30 NM and Over
Altitude-Pattern No.	Altitude-Pattern No.	Altitude-Pattern No.
280 KIAS Turbulent Air Holding		
2000 - 9	2000 - 10	2000 - 11
4000 - 10	4000 - 11	4000 - 12
6000 - 11	6000 - 12	6000 - 13
8000 - 12	8000 - 13	8000 - 14
10000 - 13	10000 - 14	10000 - 15
12000 - 14	12000 - 15	12000 - 16
14000 - 15	14000 - 16	14000 - 17
16000 - 16	16000 - 17	16000 - 18
FL 18 - 17	FL 18 - 18	FL 18 - 19
FL 20 - 18	FL 20 - 19	FL 20 - 20
FL 22 - 19	FL 22 - 20	FL 22 - 21
FL 24 - 20	FL 24 - 21	FL 24 - 22
FL 26 - 21	FL 26 - 22	FL 26 - 23
FL 28 - 22	FL 28 - 23	FL 28 - 24
FL 30 - 23	FL 30 - 24	FL 30 - 25
FL 32 - 24	FL 32 - 25	FL 32 - 26
FL 34 - 25	FL 34 - 26	FL 34 - 27
FL 36 - 25	FL 36 - 26	FL 36 - 27
FL 38 - 26	FL 38 - 27	FL 38 - 28
FL 40 - 27	FL 40 - 28	FL 40 - 29
FL 42 - 28	FL 42 - 29	FL 42 - 30
FL 44 - 29	FL 44 - 30	FL 44 - 31

17-12-3. Operational Use.

a. Limit the maximum altitude in an existing holding pattern. One method for handling turbulent air holding is to correlate the holding pattern size currently used at individual holding fixes with the information in table 17-7-1. For example, pattern number 20 is being used at a fix 20 NM from the NAVAID (265 KIAS speed group, from MHA through FL 240); correlating pattern number 20 to table 17-7-1 discloses that it is usable from MHA through FL 220 at 280 KIAS. The holding airspace at such a fix would accommodate normal holding at FL 240 and below, or turbulent air holding at FL 220 and below.

b. Develop separate turbulent air holding pattern. Another method of handling turbulent air holding is to establish separate patterns for this purpose at locations where these larger pattern sizes can be accommodated. It may be desirable to do this for each altitude strata in situations where a different holding fix is needed for each stratum.

Note: Crews have no way of knowing if additional obstacle protection has been provided unless turbulent air holding pattern is charted and annotated.

Section 17-13. VOR/DME Leg Length Determination

17-13-1. General. This chapter provides information used to determine the maximum allowable DME leg length, given the fix-to-NAVAID distance, the pattern number, and holding course direction to or from the NAVAID. For example, the number~~s~~ in the body of the table, six is the maximum published leg length. The longest leg length accommodated by all the pattern numbers used for the entire altitude range of the holding pattern should be published whenever possible.

a. Numbers extending horizontally across the top of each table represent usable fix-to-NAVAID distances (geographical distances).

b. Vertical numbers on the left side of each page represent pattern numbers.

c. Find appropriate leg lengths by first locating the appropriate table for the desired holding direction, toward or away from the NAVAID, then the page of the table containing the desired fix-to-NAVAID distance in the row across the top, and pattern number size in the left column. Determine the usable leg lengths by locating the fix-to-NAVAID distance across the top of the table, then reading vertically down until opposite (horizontally) the selected pattern number(s). Usable leg lengths are listed at the intersection of the column and row, or the first value to the left of this point in the row when a line is used to indicate use at multiple fix-to-NAVAID distances.

Example: Locate fix-to-NAVAID distance 8.5 NM. Read vertically down until opposite pattern number four, then follow the horizontal line to the left until reaching listing “5”. A 5-NM leg length should be selected to maximize level flight between turns.

Table 17-13-1. Holding Course Toward the NAVAID. Usable DME Leg Lengths

Fix-to-NAVAID (geographical - not DME) Distance in Nautical Miles

Pattern Number	2	3	5	6	7	9	11	12	15	20
4.	6 →	5 →	→	→	→	→	→	→	4 →	→
5.	6 →	→	5 →	→	→	→	→	→	→	→
6.		6 →	→	→	→	→	→	5 →	→	→
7.		8 →	→	→	→	→	→	7 →	→	→

Pattern Number	3	4	5	6	7	8	9	10	12	14	15	17	18	19	20
8.	9 →	→	8 →	→	→	→	→	→	→	→	→	→	7 →	→	→
9.		9 →	→	8 →	→	→	→	→	→	7 →	→	→	→	→	→
10.		10 →	9 →	→	→	→	→	→	→	→	8 →	→	→	→	→
11.		10 →	→	→	→	→	→	9 →	→	→	→	→	→	→	→
12.			10 →	→	→	9 →	→	→	→	→	→	→	→	→	→
13.				11 →	→	→	→	→	→	10 →	→	→	→	→	→

Pattern Number	4	5	6	7	8	9	11	12	14	15	16	19	20
14.				12 →	→	→	11 →	→	→	→	→	→	→
15.	13 →	→	→	→	12 →	→	→	→	→	→	→	→	11
16.		14 →	→	→	13 →	→	→	→	→	12 →	→	→	→
17.			14 →	→	→	→	→	13 →	→	→	→	12 →	→
18.		15 →	→	→	→	14 →	→	→	→	→	→	13 →	→

Pattern Number	6	7	8	10	11	13	14	15	19	20
19.	16 →	→	→	→	15 →	→	→	→	14 →	→
20.	17 →	→	→	16 →	→	→	→	15 →	→	→
21.		18 →	→	17 →	→	→	16 →	→	→	→
22.			18 →	→	→	→	→	17 →	→	→

Table 17-13-1 (Continued). Holding Course Toward the NAVAID. Usable DME Leg Lengths

Fix-to-NAVAID (geographical - not DME) Distance in Nautical Miles

Pattern Number	8	9	10	12	13	14	15	17	18	19	20
23.	20 →	→	→	19 →	→	→	18 →	→	→	→	→
24.		21 →	→	20 →	→	→	→	19 →	→	→	→
25.		22 →	→	→	21 →	→	→	→	→	20 →	→
26.			24 →	→	→	23 →	→	22 →	→	→	21

Pattern Number	11	12	13	14	15	16	17	19	20
27.	25 →	→	→	24 →	→	→	→	→	23
28.		27 →	→	→	26 →	→	25 →	→	→
29.		28 →	→	27 →	→	→	→	→	26
30.			29 →	→	→	→	→	28 →	→

Pattern Number	14	16	19	20
31.	29 →	→	28 →	→

Pattern Number	21	26	30	70
4.	4 →	→	→	→
5.	5 →	4 →	→	→
6.	5 →	→	→	→
7.	7 →	→	→	→
8.	7 →	→	→	→

Pattern Number	21	24	26	34	50	70
9.	7 →	→	→	→	→	→
10.	8 →	→	→	→	7 →	→
11.	9 →	8 →	→	→	→	→
12.	9 →	→	→	8 →	→	→
13.	10 →	→	→	9 →	→	→

Table 17-13-1 (Continued). Holding Course Toward the NAVAID. Usable DME Leg Lengths

Fix-to-NAVAID (geographical - not DME) Distance in Nautical Miles

Pattern Number	21	22	28	30	38	40	50	55	70
14.	11 →	10 →					9 →		
15.	11 →					10 →			
16.	12 →		11 →						
17.	12 →				11 →				
18.	13 →			12 →				11 →	

Pattern Number	21	23	25	28	30	32	36	40	45	50	55	60	70
19.	14 →				13 →					12 →			
20.	15 →		14 →					13 →					
21.	16 →	15 →				14 →					13 →		
22.	16 →			15 →					14 →				

Pattern Number	21	23	24	25	28	29	30	32	36	40	45	60	70
23.	17 →					16 →				15 →		14 →	
24.	18 →						17 →				16 →	15 →	
25.	20 →			19 →				18 →		17 →		16 →	
26.	21 →				20 →				19 →		18 →	17 →	

Pattern Number	21	23	24	25	27	28	32	34	36	40	50	60	70
27.	23 →		22 →			21 →				20 →	19 →	18 →	
28.	24 →			23 →					22 →	21 →	19 →	18 →	
29.	26 →	25 →			24 →			23 →		22 →	21 →	20 →	
30.	26 →		25 →					23 →		22 →	21 →	20 →	

Pattern Number	21	22	26	30	38	45	55	60	70
31.	28 →	27 →	26 →	25 →	24 →	23 →	22 →	21 →	20

Table 17-13-2. Holding Course Away From the NAVAID. Useable DME Leg Lengths

Fix-to-NAVAID (geographical - not DME) Distance in Nautical Miles

Pattern Number	11	12	13	15	16	18	19	23	29
4.		2 →							
5.		2 →							
6.		2 →				3 →			
7.		2 →		3 →				4 →	
8.			2 →		3 →			4 →	

Pattern Number	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
9.	2 →			3 →						4 →							
10.		2 →			3 →						4 →						
11.			2 →		3 →					4 →							
12.				2 →		3 →				4 →							
13.				2 →		3 →					4 →						
14.					2 →			3 →				4 →					
15.					2 →		3 →				4 →						5
16.						2 →		3 →			4 →						
17.							2 →		3 →				4 →				

Pattern Number	11	20	21	22	23	24	25	26	27	28	29
18.		2 →		3 →			4 →				
19.			2 →			3 →			4 →		
20.				2 →			3 →				4
21.					2 →			3 →			
22.						2 →				3 →	
23.									2 →		
24.											2

Table 17-13-2 (Continued). Holding Course Away From the NAVAID. Useable DME Leg Lengths

Fix-to-NAVAID (geographical - not DME) Distance in Nautical Miles

Pattern Number	30	34	38	40	44	55	80
4.	2	3					
5.	2	3					
6.	3						
7.	4					5	
8.	4				5		
9.	4			5			

Pattern Number	30	31	32	36	37	38	42	44	46	50	55	60	65	70	80
10.	4					5									
11.	4		5											6	
12.	4	5											6		
13.	5										6				
14.	4		5								6				
15.	5							6							
16.	5						6								7

Pattern Number	30	31	32	34	35	36	37	38	40	42	44	48	50	55	60	70	80
17.	4	5								6						7	
18.	5							6							7		
19.	4		5						6					7			
20.	4			5						6				7			
21.	4				5					6				7			
22.	3		4				5				6		7				8
23.	3			4					5			6			7		8

Table 17-13-2 (Continued). Holding Course Away From the NAVAID. Useable DME Leg Lengths

Fix-to-NAVAID (geographical - not DME) Distance in Nautical Miles

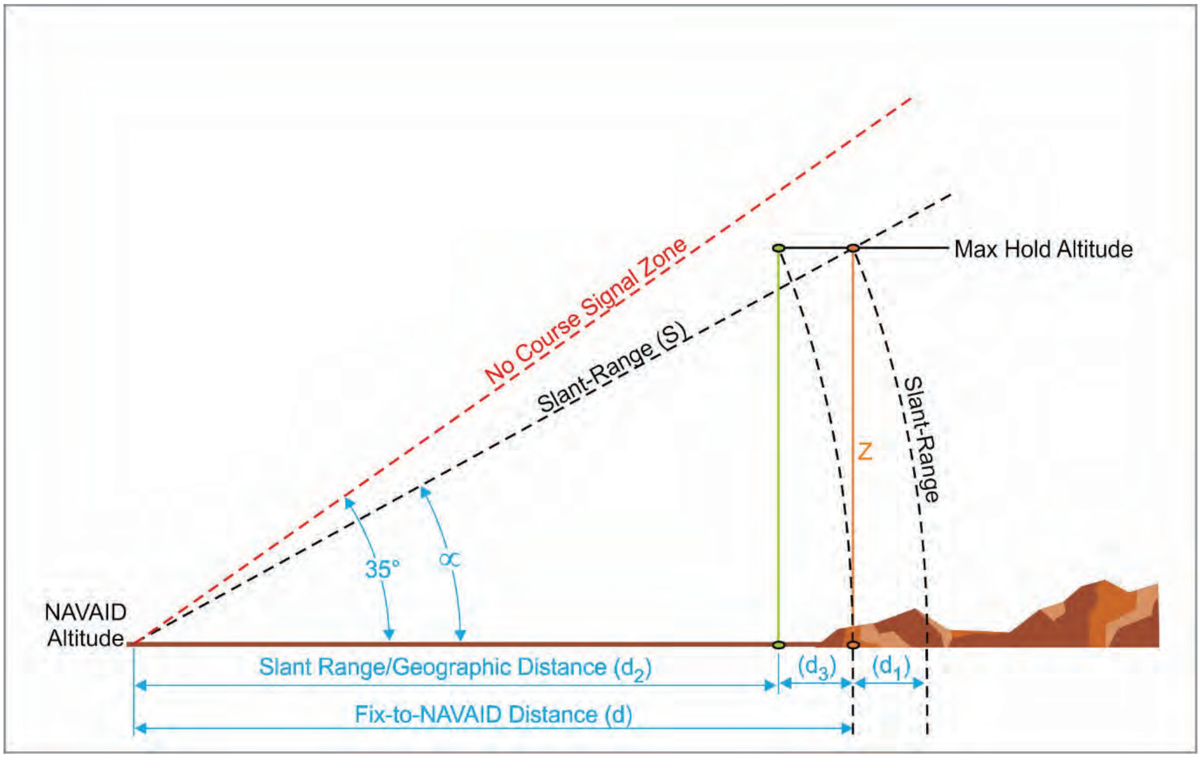
Pattern Number	30	32	34	35	36	37	38	40	42	44	46	48	50	55	60	65	70	80
24.	2	3	→	→	4	→	→	→	5	→	→	→	6	→	7	→	→	8
25.		2	→	3	→	→	→	4	→	→	5	→	→	6	→	7	→	→
26.			2	→	→	→	3	→	4	→	→	5	→	6	→	7	→	→
27.						2	→	→	3	→	4	→	→	5	6	→	7	→
28.									2	→	3	→	4	→	5	6	→	7
29.										2	→	→	3	4	5	→	6	7
30.										2	→	3	→	4	5	→	→	7

Pattern Number	30	48	55	60	65	70	80
31.		2	3	4	5	6	7 →

Section 17-14. Formulas for Holding Pattern Placement

17-14-1. General. The formulas in this chapter are used to calculate the values required for evaluating the placement of the holding pattern number and the distances published when charting the holding pattern. More than one formula is required in some calculations. Figure 17-14-1 shows the relationship of the calculations and provides the key to the letters used in the formulas. Formulas 17-14-1 through 17-14-8 are used as described below and in the previous sections.

Figure 17-14-1. Holding Calculations Relationships



a. Formula 17-14-1 is used to determine the height above the NAVAID at the maximum holding altitude, and converted to NM for use in other calculations.

Formula 17-14-1. Holding Altitude Above the NAVAID (z)

$$z = \frac{(flight_{elev} - NAVAID_{elev}) \times 0.3048}{1852}$$

Where:

$NAVAID_{elev}$ = the elevation of the NAVAID in feet.
$flight_{elev}$ = the maximum holding altitude in feet.

b. Formula 17-14-2 is used to determine the slant-range(s) when the fix-to-NAVAID distance (d) is known.

Formula 17-14-2. Slant-range(s) when fix-to-NAVAID distance (d) is Known.

$$\boldsymbol{s = \sqrt{d^2 + z^2}}$$

Where:

z = Height above the NAVAID in NM using formula 17-14-1
d = The fix-to-NAVAID distance in NM

c. Formula 17-14-3 is used to determine the Fix-to-NAVAID distance (d) when slant-range (s) is known.

Formula 17-14-3. Fix-to-NAVAID Distance (d) When Slant-range is Known

$$d = \sqrt{s^2 - z^2}$$

Where:

z = Height above the NAVAID in NM using formula 17-14-1
s = The slant-range distance in NM

d. Formula 17-14-4 and 17-14-5 are used to determine the minimum fix-to-NAVAID distance, at the maximum authorized holding altitude, is calculated based on a 35-degree angle and either the desired slant-range or fix-to-NAVAID distance. Initially calculate this value based on the desired holding location and desired maximum holding altitude (see paragraph 17-4-4.a). When dual plotting of the holding pattern number is required, this calculation must be performed using the closest pattern number location to the NAVAID (see slant-range/geographic distance, paragraph 17-14-1.e), regardless of the published distance to ensure conventional holding is supported. The maximum holding altitude must always be below the 35-degree no-course signal zone.

Formula 17-14-4. No-Course Signal Zone, Desired Slant-range Distance.

$$s = \frac{z}{sin(35°)}$$

Where:

z = Height above the NAVAID in NM using formula 17-14-1

Formula 17-14-5. No-Course Signal Zone, Desired Fix-to-NAVAID Distance.

$$d = \frac{z}{tan(35°\,)}$$

Where:

z = Height above the NAVAID in NM using formula 17-14-1

e. Formula 17-14-6 identifies the difference between the slant-range distance and fix-to-NAVAID distance, used to determine if a single pattern number can be used for both slant range and non-slant range holding. The fix-to-NAVAID distance (d), the slant-range distance (s), are first calculated using formulas 17-14-2 and 17-14-3, then the difference (d_1) is calculated using formula 17-14-6 (see paragraph 17-4-4.b). When the value d_1 exceeds the maximum for using a single pattern number, recalculation of the no-course signal zone will be required to determine if the second plotted location (determined by formulas 17-14-7 and 17-14-8 for slant-range/geographic distance) places the aircraft inside the no-course signal zone.

Formula 17-14-6. Difference Between Slant-range and Fix-to-NAVAID Distance.

$$d_1 = s - d$$

Where:

s = The slant-range distance in NM
d = The fix-to-NAVAID distance in NM

f. Formula 17-14-7 is used to determine the slant-range/geographical distance based on the fix-to-NAVAID distance and maximum holding Altitude (see paragraph 17-4-4.c). The calculated slant-range/geographical distance must be equal or greater than the minimum fix-to-NAVAID distance (d) in formula 17-14-5. Otherwise the second plotted location, used by conventional aircraft, is above the 35-degree line and therefore, inside the no-course signal zone. The difference between the two plotted locations is computed using formula 17-14-8 to determine d_3.

Formula 17-14-7. Slant-range/Geographic Distance

$$d_2 = \sqrt{d^2 - z^2}$$

Where:

d = The fix-to-NAVAID distance in NM
z = Height above the NAVAID in NM using formula 17-14-1

Formula 17-14-8. Difference Between Plotted Locations

$$d_3 = d - d_2$$

Where:

d = The fix-to-NAVAID distance in NM
d_2 = Slant-range/Geographical Distance in NM from formula 17-14-7

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Appendix A. Administrative Information

1. Distribution. This order is distributed electronically only.

2. Acronyms and Abbreviations. Many acronyms and abbreviations for old and new aviation terms are used throughout this order. Definitions can be found in the Aeronautical Information Manual and/or within appendix B of this order. Users of this order can refer to the following alphabetical listing of frequently used acronyms and abbreviations (see table A-1).

Table A-1. Acronyms and Abbreviations

AC	Advisory Circular
ACT	Average Cold Temperature
ADF	automatic direction finder
AGL	above ground level
ALSF-1	approach lighting system with sequenced flashing lights (CAT I configuration)
ALSF-2	approach lighting system with sequenced flashing lights (CAT II configuration)
APV	approach with vertical guidance
AR	authorization required
ARA	airborne radar approach
ARC	airport reference code
ARP	airport reference point
ARSR	air route surveillance radar
ASOS	automated surface observing system
ASR	airport surveillance radar
ATC	Air Traffic Control
ATD	along track distance
ATO	Air Traffic Organization
ATRK	along track
ATS	Air Traffic Service
Baro VNAV	barometric vertical navigation
BC	back course
CAT	category
CDA	continuous descent approach
CF	course to fix
CFR	Code of Federal Regulations
CG	climb gradient
COP	changeover point
CVFP	Charted Visual Flight Procedure
CW	course width
DA	decision altitude
DER	departure end of runway
DF	direct to fix (RNAV)
DG	descent gradient
DH	decision height
DME	distance measuring equipment
DoD	Department of Defense
DOT	Department of Transportation
DP	departure procedure
DR	dead reckoning
DRL	departure reference line
DRP	departure reference point
DTA	distance turn anticipation
DVA	diverse vector area
ESA	emergency safe altitudes
FAA	Federal Aviation Administration
FAC	final approach course
FAS	final approach segment
FAWP	final approach waypoint
FEP	final end point
FL	flight level
FMS	flight management system
FPAP	flight path alignment point
FPCP	flight path control point
FSS	Flight Service Station
FTE	flight technical error
FTP	fictitious threshold point
GBAS	Ground Based Augmentation System
GH	geoid height
GLS	GBAS Landing System
GNSS	Global Navigation Satellite System
GP	glidepath
GPA	glidepath angle
GPI	ground point of intercept
GPS	Global Positioning System
HAA	height above airport

HAE	height above ellipsoid
HAL	height above landing area elevation
HAS	height above surface
HCH	heliport crossing height
HF	high frequency
HIRL	high intensity runway lights
HRP	heliport reference point
IAF	initial approach fix
IAP	instrument approach procedure
ICA	initial climb area
ICAB	ICA baseline
ICAE	ICA end-line
ICAO	International Civil Aviation Organization
IF	intermediate fix
IAF	initial approach fix
IFP	Instrument flight procedure
IFR	instrument flight rules
ILS	instrument landing system
IMC	instrument meteorological conditions
INS	inertial navigation system
IRU	inertial reference unit
ISA	International Standard Atmosphere
kHz	kilohertz
KIAS	knots indicated airspeed
LAAS	Local Area Augmentation System
LDA	localizer type directional aid
LF	low frequency
LIRL	low intensity runway lights
LNAV	lateral navigation
LOC	localizer
LOM	locator outer marker
LP	localizer performance
LPV	localizer performance with vertical guidance
LTP	landing threshold point
MALS	medium intensity approach lighting system
MALSF	medium intensity approach lighting system with sequenced flashing
MALSR	medium intensity approach lighting system with runway alignment indicator lights
MAP	missed approach point
MCA	minimum crossing altitude
MDA	minimum descent altitude

MEA	minimum en route altitude
MHA	minimum holding altitude
MHz	megahertz
MIA	minimum IFR altitudes
MIRL	medium intensity runway lights
MMLS	mobile microwave landing system
MOCA	minimum obstruction clearance altitude
MRA	minimum reception altitude
MSA	minimum safe/sector altitude
MSL	mean sea level
MSS	Mission Support Services
MTA	minimum turn altitude
MVAC	minimum vectoring altitude chart
NAD	North American Datum
NAS	National Airspace System
NAVAID	navigational aid
NDB	nondirectional radio beacon
NM	nautical mile
NoPT	no procedure turn
NOTAM	Notices to Airmen
NOZ	normal operating zone
NPA	nonprecision approach
NTZ	no transgression zone
NWS	National Weather Service
OCS	obstacle clearance surface
ODALS	omnidirectional approach lighting system
OEA	obstruction evaluation area
OIS	obstacle identification surface
OM	outer marker
PA	precision approach
PAPI	precision approach path indicator
PAR	precision approach radar
PBN	performance based navigation
PCG	positive course guidance
PFAF	precise final approach fix
PinS	point-in-space
PRM	precision runway monitor
PT	procedure turn
RA	radio altimeter
RAIL	runway alignment indicator lights
RASS	remote altimeter setting source

RCL	runway centerline
RDP	reference datum point
REIL	runway end identifier lights
RF	radius-to-fix
RNAV	area navigation
RNP	required navigation performance
ROC	required obstacle clearance
RPI	runway point of intercept
RRP	runway reference point
RTRL	reduced takeoff runway length
RVR	runway visual range
RWY	runway
SA	Special Authorization
SALS	short approach lighting system
SDF	simplified directional facility
SER	start end of runway
SID	standard instrument departure
SOIA	simultaneous offset instrument approach
SM	statute mile
SSALF	simplified short approach lighting system with sequenced flashers
SSALR	simplified short approach lighting system with runway alignment indicator lights
STAR	standard terminal arrival route
TAA	terminal arrival area
TACAN	tactical air navigational aid
TCH	threshold crossing height
TDZ	touchdown zone
TDZE	touchdown zone elevation
TDZL	touchdown zone lights (system)

TERPS	terminal instrument procedures
TF	track to fix
TODA	take-off distance available
TORA	take-off run available
TP	tangent point
TPD	tangent point distance
UHF	ultra high frequency
USA	U.S. Army
USAF	U.S. Air Force
USCG	U.S. Coast Guard
USN	U.S. Navy
VASI	visual approach slope indicator
VCA	visual climb area
VCOA	visual climb over airport
VDA	vertical descent angle
VDP	visual descent point
VFR	visual flight rules
VGS	vertical guidance surface
VGSI	visual glide slope indicator
VHF	very high frequency
VMC	visual meteorological conditions
VNAV	vertical navigation
VOR	very high frequency omnidirectional radio range
VOR/DME	very high frequency omnidirectional radio range collocated with distance measuring
VORTAC	very high frequency omnidirectional radio range collocated with tactical air navigational aid
VPA	vertical path angle
WAAS	Wide Area Augmentation System
WCH	wheel crossing height

3. Related Publications.

a. Code of Federal Regulations.

(1) 14 CFR Part 77, Objects Affecting Navigable Airspace.

(2) 14 CFR Part 91, General Operating and Flight Rules.

(3) 14 CFR Part 95, IFR Altitudes.

(4) 14 CFR Part 97, Standard Instrument Procedures.

(5) 14 CFR Part 171, Non-Federal Navigation Facilities.

b. FAA Advisory Circulars.

(1) AC 70/7460-1,Obstruction Marking and Lighting.

(2) AC 150/5300-13, Airport Design.

(3) AC 150/5340-1, Standards for Airport Markings.

c. FAA Directives.

(1) Order 6050.32, Spectrum Management Regulations and Procedures Manual.

(2) Order 6560.10, Runway Visual Range.

(3) Order JO 7210.3, Facility Operations and Administration.

(4) Order JO 7210.37, En Route Minimum Instrument Flight Rule (IFR) Altitude (MIA) Sector Charts.

(5) Order JO 7400.2, Procedures for Handling Airspace Matters.

(6) Order 8200.1, U.S. Standard Flight Inspection Manual.

(7) Order 8260.19, Flight Procedures and Airspace.

(8) Order 8260.42, United States Standard for Helicopter Area Navigation (RNAV)

(9) Order 8260.46, Departure Procedures (DP) Program.

(10) Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design.

(11) Order 9840.1, U.S. National Aviation Handbook for the VOR/DME/TACAN Systems.

4. Forms and Reports. FAA Form 8260-2, Radio Fix and Holding Data Record.

5. Information Update. For your convenience, FAA Form 1320-19, Directives Feedback Information, is included at the end of this order to note any deficiencies found, clarification needed, or suggested improvements regarding the contents of this directive. When forwarding your comments to the originating office for consideration, please provide a complete explanation of why the suggested change is necessary.

Appendix B. Definitions

In addition to the definitions common to procedure development contained in various 8260-series FAA orders, the following definitions apply:

1. 3-Dimensional (3D). Approach procedures that provide longitudinal, lateral, and vertical path deviation information are 3D procedures. ILS, PAR, LNAV/VNAV, LPV, and RNP are examples of 3D procedures.

2. Air Traffic Service (ATS) route. A generic term that includes VOR Federal airways, colored Federal airways, jet routes, and RNAV routes. The term “ATS route” does not replace these more familiar route names, but serves only as an overall title when listing the types of routes that comprise the United States route structure.

3. Airport reference point (ARP). The official horizontal geographic location of an airport. It is the approximate geometric center of all usable runways at an airport.

4. Along-track distance (ATD). A distance specified in nautical miles, with reference to the next WP.

5. Along-track (ATRK) tolerance (ATT). The amount of possible longitudinal fix positioning error on a specified track expressed as a ± value.

6. Angle of divergence (Minimum). The smaller of the angles formed by the intersection of two courses, radials, bearings, or combinations thereof.

7. APT waypoint (WP). A WP located on the FAC at or abeam the first usable landing surface, which is used for construction of the final approach area for a circling-only approach.

8. Area navigation (RNAV). A method of navigation which permits aircraft operation on any desired flight path within the coverage of ground or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

9. Authorization required (AR). Aircraft may be equipped beyond the minimum standard for public required navigation performance (RNP) criteria and aircrews trained to achieve a higher level of instrument approach performance. AR criteria are based on a higher level of equipage and additional aircrew requirements. Procedures that utilize AR design criteria must be appropriately annotated.

10. Average coldest temperature (ACT). A value in Centigrade (°C) and/or Fahrenheit (°F) scale for the lowest temperature a Baro-VNAV (including RNP) procedure can be utilized. It is derived from historical weather data, or in the absence of historical data, a standardized temperature value below airport ISA is used.

11. Barometric altitude. A barometric altitude measured above MSL based on atmospheric pressure measured by an aneroid barometer. This is the most common method of determining aircraft altitude.

12. Baseline. Where a turn area expansion arc(s) may be centered, a line perpendicular to the inbound course after the leg termination fix ATT area. For CA, CI, VA or VI legs, the baseline is located at the leg termination point.

13. Circling approach area. The area in which aircraft circle to land under visual conditions after completing an instrument approach.

14. Clearway. A defined rectangular area beyond the end of a runway that is suitable for use in lieu of runway to satisfy take-off distance requirements (see also take-off distance available).

15. Climb gradient (CG). A climb requirement expressed in feet/NM.

16. Common route. The portion of a STAR/SID procedure that provides a single route serving an airport/runway or multiple airports/runways.

17. Controlling obstacle. The obstacle on which the design of a procedure or establishment of a minimum altitude or angle is based on (see also Order 8260.19).

18. Course. A specified track measured in degrees from magnetic north.

19. Course change. A course change is the mathematical difference between the inbound and outbound tracks at a single fix.

20. Course-to-a-fix (CF). A defined, repeatable course (track over the ground) to a specific database fix.

21. Course-to-an-altitude (CA). A defined, repeatable course to a specific altitude at an unspecified position.

22. Course-to-an-intercept (CI). A defined, repeatable course to intercept the subsequent leg.

23. Cross-track (XTT) tolerance. The amount of possible lateral positioning error expressed as a ± value.

24. Dead reckoning. The estimating or determining of position by advancing an earlier known position by the application of direction and speed data. For example, flight based on a heading from one VORTAC azimuth and distance fix to another is dead reckoning.

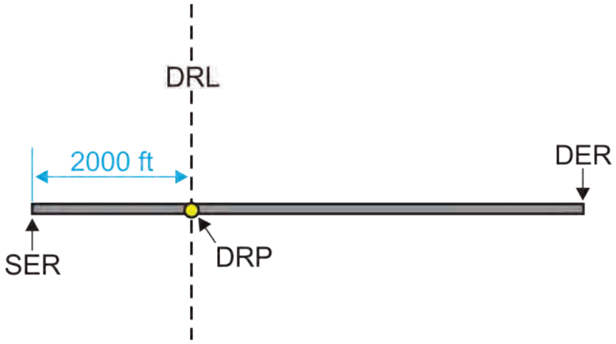
25. Decision altitude (DA). A DA is a specified minimum altitude (feet MSL) in a PA or APV IAP at which the pilot must decide whether to initiate an immediate missed approach if they do not see the required visual references or to continue the approach.

26. Departure end of runway (DER). The end of the runway opposite the landing threshold (see figure B-1).

27. Departure reference line (DRL). An imaginary line of indefinite length perpendicular to runway centerline at the DRP (see figure B-1).

28. Departure reference point (DRP). A point on the runway centerline 2000 feet from the start end of runway (SER) (see figure B-1).

Figure B-1. Runway Terms



29. Departure route. A specified course and altitude along a track defined by positive course guidance (PCG) to a clearance limit, fix, or altitude.

30. Departure sector. Airspace defined by a heading or a range of headings for aircraft departure operations.

31. Direct-to-a-fix (DF). An unspecified non-repeatable track starting from an undefined position to a specific database fix.

32. Descent gradient (DG). Description of aircraft descent profile specified in feet per nautical mile.

33. Distance of turn anticipation (DTA). The distance from (prior to) a fly-by fix at which an aircraft is expected to start a turn to intercept the course/track of the next segment.

34. Distance measuring equipment (DME) Arc. A course, indicated as a constant DME distance, around a navigation facility which provides distance information.

35. DME distance. The line of sight distance (slant range) from the source of the DME signal to the receiving antenna.

36. Diverse vector area (DVA). An area in which a prescribed departure route is not required. Radar vectors may be issued below the minimum vectoring or minimum IFR altitude. It can be established for diverse departure, departure sectors, and/or video map radar areas portraying obstacles and terrain.

37. Early turn point (ETP). Represents the earliest location where a flight track turn may commence.

38. En route transition. The segments of a procedure between an en route transition fix and the common route/point. Most procedures will contain more than one en route transition.

39. Fictitious threshold point (FTP). The equivalent of the LTP when the final approach course is offset from runway centerline. It is not aligned through the LTP. It is located on the final approach course the same distance from the intersection of the final approach course and the runway centerline extended as the LTP. FTP elevation is the same as the LTP. For the purposes of this document, where LTP is used, FTP may apply when appropriate (see figure B-2).

40. Final approach and takeoff area (FATO). A defined area over which the final phase of the approach to a hover, or a landing, is completed and from which the takeoff is initiated. A FATO is applicable only at a heliport; guidance for a FATO is published in AC 150/5390-2.

41. Final approach course (FAC). Magnetic and/or true heading definition of the final approach lateral path.

42. Final approach segment (FAS). The segment of an instrument approach procedure that begins at the PFAF and ends at the MAP or LTP/FTP, whichever is encountered last.

43. Fix. A generic term used to define a predetermined geographical position. A fix may be a ground-based NAVAID, WP or defined by reference to one or more radio NAVAIDs.

44. Fix displacement tolerance (FDT). FDT is a legacy term providing 2-dimensional (2D) quantification of positioning error. It is now defined as a circular area with a radius of ATT centered on an RNAV fix. The acronym ATT is now used in lieu of FDT.

45. Fix-to-NAVAID. Horizontal distance from the plotted position of the holding fix to the NAVAID.

46. Flight control computer (FCC). Aircraft computers which process information from various inputs to calculate flight path and flight guidance parameters.

47. Flight management system (FMS). An FMS is a specialized computer system that automates a wide variety of in-flight tasks, reducing the workload on the flight crew to the point that modern aircraft no longer carry flight engineers or navigators. A primary function is in-flight management of the flight plan. Using various sensors (such as GPS and INS often backed up by radio navigation) to determine the aircraft's position, the FMS can guide the aircraft along the flight plan. From the cockpit, the FMS is normally controlled through a Control Display Unit (CDU) which incorporates a small screen and keyboard or touchscreen. The FMS sends the flight plan for display on the EFIS, Navigation Display (ND) or Multifunction Display (MFD).

48. Flight path alignment point (FPAP). A point in the same lateral plane as the LTP/FTP that is used to establish the alignment of the FAS. For approaches aligned with the runway centerline, the FPAP is located at or beyond the opposite threshold of the runway. The delta length offset from the opposite threshold defines its location.

49. Flight path control point (FPCP). The FPCP is a 3D point defined by the LTP geographic position, MSL elevation, and threshold crossing height (TCH) value. The FPCP is in the vertical plane of the final approach course and is used to relate the glidepath angle of the final approach track to the landing runway. It is sometimes referred to as the TCH point or reference datum point (RDP).

50. Final roll-out point (FROP). A point in the final approach segment after which not turns are permitted. After the FROP, the FAC must comply with final approach course alignment requirements.

51. Fly-by (FB) fix. Fly-by fixes/waypoints are used when an aircraft should begin a turn to the next course prior to reaching the waypoint separating the two route segments.

52. Fly-over (FO) fix. Fly-over fixes/waypoints are used when the aircraft must fly over the point prior to starting a turn.

53. Glidepath angle (GPA). The GPA is the angle of the specified final approach descent path relative to a horizontal line tangent to the surface of the earth at the runway threshold.

54. Global azimuth reference point (GARP). Global Navigation Satellite System (GNSS) Azimuth Reference Point. A calculated point 1000 feet beyond the FPAP lying on an extension of a geodesic line from the LTP/FTP through the FPAP. It may be considered the location of an imaginary localizer antenna.

55. Global navigation satellite system (GNSS). A worldwide position and time determination system that includes one or more satellite constellations, aircraft receivers, and system integrity monitoring. GNSS is augmented as necessary to support the required navigation performance for the actual phase of operation.

56. Gradient. A slope expressed in feet per mile, or as a ratio of the horizontal to the vertical distance. For example, 40:1 means 40 feet horizontally to one foot vertically.

57. Ground point of intercept (GPI). A point in the vertical plane on the runway centerline at which it is assumed that the straight line extension of the glide slope intercepts the runway approach surface baseline.

58. Heading-to-an-altitude (VA). A specified heading to a specific altitude at an unspecified position. The resulting track is not wind corrected.

59. Heading-to-an-intercept (VI). A specified heading to intercept the subsequent leg at an unspecified position. The resulting track is not wind corrected.

60. Height above landing (HAL). The height above the landing area elevation.

61. Height above surface (HAS). The height of the MDA above the highest terrain/surface within a 5200-foot radius of the MAP in a point-in-space (PinS) procedure.

62. Height above touchdown (HAT). The height of the DA above touchdown zone elevation (TDZE).

63. Helipoint. The helipoint is the aiming point for the visual segment of an approach to a heliport and is normally centered in the touchdown and lift-off area (TLOF).

64. Helipoint crossing height (HCH). The height of the vertical guidance path above the heliport elevation at the helipoint.

65. Heliport. An area of land, water, or structure used or intended to be used for helicopter landings and takeoffs and includes associated buildings and facilities.

66. Initial climb area (ICA). A segment variable in length starting at the DER which allows the aircraft sufficient distance to reach an altitude of at least 400 feet above the DER.

67. ICA baseline (ICAB). A line at DER, perpendicular to runway centerline, denoting the beginning of the ICA.

68. ICA end-line (ICAE). A line at end of ICA perpendicular to the departure course.

69. Initial approach fix (IAF). A fix that identifies the beginning of an initial approach segment.

70. Instrument Landing System (ILS). A precision instrument approach system which normally consists of a localizer, glide slope, outer marker (or suitable substitute), inner marker for Category II operations (if RA minimums are not authorized), and an approach lighting system.

71. Intermediate fix (IF). The fix that identifies the beginning of the intermediate approach segment of an instrument approach procedure. The fix is normally identified on the instrument approach chart as an IF.

72. International standard atmosphere (ISA). A model of standard variation of pressure and temperature.

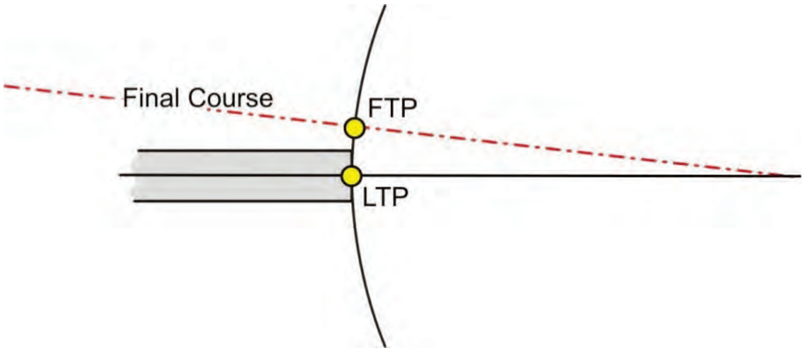
73. Knots indicated airspeed (KIAS). The speed shown on the aircraft airspeed indicator.

74. Landing area as used in helicopter operations. The portion of the heliport or airport runway used or intended to be used for the landing and takeoff of helicopters.

75. Landing area boundary (LAB). The beginning of the landing area of the heliport or runway.

76. Landing threshold point (LTP). The LTP is the intersection of the runway centerline and the runway threshold. It is defined by latitude/longitude coordinates, and MSL elevation. LTP elevation applies to the FTP when the final approach course is offset from runway centerline (see figure B-2).

Figure B-2. Landing Threshold Point and Fictitious Threshold Point



77. Lateral navigation (LNAV). LNAV is RNAV lateral navigation. This type of navigation is associated with nonprecision approach procedures (NPA) because vertical path deviation information is not provided. LNAV criteria are the basis of the LNAV minima line on RNAV GPS approach procedures.

78. Lateral navigation/vertical navigation (LNAV/VNAV). An approach with vertical guidance (APV) evaluated using the Baro VNAV obstacle clearance surfaces conforming to the lateral dimensions of the LNAV obstruction evaluation area (OEA).

79. Leg. A subdivision of an RNAV IFP defined by a path and a terminator. Also used in reference to the length of holding patterns.

80. Localizer (LOC). The component of an ILS which provides lateral guidance with respect to the runway centerline.

81. Localizer performance (LP). An LP approach is an RNAV NPA procedure evaluated using the lateral obstacle evaluation area dimensions of the precision localizer trapezoid, with adjustments specific to the WAAS. These procedures are published on RNAV GPS approach charts as the LP minima line.

82. Localizer type directional aid (LDA). A facility of comparable utility and accuracy to a LOC, but which is not part of a full ILS and may not be aligned with the runway.

83. Minimum descent altitude (MDA). The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach where no glide slope is provided, or during a circle-to-land maneuver.

84. Minimum en route altitude (MEA). The lowest published altitude between radio fixes which assures acceptable navigational signal coverage, air-to-ground communications, and which meets obstacle clearance requirements. The MEA prescribed for a Federal airway or segment thereof, area navigation low or high route, or other direct route applies to the entire width of the airway, segment, or route between the radio fixes defining the airway, segment, or route.

85. Minimum obstruction clearance altitude (MOCA). The lowest published altitude between fixes on an ATS route or STAR which meets obstacle clearance requirements for the entire segment.

86. Non-directional beacon (NDB) airborne automatic direction finder (ADF). A combined term which indicates that an NDB provides an electronic signal for use with ADF equipment.

87. Non-VOR/DME RNAV. It is not dependent upon a reference. It utilizes positioning inputs from DME/DME, DME/DME/IRU, or GNSS. A Multi-Sensor System based on any VOR/DME or non-VOR/DME certified approved system or a combination of certified approved systems may also provide positioning inputs.

88. Obstacle. An object, structure, terrain feature, or vegetation, at a fixed geographical location, or which may be expected at a fixed location within a prescribed area, with reference to which vertical clearance must be provided during flight operation. With reference to mobile objects, a moving vehicle 17 feet high is assumed to be on an Interstate Highway, 15 feet high for any other public roadway, 10 feet high on private roads, and 23 feet high on a railroad track, except where limited to certain heights controlled by use or construction. The tallest point of a watercraft (for example, the mast) is assumed according to the types of watercraft known to use an anchorage or to transit a waterway. Includes taxiing aircraft except where operational restrictions prevent taxi operations during takeoff and landings. Any mobile object may be ignored provided positive controls are applied by the airport authority or by air traffic control established to exclude their presence during flight operations.

89. Obstacle clearance. The vertical distance between the lowest authorized flight altitude and a prescribed surface within a specified area.

90. Obstacle clearance surface (OCS). A level or sloping surface used for obstacle evaluation. The separation between this surface and specified minimum altitude, glidepath angle or minimum required climb path defines the MINIMUM required obstruction clearance at any given point.

91. Obstacle evaluation area (OEA). An area with defined limits that is subjected to obstacle evaluation through the appropriate OCS or OIS application standard.

92. Obstacle identification surface (OIS). A surface with an OEA of defined limits used for identification of obstacles that may require mitigation to maintain the required level of safety for the applicable segment.

93. Obstacle positions ($OBS_{X,Y,Z}$). $OBS_{X,Y,Z}$ are the along track distance to an obstacle from the LTP, the perpendicular distance from the centerline extended, and the MSL elevation, respectively, of the obstacle clearance surfaces.

94. Operational advantage. An improvement which benefits the users of an instrument procedure. Achievement of lower minimums or authorization for a straight-in approach with no derogation of safety is an example of an operational advantage. Many of the options in TERPS are specified for this purpose. For instance, the flexible final approach course alignment criteria may permit the ALS to be used for reduced visibility credit by selection of the proper optional course.

95. Point-in-space (PinS) approach. A PinS approach is an instrument approach procedure to a point in space, identified as a missed approach point, which is not associated with a specific airport or for helicopter procedures, the point in space is not associated with a specific landing area within 2600 feet of the MAP.

96. Positive course guidance (PCG). A continuous display of navigational data which enable an aircraft to be flown along a specific course line.

97. Precipitous terrain. Terrain characterized by steep or abrupt slopes.

98. Precise final approach fix (PFAF). The PFAF is a calculated WGS84 geographic position located on the final approach course where the designed vertical path (NPA procedures) or glidepath (APV and PA procedures) intercepts the intermediate segment altitude (glidepath intercept altitude). The PFAF marks the beginning of the FAS. The calculation of the distance from LTP to PFAF includes the earth curvature.

99. Primary area. The area within a segment in which full obstacle clearance is applied.

100. Radio altimeter height (RA). An indication of the vertical distance between a point on the nominal glidepath at DA and the terrain directly beneath this point.

101. Radius to fix (RF) leg. An RF leg is a constant radius circular repeatable path about a defined turn center that begins and terminates at a fix.

102. Reduced takeoff runway length (RTRL). An alternative to a published climb gradient established to mitigate an obstacle that penetrates the departure 40:1 OCS by 35 feet or less. An RTRL establishes a distance prior to DER where takeoff must occur by.

103. Reference datum point (RDP). The RDP is a 3D point defined by the LTP or FTP latitude/longitude position, MSL elevation, and a threshold crossing height (TCH) value. The RDP is in the vertical plane associated with the FAC and is used to relate the GPA of the final approach track to the landing runway. It is also referred to as the TCH point or FPCP.

104. Reference facility. A VOR/DME, VORTAC or TACAN facility used for the identification and establishment of an RNAV route, WP, or instrument approach procedure.

105. Reference fix. A point of known location used to geodetically compute the location of another fix.

106. Reference line. For fix turns less than 90 degrees, a line parallel to the course line after the turn fix where an additional set(s) of turn area expansion arcs are centered.

107. Reference navigational aid (NAVAID). A navigational facility required for various leg construction (CF for example) to assign a magnetic variation to the course.

108. Required navigation performance (RNP). RNP is a statement of the 95 percent navigation accuracy performance that meets a specified value for a particular phase of flight or flight segment and incorporates associated on-board performance monitoring and alerting features to notify the pilot when the RNP for a particular phase or segment of a flight is not being met.

109. Required obstacle clearance (ROC). The minimum vertical clearance (in feet) that must exist between aircraft and the highest obstacle within the OEA of instrument procedure segments.

110. Runway threshold (RWT). The RWT marks the beginning of that part of the runway usable for landing [see figure 3]. It extends the full width of the runway. Threshold elevation is equal to the highest MSL point along the RWT line (see figure B-3).

Figure B-3. Runway Threshold

111. Runway transition. The segments of a procedure between the common route/point and the runway(s). Procedures may contain one or more runway transitions, or no runway transitions. Runway transitions are not a required segment.

112. Runway (RWY) WP. A WP located at the runway threshold and used for construction of the final approach area when the FAC meets straight-in alignment criteria.

113. Secondary area. The area within a segment in which ROC is reduced as distance from the prescribed course is increased.

114. Segment. The basic functional division of an instrument approach procedure. The segment is oriented with respect to the course to be flown. Specific values for determining course alignment, obstacle clearance areas, descent gradients, and obstacle clearance requirements are associated with each segment according to its functional purpose.

115. Service volume. That volume of airspace surrounding a VOR, TACAN, or VORTAC facility within which a signal of usable strength exists and where that signal is not operationally limited by co-channel interference. The advertised service volume is defined as a simple cylinder of airspace for ease in planning areas of operation.

116. Slant-range. The actual distance from the aircraft to the DME facility.

117. Slant-range/geographical distance. The slant-range distance at a given altitude converted to geographical distance across the ground.

118. Start end of runway (SER). The beginning of the takeoff runway available.

119. Standard instrument departure (SID). A preplanned instrument flight rule (IFR) air traffic control (ATC) departure procedure printed for pilot/controller use in graphic form to provide obstacle clearance and a transition from the terminal area to the appropriate en route structure. SIDs are primarily designed for system enhancement to expedite traffic flow and to reduce pilot/controller workload. ATC clearance must always be received prior to flying a SID.

120. Standard terminal arrival (STAR). A preplanned instrument flight rule (IFR) ATC arrival procedure published for pilot use in graphic and/or textual form. STARs provide transition from the en route structure to an outer fix or an instrument approach fix/arrival waypoint in the terminal area.

121. Start of climb (SOC). The SOC is a point located at a calculated flat-surface length distance from the decision altitude for LNAV/VNAV or the missed approach point for LNAV and LP or at the end of section 1 for LPV/GLS procedures.

122. Take-off distance available (TODA). The Take-off Run Available (TORA) plus the length of any remaining runway or clearway beyond the far end of the TORA.

123. Take-off run available (TORA). The runway length declared available and suitable for the ground run of an aircraft taking off.

124. Tangent point (TP). The point on the VOR/DME RNAV route centerline from which a line perpendicular to the route centerline would pass through the reference facility.

125. Tangent point distance (TPD). Distance from the reference facility to the TP.

126. Threshold crossing height (TCH). The height of the glidepath above the threshold of the runway measured in feet. The LPV glidepath originates at the TCH value above the LTP.

127. Touchdown and lift-off area (TLOF). A TLOF is a load bearing, generally paved area, normally centered in the FATO, on which the helicopter lands or takes off (see AC 150/5390-2).

128. Touchdown zone (TDZ). The first 3000 feet of runway beginning at the threshold. For helicopter procedures it is identical to the landing area.

129. Touchdown zone elevation (TDZE). The highest runway centerline elevation in the first 3000 feet of the landing surface (touchdown zone).

130. Track to fix (TF) leg. A TF leg is a geodesic path between two fixes. The resulting track is wind corrected.

131. Transition level. The altitude below which heights are expressed in feet MSL and are based on an approved station altimeter setting. The transition level in the United States is 18000 MSL. Altitudes at and above the transition level are expressed in flight levels (FL). For example, 11000 feet, 17,900 feet, FL 180, FL 230, etc.

132. True airspeed (KTAS). The airspeed of an aircraft relative to undisturbed air. KTAS is the KIAS corrected for air density error. KTAS increases with altitude when KIAS remains constant.

133. Turn anticipation. The capability of RNAV airborne equipment to determine the location of the point along a course, prior to a FB fix which has been designated a turn fix, where a turn is initiated to provide a smooth path to intercept the succeeding course.

134. Turn fix. A FB or FO fix denoting a course change.

135. Turn initiation area (TIA). The straight portion of a missed approach OEA whose end is identified by a turn at a specified altitude.

136. Turn WP. A WP which identifies a change from one course to another.

137. Vertical descent angle (VDA). An advisory angle provided on most non-precision approach procedures representing the calculated descent angle from the PFAF (or SDF). The VDA is intended to assist the pilot in maintaining a stable vertical path within the final segment.

138. Vertical error budget (VEB). The VEB is a set of allowable values that contribute to the total error associated with a VNAV system. Application of equations using the VEB values determines the minimum vertical clearance that must exist between an aircraft on the nominal glidepath and ground obstructions within the OEA of instrument procedure segments. When the VEB is used in final segment construction, its application determines the OCS origin and slope ratio.

139. Visual climb area (VCA). Areas around the airport reference point (ARP) to develop a VCOA procedure.

140. Visual climb over airport (VCOA). Option to allow an aircraft to climb over the airport with visual reference to obstacles to attain a suitable altitude from which to proceed with an IFR departure.

141. Visual descent point (VDP). The VDP is a defined point on the final approach course of a nonprecision straight-in approach procedure from which normal descent from the MDA to the runway touchdown point may be commenced, provided visual reference is established.

142. Vertical guidance surface (VGS). The VGS is a narrow inclined plane centered on the runway centerline that is evaluated for obstructions between the DA/VDP and LTP for all straight-in aligned approach procedures.

143. Visual glide slope indicator (VGSI). The VGSI is an airport lighting aid that provides the pilot with a visual indication of the aircraft position relative to a specified glidepath to a touchdown point on the runway. PAPI and VASI are examples of VGSI systems.

144. Visual segment. The visual segment is the portion of the FAS OEA between the DA and the LTP.

145. VOR/DME RNAV. It is dependent on VOR/DME, VORTAC, or TACAN. It is a system using radials and distances to compute position and flight track and will hereinafter be referred to as VOR/DME.

146. WP. A predetermined geographical position used for route definition and progress reporting purposes that is defined by latitude/longitude. For VOR/DME systems, it is defined by the radial/distance of the position from the reference facility.

147. WP displacement area. The rectangular area formed around and centered on the plotted position of a WP. Its dimensions are plus-and-minus the appropriate ATRK and XTRK fix displacement tolerance values which are found in table 13-5-1, table 13-5-2, and table 13-5-3.

148. Wide area augmentation system (WAAS). The WAAS is a navigation system based on the GPS. Ground correction stations transmit position corrections that enhance system accuracy and add satellite based VNAV features.

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Appendix C. Precipitous Terrain Algorithms

1. Precipitous Terrain Equations, Parameters, Interests, Weights, and Adjustment Values. A digital terrain data base (100 m or 3 arcsecond separation density or better) must be used for the determination of precipitous terrain. The precipitous terrain area will contain the prescribed segment (both primary and secondary, if applicable) and a 2 NM buffer surrounding that segment. For segments that are comprised of multiple legs, each leg should be evaluated separately. The digital terrain data within that defined area will be analyzed electronically to determine the values of five specific parameters [g(1) through g(5)], which will be transformed into interest values [I(1) through I(5)], weighted [W(1) through W(5)] and combined to determine the base precipitous adjustment,

a. *Step 1*. The equations, minimum and maximum thresholds, and weight values for each parameter are:

Average elevation

$$g(1) = \frac{\sum h(x,y)}{n}$$

$$\min(1) = 600\ meters$$

$$\max(1) = 3000\ meters$$

$$W(1) = 0.05$$

98th percentile – 2nd percentile height differential

$$g(2) = h_{98percentile} - h_{2percentile}$$

$$\min(2) = 250\ meters$$

$$\max(2) = 2500\ meters$$

$$W(2) = 0.30$$

Slope gradient

$$g(3) = \sqrt{\left(\frac{D_a}{D}\right)^2 + \left(\frac{D_b}{D}\right)^2}$$

$$\min(3) = 0.015$$

$$\max(3) = 0.060$$

$$W(3) = 0.10$$

Standard deviation from plane of best fit

$$g(4) = \sqrt{\frac{\sum \left[h(x, y) - \left(\frac{D_a \times x}{D} + \frac{D_b \times y}{D} + \frac{D_c}{D}\right)\right]^2}{n}}$$

$min(4) = 40$ meters

$max(4) = 200$ meters

$W(4) = 0.35$

98th percentile max - min height differential within 0.50 NM of each terrain posting

$g(5) = (h_{max} - h_{min})_{98percentile}$

$min(5) = 100$ meters

$max(5) = 1000$ meters

$W(5) = 0.20$

b. *Step 2*. The interest values are based on the parameter thresholds and are found via this piecewise function:

$g(i) < min(i)$:

$I(i) = 0$

$min(i) \leq g(i) \leq \max(i)$:

$$I(i) = \frac{g(i) - min(i)}{max(i) - min(i)}$$

$g(i) > \max(i)$:

$I(i) = 1$

c. *Step 3*. The combined interest (CI) is computed as follows:

$$CI = W(1) \times I(1) + W(2) \times I(2) + W(3) \times I(3) + W(4) \times I(4) + W(5) \times I(5)$$

d. *Step 4*. The base precipitous adjustment (BA) is also a piecewise function with a minimum threshold of 0.20 and a maximum of 0.60.

$CI < 0.20$:

$BA = 0$

$0.20 \leq CI \leq 0.60$:

$BA = 500 \times CI - 50$

$CI > 0.60$:

$BA = 250$

e. *Step 5*. Finally, BA is applied and rounded varyingly depending on the evaluated segment to derive the actual adjustment (A) (see note 1).

Rounded to the next higher 1 foot increment:

<u>Precision and APV finals</u> (see note 2)

$A = 0.10 \times HAT$

Rounded to the next higher 10 foot increment:

<u>Non precision finals</u>

$A = BA$

<u>Intermediate</u>

$A = 1.25 \times BA$

<u>Initial, holding, & missed approach level surface</u>

$A = 1.5 \times BA$

Note 1: Precipitous terrain evaluation is not required for the sloping portion of departures and missed approach. Where precipitous terrain evaluation is required, refer to additional guidance provided by criteria.

Note 2: When $BA > 0$, use the HAT output based on final and missed approach assessment, excluding remote altimeter adjustments.

Explanation of variables:

$h(x, y) =$ height (meters) of the selected terrain posting

$x =$ x coordinate of the selected terrain posting

$y =$ y coordinate of the selected terrain posting

$n =$ number of terrain postings in the area

$h_{98percentile} =$ height (meters) of the 98th percentile terrain posting

$h_{2percentile} =$ height (meters) of the 2nd percentile terrain posting

$h_{max} =$ height (meters) of the highest terrain posting within 0.50 NM of the selected post

$h_{min} =$ height (meters) of the lowest terrain posting within 0.50 NM of the selected post

$$D = \begin{vmatrix} \sum x^2 & \sum x \times y & \sum x \\ \sum x \times y & \sum y^2 & \sum y \\ \sum x & \sum y & n \end{vmatrix}$$

$$D_a = \begin{vmatrix} \sum x \times h(x,y) & \sum x \times y & \sum x \\ \sum y \times h(x,y) & \sum y^2 & \sum y \\ \sum h(x,y) & \sum y & n \end{vmatrix}$$

$$D_b = \begin{vmatrix} \sum x^2 & \sum x \times h(x,y) & \sum x \\ \sum x \times y & \sum y \times h(x,y) & \sum y \\ \sum x & \sum h(x,y) & n \end{vmatrix}$$

$$D_c = \begin{vmatrix} \sum x^2 & \sum x \times y & \sum x \times h(x,y) \\ \sum x \times y & \sum y^2 & \sum y \times h(x,y) \\ \sum x & \sum y & \sum h(x,y) \end{vmatrix}$$

To compute the determinant, use the following:

$$Matrix = \begin{vmatrix} A & B & C \\ D & E & F \\ G & H & I \end{vmatrix}$$

$$D = A \times E \times I + B \times F \times G + C \times D \times H - A \times F \times H - B \times D \times I - C \times E \times G$$

2. Precipitous Point Value Methodology. A digital terrain data base (100 m or 3 arcsecond separation density or better) must be used for the determination of precipitous terrain. Four parameters are calculated from all terrain points within 1 NM of the geographic location being evaluated (see table C-1).

Table C-1. PPV Parameters

ID	DESCRIPTION	RANGE (R_{MIN}-R_{MAX})	DEFINITION	WEIGHT
P_1	Average Elevation	800-3200	$\sum_{i=1}^{k} \frac{h(x_i,y_i)}{n}$	0.10
P_2	Slope of Plane of Best Fit	0.04-0.15	$\sqrt{a^2+b^2}$	0.15
P_3	Standard Deviation from Plane of Best Fit	33-165	$\sqrt{\frac{\sum_{i=1}^{k}\left(h(x_i,y_i)-\hat{h}(x_i,y_i)\right)^2}{n}}$	0.55
P_4	Elevation Difference	300-1500	H_s - H_t	0.20

a. These definitions hold when:

(1) $h(x,y)$ is the elevation in meters of the terrain at the geographic location indicated by (x,y).

(2) The plane of best fit using least squares is given by $\hat{h}(x,y)=ax+by+c$.

(3) k is the number of geographic locations within 1 NM of the point being evaluated.

(4) H is the set of $\{H\ (x_i,y_i)|i=1,2,\dots k\}$ ordered least to greatest.

(5) $s=\lceil 0.98\ x\ k\rceil$

(6) $t=\lfloor 0.02\times k\rfloor$.

b. Each of these parameters is linearly scaled within its respective range, from R_{min} to R_{max} (see equation 1). These scaled parameters are then combined via their weights (see equation 2). They are then scaled again (see equation 3).

Equation 1. Linearly Scaled Within Respective Range, from R_{min} to R_{max}

$$I_i=\begin{cases}0 & : P_i<R_{min}\\ \dfrac{P_i-R_{min}}{R_{max}-R_{min}} & : R_{min}\le P_i<R_{max}\\ 1 & : P_i\ge R_{max}\end{cases}$$

Equation 2. Scaled Parameters Combined via Their Weights

$$C = \sum_{i=1}^{4} (W_i \, x \, I_i)$$

Equation 3. Parameters Scaled Again

$$PPV = \begin{cases} 0 & : C \leq 0.2475 \\ \left[50 + \left(\dfrac{C - 0.25}{0.5} \times 200 \right) \right] & : 0.2475 < C < 0.7475 \\ 250 & : C \geq 0.7475 \end{cases}$$

3. PPV adjustment values are determined as follows (see table C-2).

Table C-2. PPV Adjustment Values

SEGMENT	ADJUSTMENT VALUES
PA/APV Final Approach Segment	Apply paragraph 3-2-2b(1)(a)2. when $PPV_{max} > 0$
Non-Precision Final Approach Segment	$\lceil 0.4 \times PPV_{max} \rceil$ ft
Intermediate Approach Segment	$\lceil 0.5 \times PPV_{max} \rceil$ft
Initial Approach Segment, Holding Area	$\lceil 0.6 \times PPV_{max} \rceil$ft

Appendix D. Mathematics Convention

1. Mathematical Functions and Constants.

a. Functions.

(1) $a + b$ indicates addition.

(2) $a - b$ indicates subtraction.

(3) $a \times b$, ab, a·b, or a*b indicates multiplication.

(4) $\frac{a}{b}$, a/b, or a÷b indicates division.

(5) $(a - b)$ indicates the result of the process within the parenthesis.

(6) $|a - b|$ indicates the absolute value and that result of a-b is assigned a positive sign.

(7) ≈ indicates approximate equality.

(8) $\sqrt{a}$, $a^{0.5}$, or a^0.5 indicates the square root of quantity "a."

(9) a^2 or a^2 indicates a×a.

(10) ln(a) indicates the natural logarithm of "a."

(11) tan(a) indicates the tangent of "a" degrees.

(12) atan(a) indicates the arc tangent of "a."

(13) sin(a) indicates the sine of "a" degrees.

(14) asin(a) indicates the arc sine of "a."

(15) cos(a) indicates the cosine of "a" degrees.

(16) acos(a) indicates the arc cosine of "a."

b. Constants.

(1) **e** (constant) is the base of the natural logarithm and is sometimes known as Napier's constant, although its symbol (e) honors Euler. With the possible exception of π, **e** is the most important constant in mathematics since it appears in myriad mathematical contexts involving limits and derivatives. Its value is approximately 2.718281828459045235360287471352662497757…

(2) **r** is the TERPS constant for the mean radius of the earth for spherical calculations in feet. r = 20890537.

2. Operational Precedence (Order of Operation).

a. First. Grouping Symbols: parentheses, brackets, braces, fraction bars, etc.

b. Second. Functions: tangent, sine, cosine, arcsine, and other defined functions

c. Third. Exponentiations: Powers and roots

d. Fourth. Multiplication and Division: Products and quotients

e. Fifth. Addition and Subtraction: sums and differences

Examples:

$5 - 3 \times 2 = -1$ because multiplication takes precedence over subtraction.

$(5 - 3) \times 2 = 4$ because parentheses takes precedence over multiplication.

$\frac{6^2}{3} = 12$ because exponentiation takes precedence over division.

$\sqrt{9 + 16} = 5$ because the square root sign is a grouping symbol.

$\sqrt{9} + \sqrt{16} = 7$ because roots takes precedence over addition.

$\frac{sin(30°)}{0.5} = 1$ because functions takes precedence over division.

$sin\left(\frac{30°}{0.5}\right) = 0.8660254$ because parentheses takes precedence over functions.

Notes on calculator usage:

1. Most calculators are programmed with these rules of precedence.

2. When possible, let the calculator maintain all the available digits of a number in memory rather than re-entering a rounded number. For highest accuracy from a calculator, any rounding that is necessary should be done at the latest opportunity.

3. Conversions by Unit Factors

a. Degree measure to radian measure:

$radians = degrees \times \frac{\pi}{180°}$ Example: $0.908095 = 52.03° \times \frac{\pi}{180°}$

b. Radian measure to degree measure:

$degrees = radians \times \frac{180°}{\pi}$ Example: $52.03° = 0.908095 \times \frac{180°}{\pi}$

c. Feet to meters:

$meters = feet \times \frac{.3048\,m}{ft}$ Example: $37.6294m = 123.456ft \times \frac{.3048\,m}{ft}$

d. Meters to feet:

$feet = meters\ \times \frac{1\,ft}{.3048\,m}$ Example: $123.456\,ft = 37.6294m\ \times \frac{1\,ft}{.3048\,m}$

e. Feet to Nautical Miles (NM):

$NM = feet \times \frac{.3048\,NM}{1852\,ft}$ Example: $1.38707\,NM = 8420\,ft\ \times \frac{.3048\,NM}{1852\,ft}$

f. NM to feet:

$feet = NM \times \frac{1852\,ft}{.3048\,NM}$ Example: $8428\,ft = 1.38707\,NM\ \times \frac{1852\,ft}{.3048\,NM}$

g. NM to meters:

$meters = NM\ \times \frac{1852\,m}{NM}$ Example: $2689.66m = 1.4523\,NM\ \times \frac{1852\,m}{NM}$

h. Meters to NM:

$NM = meters\ \times \frac{NM}{1852\,m}$ Example: $1.4523\,NM = 2689.66m\ \times \frac{NM}{1852\,m}$

i. Temperature Degrees Celsius (°C) to Degrees Fahrenheit (°F):

$T_{Fahrenheit} = 1.8 \times T_{Celcius} + 32$ Example: $68°F = 1.8\ \times 20°C + 32$

j. Temperature Degrees Fahrenheit (°F) to Degrees Celsius (°C):

$T_{Celcius} = \frac{T_{Fahrenheit} - 32}{1.8}$ Example: $20°C = \frac{68°F - 32}{1.8}$

4. Other Conversions.

a. Degrees to a gradient (feet per NM).

$gradient = \tan(degrees) \times \frac{1852\,ft}{.3048\,NM}$

Example: $318.4351719\,ft/NM = \tan(3) \times \frac{1852\,ft}{.3048\,NM}$

b. Gradient (feet per NM) to degrees.

$degrees = \text{atan}(\text{gradient} \div \frac{1852\,ft}{.3048\,NM})$

Example: $3° = a\tan(318.4351719\,ft/NM \div \frac{1852\,ft}{.3048\,NM})$

c. Slope (run over rise) to degrees.

$degrees = \text{atan}\left(\frac{rise}{run}\right)$ Example: $2.86° = a\tan\left(\frac{1}{20}\right)$

d. Degrees to slope.

$$slope = \frac{1}{\tan(degrees)} \quad \underline{\text{Example}}\text{: } 20{:}1 = \frac{1}{\tan(2.862405)}$$

5. Common Equation Terms. These terms/variables are common to all calculations.

Table D-1. Common Equation Terms

EQUATION ACRONYM	EQUATION TERMINOLOGY
MSL	above mean sea level
ϕ	bank angle
β	Magnitude of heading change in degrees
θ	vertical angle in degrees
DA	decision altitude in feet MSL
alt	altitude in feet MSL
apt_{elev}	published airport elevation in feet MSL
LTP_{elev}	published threshold elevation in feet MSL
TCH	threshold crossing height in feet above threshold
$PFAF_{alt}$	minimum intermediate segment altitude in feet MSL
O_{MSL}	obstacle elevation in feet MSL
OBS_{X}	along-track distance in feet from LTP to obstacle
HAT	difference between touchdown zone elevation (rounded to the nearestfoot) and DA/MDA
HAL	difference between fictitious helipoint elevation (rounded to the nearest foot) and DA/MDA

Appendix E. Simultaneous Approach Operations

Section 1. General Information about Simultaneous Approaches.

1. Purpose. This appendix is associated with chapter 16 and provides background information related to simultaneous operations. This information has historically been included in TERPS or other 8260-series documents, but is not directive for IFP developers (it is information only). The primary audience for this appendix is the Site Implementation Team (SIT), or ATC facility that has the responsibility to develop and implement simultaneous approach operations. An additional audience is managers and planners in Flight Operations, Certification, and Air Carrier Operations.

2. Background. Capacity at the nation’s busiest airports may be significantly increased by using simultaneous approaches (see figure E-1, figure E-2 and figure E-3). Simultaneous approach operations (dual, triple and quadruple) provide increased capacity without diminishing safety by authorizing reduced ATC separation when appropriate conditions/mitigations are in place to maintain a low level of risk. One of the major aviation issues is the steady increase in the number and duration of flight delays. Airports have not been able to expand to keep pace with traffic growth. The FAA has taken a variety of measures to increase airport capacity. These include revisions to air traffic control procedures; addition of landing systems, taxiways and runways; and application of new technology.

a. The Precision Radar Monitor (PRM) is an advanced E-scan radar or multilateration monitoring system intended to increase the use of multiple, closely-spaced parallel runways in IMC weather by use of high resolution displays with alert algorithms and higher aircraft position update rate. Use of PRM for NTZ monitoring is described further in Order JO 7110.65. Based on studies in 2013 and 2014, the use of PRM surveillance is no longer required for most SCP approaches but all other requirements for conducting PRM approaches remain in effect.

b. For current simultaneous operations, ATC applies standard radar separation until participating aircraft are established on parallel FACs. Based on recent studies concerning simultaneous independent PBN procedures considered established on approach, ATC may discontinue standard separation after the aircraft is established on the initial/intermediate approach segment (see figure E-3). It is prudent to review those studies, especially to see the applicable assumptions and conditions of the study, before requesting that type of approach operation. Use of TF legs maximizes fleet participation, however, designs may include TF and/or RF legs. To decrease the probability of overshoots and to minimize FMA and TCAS alerts a 10 degree intercept to the final approach course is used for TF designed legs. Approaches will diverge from other approach paths by 0.5 NM so that the path extends 50 seconds or more before it crosses any other approach path authorized for simultaneous independent operations. For example, extend downwind when transitioning to center and outside runways. This is necessary for ATC to confirm the correct approach is being flown and have time to take appropriate actions to establish appropriate separation (see figure E-3 and section 2, paragraph 6 of this appendix and section 16-5).

Figure E-1. Example of Simultaneous Independent Dual Approaches

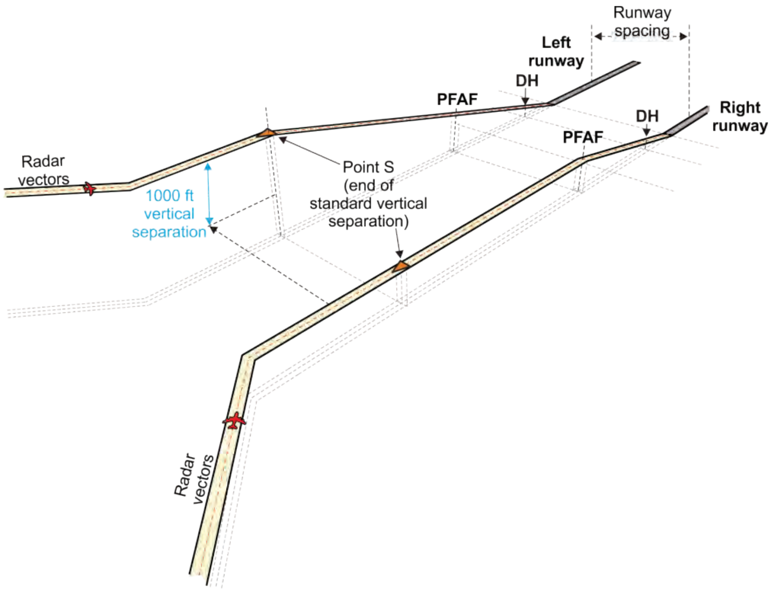


Figure E-2. Example of Triple Independent Simultaneous Approaches

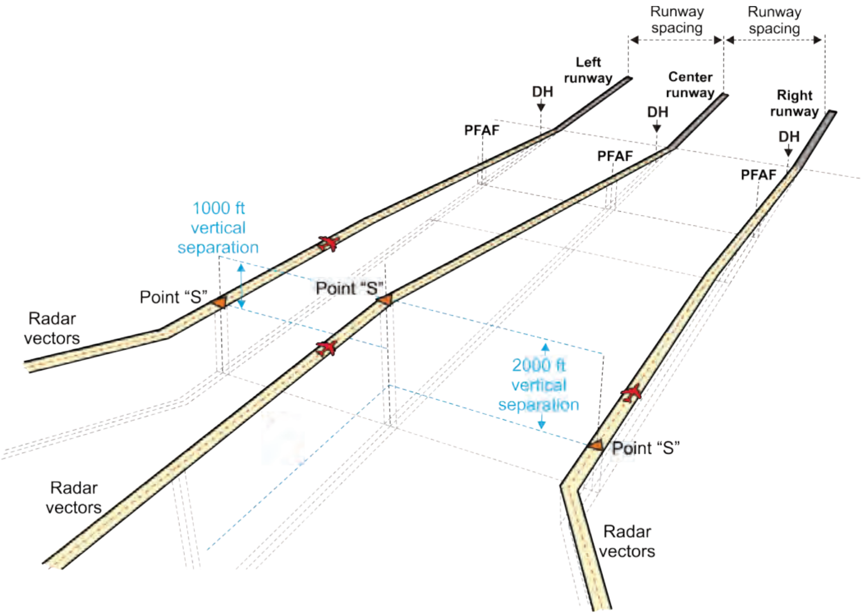
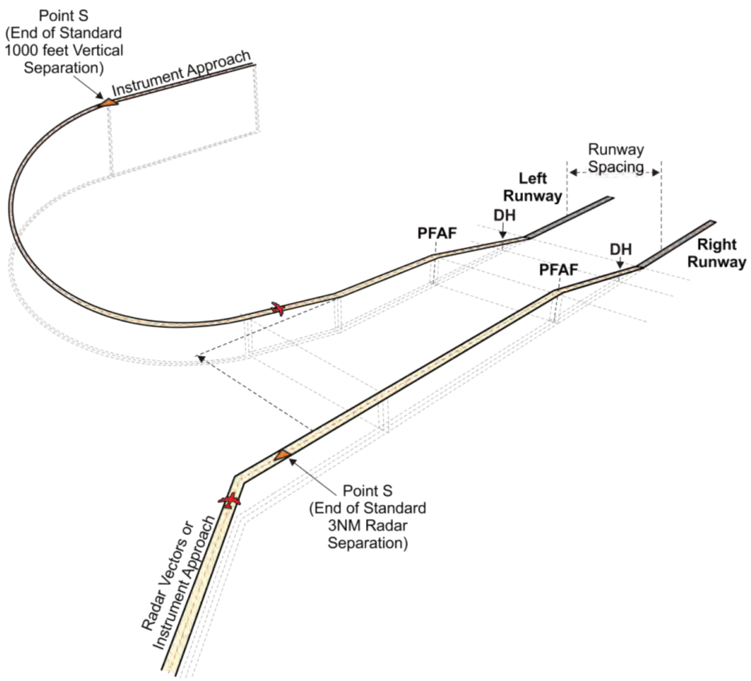


Figure E-3. Example of PBN Simultaneous Independent Procedures Considered Established on Approach Dual Approaches



3. Overview. Simultaneous independent approach operations use reduced air traffic separation and provide a means to maintain near-optimum airport efficiencies in conditions of reduced ceiling and visibilities. A procedure is authorized (by applicable chart notes) if it meets the guidance in this order and other applicable 8260-series criteria and ATC guidance.

4. Safety Studies and Tests. Those conducted by Flight Technologies and Procedures Division and other organizations have shown that a reduction in minimum separation between parallel runways may be achieved by the use of specific air traffic equipment and procedures and precise navigation capabilities. The safety studies that support simultaneous independent approaches, generally, are based on the assumption that standard separation, either 1000 feet vertical or 3 NM radar separation, is maintained until participating aircraft are established on the final approach course (FAC), or the turn on to the extended FAC and that an NTZ begins at the point where 1000 feet vertical or 3 NM radar separation will no longer be provided.

5. Terms, Concepts and Implementation Considerations.

a. Breakout. This is a technique/procedure to direct an aircraft out of the approach stream. In the context of simultaneous approach operations, when ATC is monitoring aircraft and has an NTZ established, a breakout is used to direct threatened aircraft (sometimes called evading aircraft) away from a deviating aircraft (sometimes called blundering aircraft). A breakout normally is a vector off the FAC, either straight-in FAC or offset course FAC, in response to another aircraft penetrating the NTZ or otherwise being determined as a potential collision threat by ATC. The breakout normally includes a climb, but (under certain conditions including being above the MVA) might include a descent for the evading aircraft. Since the blundering aircraft is assumed not to hear or not to respond to (perhaps repeated) instructions to return to the course, a breakout for the evading aircraft is the standard method assumed in safety studies to mitigate converging paths.

Note: In this appendix, when discussing the straight-in approach/straight-in FAC and the offset approach/offset FAC used for simultaneous operations, those two terms are to be understood to meet the straight-in/offset parameters in chapter 16, not necessarily meeting the parameters in chapters 2, 8, and 10.

b. Missed approach course divergence. The published missed approach heading/course/track must diverge for each pair of simultaneous procedures by a minimum of 45 degrees. The 45-degree divergence is required until other separation can be applied. Examples of combined divergence of at least 45 degrees are:

Example 1: The missed approach for the right runway is straight ahead and the left runway turns 45 degrees left.

Example 2: The right runway missed approach turns 30 degrees right and the left runway turns 15 degrees left.

Note: For the SOIA offset FAC approach, the initial divergence with the straight in FAC approach is achieved through an assigned heading (see section 16-3).

c. Runway spacing. The required spacing between runways/procedure FAC for dual/triple simultaneous operations is in accordance with this order and Air Traffic Directives, supported by Flight Technologies and Procedures Division safety studies. Some runway spacing requirements (for example spacing and missed approach Quadruple SIPIA operations) require a site-specific safety analysis. For a safety analysis, a written request must be submitted to Flight Technologies and Procedures Division with a copy to Flight Systems Laboratory Branch.

Note: The runway spacing numbers throughout chapter 16 and this appendix refer to distances to runway centerline rather than to the runway edge.

d. System requirements. The types of instrument procedures that can be used for simultaneous operations are based on safety studies and depend upon airport configuration, aircraft navigation capabilities, and ATC system capabilities. Simultaneous operations are based on radar, communications, and procedures as specified by the applicable ATC directives. System requirements for simultaneous approach procedures typically include:

(1) Final approach guidance (see chapter 16 for permissible types of approach procedures).

(2) DME source. For a SOIA ILS approach, an ILS DME must be installed. For a SOIA LDA approach, an LDA DME must be installed. DME distance is provided not only to identify fixes along the FAC but also to assist the pilot in determining the aircraft’s real time position as it proceeds along the FAC. Other DME sources are not approved because they would provide less continuous positional accuracy along the FAC.

(3) Vertical guidance. Approaches requested to authorize simultaneous operations must have vertical guidance, except as allowed in section 16-1. For approaches designed to support simultaneous operations to runways spaced less than 4300 feet (SOIA and SCP), only vertically guided lines of minimums are allowed. For further information on the use of vertical guidance and the lines of minima allowed, see sections 2, 3, and 4.

(4) NTZ radar monitoring. ASR is generally used but high update surveillance, such as PRM, is used under certain conditions depending on runway spacing and course convergence. See applicable safety studies. The radar or ATC automation system might also require FMA with alert algorithms.

(5) Simultaneous close parallel (SCP) approaches. System requirements for SCP, including SOIA, include monitor controller override of the tower frequency, a secondary PRM frequency for each runway used for SCP, NTZ radar monitoring using FMA with alert algorithms, IAP's with "PRM" in the title and applicable chart notes, pilot training requirements for participating aircrews, and publishing Attention All Users Page (AAUP) information. For guidance on AAUP, see Order 8260.19, section 8.

e. List of authorized simultaneous operations. When there are simultaneous operations authorized, it is essential that the local ATC procedures authorizing those operations specifically indicate the authorized/unauthorized runway pairs, specific approaches (if only some approaches are authorized) and the type of operation, such as independent/dependent, duals/trips/quads and routes/IAFs excluded, if any. That is especially important with the recent changes to the publishing requirements that no longer require the approach plate chart notes to state the runway pairs or specific approaches authorized for simultaneous operations.

f. Approach design for fixes on the portion of the approach that is aligned with the FAC. It is highly recommended that the high temperature algorithm (also called temperature compensation) be used when placing fixes on the FAC and extended FAC. The advantage is to allow aircrews to make a stabilized descent, even on days with high temperatures. If the high temperature algorithm is not applied, on high temperature days the pilot might have to shallow out or even briefly level off to meet an altitude restriction instead of being able to follow the glide slope indication. However, since the algorithm results in the fixes being further out, there may be circumstances, such as airspace constraints, that preclude applying the high temperature algorithm. TERPs specialists should coordinate with the affected ATC facility.

6. Related Documentation. See ATC directives such as Order JO 7210.3 and Order JO 7110.65, for operational and equipment requirements. See the Pilot/Controller Glossary for a definition of a parallel runway. Also see the Aeronautical Information Manual (AIM) and Aeronautical Information Publication (AIP) for further operational explanation of simultaneous approach operations.

Section 2. Additional Information for Simultaneous Independent Approaches Spaced at Least 4300 Feet Apart.

1. Purpose. This section is associated with section 16-1 and provides background information related to SIPIA operations to runways spaced at least 4300 feet apart [see section 3 for dual or triple approaches to runways spaced less than 4300 feet apart].

2. Vertical Guidance. The advantage of vertical guidance for instrument approaches is supported by various safety studies. For runways spaced at least 4300 feet, both instrument approach procedures may be designed to have a LOC line of minima to allow flexibility, however vertically-guided procedures must be provided whenever possible.

Note: The operational advantage for including a line of localizer minimums when publishing an ILS approach is that SIPIA operations may continue during an ILS glide slope outage or an equipment failure in the aircraft that denies use of ILS minima but still allows the aircraft to use the LOC line of minima. Limits on the use of approaches for simultaneous operations during glide slope outages are also addressed in Order JO 7210.3 and, when applicable, associated notices.

3. ATC Operations Concept. Simultaneous operations safety studies are based on the ATC operational and equipment requirements stated in Order JO 7110.65. Those requirements include a NTZ established by ATC for each adjacent runway pair used during simultaneous approach operations except where there is sufficient runway spacing that an NTZ is not required, as stated in Order JO 7110.65.

4. NTZ. A 2000 feet wide area is designated equidistant between the FACs for each runway pair, in which flight is normally not allowed (when there is adjacent traffic) during simultaneous independent approach operations. It must begin at or before the farthest point in the adjacent runway pair where any aircraft established on the approach will no longer be provided 1000 feet vertical or 3-NM radar separation (point “S” in figures figure E-3 and figure E-4). For runways separated by at least 4300 feet, the NTZ ends when abeam the first approach end of runway landing threshold (THLD) also called the landing threshold point (LTP).

Note 1: The NTZ termination point is not changed even when controllers are no longer required to provide aircraft with NTZ radar monitoring (visual separation being applied or aircraft report the runway in sight as examples). The automated alerts, if installed, will continue to be active to the end of the NTZ. Automated alert is a feature that provides visual and/or audible alerts to the monitor controller when an aircraft is projected to enter or has entered the NTZ.

Note 2: Also see the later sections of this appendix concerning the NTZ for runways spaced less than 4300 feet.

5. Normal Operating Zone (NOZ). This is the area remaining between the approach courses and the edge of the NTZ. The NOZ is the operating zone within which aircraft flight remains during normal independent simultaneous parallel approaches (see figure E-4 and figure E-5). The NOZ is used in safety analysis, not in ATC operations.

Figure E-4. Final Approach Courses. No Transgression Zones and Normal Operating Zones (Dual Approach, Non-PRM, Spacing at least 4300 feet)

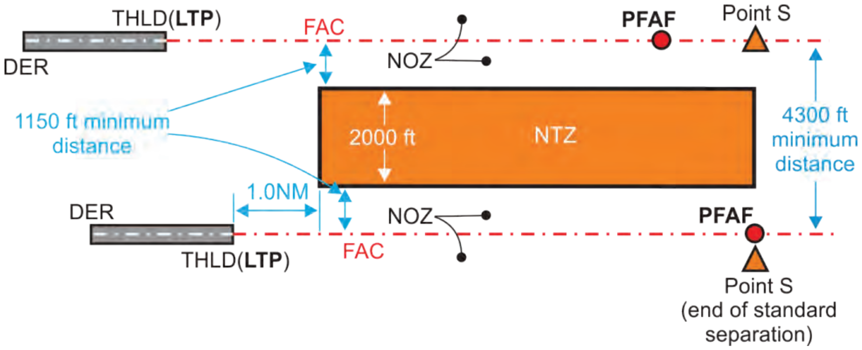
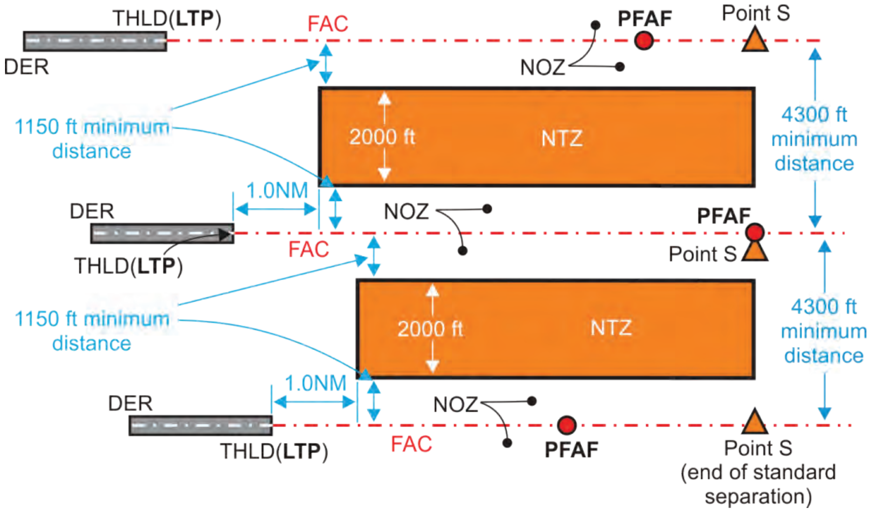


Figure E-5. Final Approach Courses. No Transgression and Normal Operating Zones (Triple Approach, Non-PRM, Spacing at least 4300 feet)



Note: For triple approaches, the highest glide slope intercept altitude should be associated with the approach to the center runway and that intercept point establishes were point S is located for the other two runways.

6. Design Guidelines The following guidelines, based on safety studies, are to be used:

a. On GLS, RNAV (GPS), and RNAV (RNP) approaches use of flight director (FD) or auto pilot (AP) is required to provide course/track guidance.

b. On ILS approaches, the chart note for FD or AP is required in the situation where RNAV, including RNAV (RNP) is used for a route to transition aircraft to ILS. It would not apply to a procedure that uses only radar vectors to transition aircraft to the ILS (no RNAV routes leading to the localizer course).

c. Results of safety studies indicate that a 10-degree intercept to the final approach course will decrease the probability of overshoots and to minimize FMA and TCAS alerts especially for runways spaced less than 4800 feet apart.

d. GPS is required to be available and included in the aircraft navigation solution for RNAV (GPS), RNAV (RNP), and GLS approaches and where an RNAV route is used to join an ILS or LOC final. The GPS requirement is in the procedure title for an RNAV (GPS) procedure; “GPS REQUIRED” must be charted on the procedure for RNAV (RNP) and for GLS approaches. Where an RNAV route is used to join an ILS or LOC final, “GPS REQUIRED” must be charted on the procedure.

Note: When there are some routes that do not qualify for simultaneous operation, the local ATC procedures authorizing the simultaneous operation must specifically exclude those routes/IAFs (also see section 1, paragraph 4 of this appendix).

Section 3. Additional Information for Simultaneous Close Parallel (SCP) Approaches

1. SIT. At locations that propose the use of simultaneous procedures, particularly for independent close parallel approaches (including SOIA) use of a SIT is recommended to work through the issues of establishing the approach procedures. The team is made up of FAA (including Flight Technologies and Procedures Division) and industry members and the leadership of the team is as designated by ATO.

a. When the ATC facility and Service Area is determining whether to form a SIT, considerations include the complexity of the project and the expressed desire of persons and organizations to participate in the approach/AAUP development. If no team is formed, the ATC facility that controls the airspace in which the procedures are to be conducted must perform the responsibilities of the team.

b. When an ATC facility proposes procedure development from an airport served primarily by air carriers, they should attempt to solicit the assistance of a "lead carrier" in the design and flyability of the proposed approach procedures.

2. Concepts, Terms and Implementation. SCP applies to simultaneous independent approach operations- dual and triple- spaced at least 3000 feet apart but less than 4300 feet apart.

Note: The runway spacing requirements may change in the future based upon Flight Technologies and Procedures Division studies and/or to changes in surveillance and monitoring systems.

a. AAUP. For SCP approaches, including SOIA, an AAUP must be published to present to the flight crew the various procedures that must be used when conducting the approach, in a form that may be reviewed prior to conducting the procedure. An AAUP is required unless specifically exempted by a Flight Technologies and Procedures Division safety study; however, the establishment of an AAUP should still be considered if ATC or users of the procedures indicate an AAUP would be beneficial. A single AAUP should be developed for all of the "PRM" approaches at an airport; however, within the AAUP, do not combine the instructions for runways that have different aircrew procedures. The AAUP contents must address how an aircraft responds to an ATC "breakout." An ATC directed "breakout," for SCP or SOIA, will be manually flown unless otherwise approved by Air Transportation Division. Air Transportation Division must have Flight Technologies and Procedures Division concurrence to approve breakout in auto modes. See Order 8260.19 for the AAUP processing, content and for form completion instructions.

b. Close parallel runways. Two parallel runways whose centerlines are separated by less than 4300 feet.

c. High update radar. High update rate surveillance systems, such as PRM, that are approved by air traffic for SCP approach operations.

(1) In this context, “RADAR” is used for systems such as PRM E-scan radar and also for systems that include other types of surveillance inputs such as PRM-A multilateration. The term “high update radar” is used interchangeably in this appendix and chapter 16 with “high update rate radar”. Both terms apply to the equipment used for NTZ monitoring for (some) SCP approach operations.

(2) PRM is a specialized ATC surveillance system, using E-scan radar or PRM-A multilateration, providing continuous coverage throughout the monitor zone. It includes a high accuracy, high update rate sensor system, and for each runway, a high resolution color Final Monitor Aid (FMA) with automated alerts. The PRM system provides each monitor controller with a precise presentation of aircraft conducting approaches and of the NTZ (also see AIM, AIP and FAA Pilot/Controller Glossary).

Note 1: The monitor zone, as used in the paragraph above, is the volume of airspace within which the final monitor controllers are monitoring the NTZ during SCP approaches.

Note 2: When the term “PRM” is included in the approach designation, it refers to an SCP operation; however, it no longer indicates whether PRM equipment is being used. PRM, as a specific type of equipment, is no longer required for NTZ monitoring for spacing of at least 3000 feet but less than 4300 feet (with less than 3600 feet spacing for dual or 3900 feet for triple, an offset FAC is required); however, since all other requirements for closely spaced approaches must be adhered to, the SCP approach procedures are still designated as “PRM” to indicate the type of operation. SCP approach procedures are designated as “PRM” regardless of the surveillance system used to monitor the NTZ (requires an update rate no slower than 4.8 seconds). The FAA characterizes training for pilots related to SCP approaches as PRM training.

d. NTZ. The NTZ for SCP (see figure E-6 and figure E-7) is the same as for SIPIA except as follows:

(1) For SCP operations, the NTZ must continue until other means of separation are provided if the missed approach tracks do not achieve a combined 45-degree divergence.

(2) Where an offset FAC is used (possible to be used for SIPIA, but normally associated with SCP or SOIA), the NTZ is also equidistant between the two FACs, but is offset. The NTZ is offset by half as much as the offset course angle; for example, when one FAC is offset 3 degrees, the NTZ is offset 1.5 degrees from both the straight-in FAC and the offset FAC (see figure E-6).

(3) If radar coverage in the portion of the NTZ adjacent to the runways and beyond the runways, is not adequate to provide NTZ monitoring as required by safety determinations/ operational safety assessments by Air Traffic and Flight Technologies and Procedures Division, the decision altitude must be raised to be consistent with the radar coverage. If applicable, the decision altitude (minimum needed for coverage) must be included in the procedure request when sent to AJV.

Note: NTZ monitoring equipment/procedures are specified in air traffic guidance.

e. NOZ. For parallel straight-in FACs, the NTZ is established equidistant between the two FACs, which are on the parallel extended runway centerlines; the NOZ distance is the same all along the NTZ. When one FAC is offset, the NTZ is also established equidistant between the two FACs. The NTZ remains the same (2000 feet) width; but the NOZ distance is different at each point along the NTZ because the offset course provides greater lateral distance the farther the aircraft is from the threshold (see figure E-6 and figure E-7).

Figure E-6. NTZ, NOZ, and FAC- Straight-In Approaches

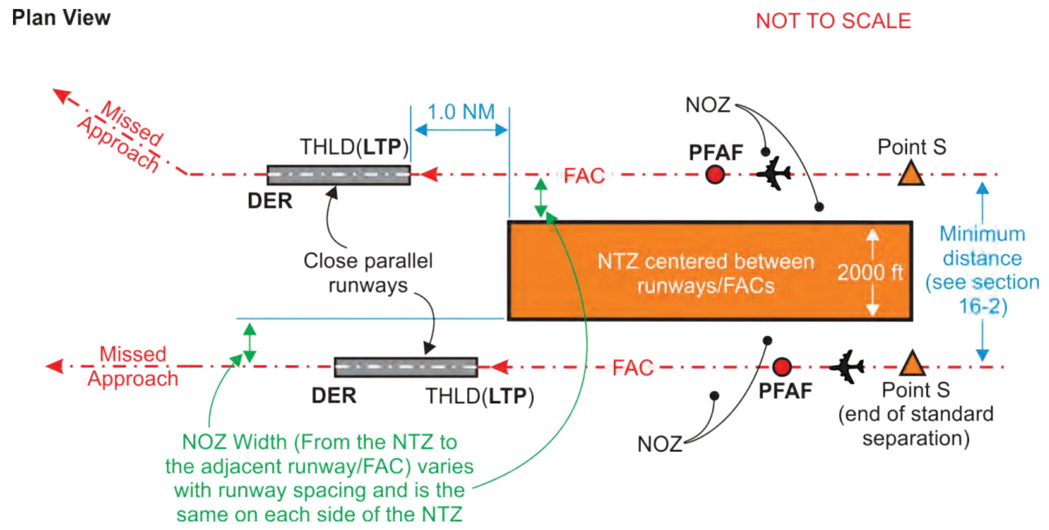
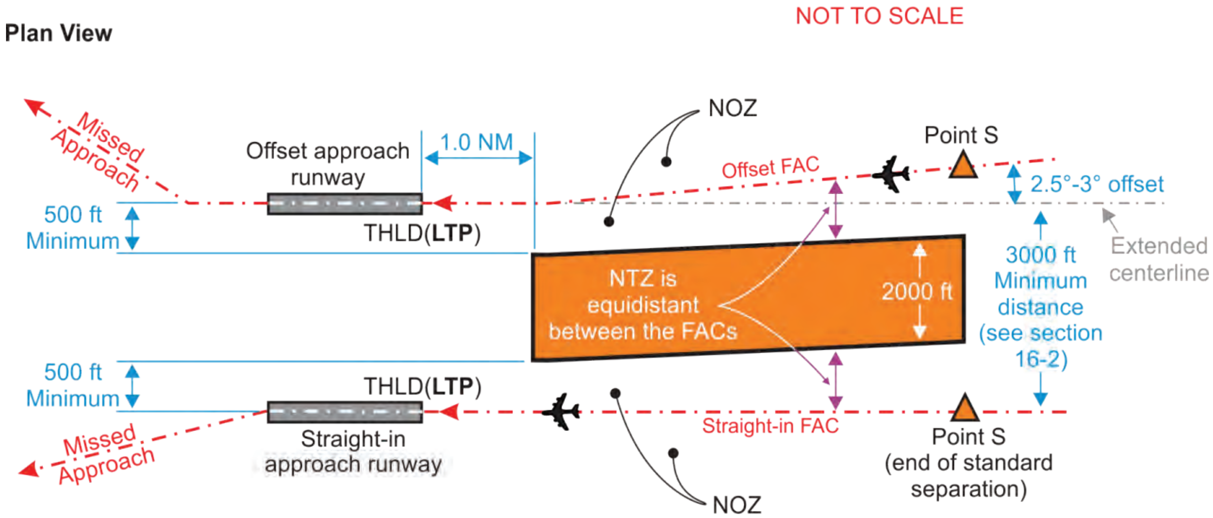


Figure E-7. NTZ, NOZ, and FAC- One Straight-In and One Offset Approach



f. Offset FAC. An angular offset of the FAC from the runway extended centerline in a direction away from the NTZ. An offset course increases the NOZ width as distance increases from the runway (see figure E-7).

3. Approach Design Considerations.

a. Identical approach. A separate instrument approach chart that is identical to the "simultaneous close parallel" procedure is often requested to be published. The identical approach will be exactly like the SCP procedure except that it is not designated for simultaneous operations; it will not include the SCP procedure notes, "PRM" in the title or (Close Parallel) below the title.

Note 1: With the availability of identical approaches, ATC is provided with the flexibility to advertise PRM approaches on the ATIS considerably before traffic density warrants their use and pilots will have ample time to brief the PRM approach.

Note 2: The availability of the non-PRM Approach will permit flight crews that have already briefed the PRM approach procedure, but ATC has yet to begin or has ceased PRM operations, to continue to use the PRM approach chart, during non-PRM operations, without the need to re-brief the non-PRM approach. For that reason, the identical approaches used for simultaneous operations must have the same approach minimums.

Note 3: Also see the discussion of identical approaches for SOIA in section 16-3 and section 4 of this appendix.

b. Extent of simultaneous operations. The point where standard separation is no longer maintained (labeled point S on the figures in this appendix) on independent ILS or LOC SCP approaches should not be authorized at distances greater than 10 NM from threshold. However, if ATC systems and procedures are established which assure minimal probability of NTZ intrusions; this distance may be extended up to 12.5 NM. This limitation should be considered on a site-by-site basis; for example, if the runway spacing is greater than the minimum, a greater distance from threshold (more than 10 NM/12.5 NM) will apply when establishing point S.

Note 1: The reason for limiting the distance for simultaneous parallel ILS procedures is that as the range and splay increases, the likelihood increases of an aircraft that is nominally on course penetrating the NTZ and generating nuisance breakouts. This was found to be a problem at one location that was attempting to use parallel FACs to runways spaced 3380 feet apart.

Note 2: The safety studies that support simultaneous close parallel approaches are based on the assumption that standard separation is maintained until participating aircraft are established on the FAC, or the extended FAC, and that the NTZ begins at the point where standard separation is no longer maintained. When air traffic makes a procedure request, we recommend documenting that point (usually an altitude and/or fix).

Note 3: Where one ILS course is offset, the distance limitation (not to be extended beyond 10 NM/ 12.5 NM) does not apply regardless of the runway spacing.

Note 4: Where the FAC navigation guidance is based on RNAV (GPS), RNAV (RNP) AR, or GLS, the distance limitation does not apply to either straight-in or offset approaches.

c. Triple approach operation with one set of runways less than 4300 feet spacing. Approach design for *both* sets of runways being at least 4300 feet spacing or for *both* sets of runways being less than 4300 feet spacing is spelled out in sections 16-2 or 16-3 respectively. The combination of one set of runways being less than 4300 feet spacing and one set at least 4300 feet spacing must be evaluated on a case by case basis at this time, pending further safety studies that cover this situation. If the conservative method of applying the close parallel requirements to both sets of runways is done, the exception in paragraph 16-1-8.a allows the procedures to be authorized for simultaneous operations without further approval. If the less demanding method of applying the close parallel requirements only to the closely spaced set of runways is requested, (see paragraph 16-1-8.a) the procedures require approval (see paragraph 1-4-2).

Note: A site specific safety study was done at one location to evaluate this situation on a case by case basis.

4. Authorized lines of minimums. SCP approach operations (except SOIA) may use minimums as shown in table E-1 (for SOIA, see paragraph 16-3-3).

Table E-1. Authorized Lines of Minimums for SCP Approach Operations

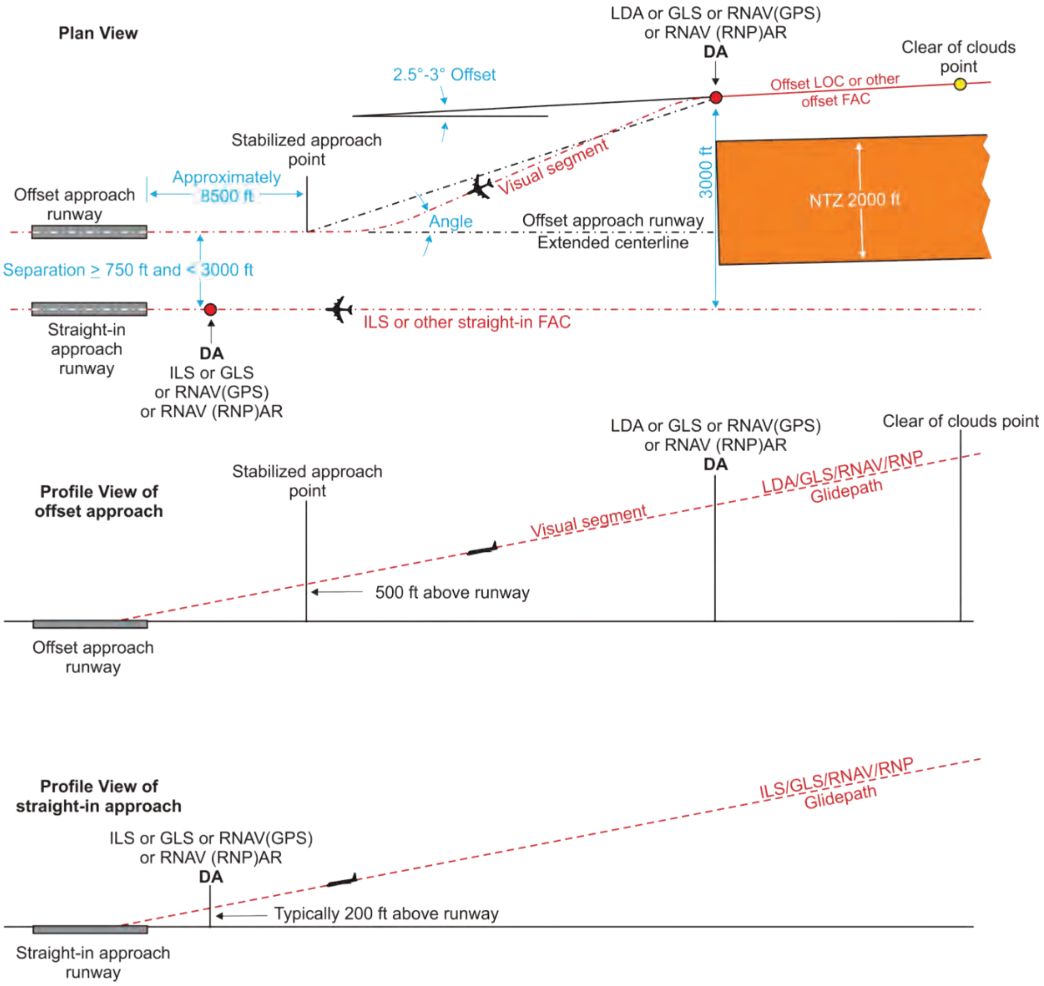
LINES OF MINIMUMS FOR SCP APPROACHES	AUTHORIZED
ILS	Yes
LOC	Not Authorized
GLS	Yes
LPV	Yes
LNAV/VNAV	Yes
LNAV	Not Authorized
LP	Not Authorized
RNP	Yes
LDA, VOR, NDB, etc	Not Authorized

Note: The approach types that are authorized above may be used in any combination with each other for dual or triple simultaneous approaches. For SCP approaches, the same lines on minima are authorized for either a straight-in or offset FAC.

Section 4. Additional Information for Simultaneous Offset Instrument Approach (SOIA).

1. Concept. SOIA consists of simultaneous independent approaches to close parallel runways utilizing a straight-in approach to one runway and an offset instrument approach to the other runway. SOIA operations are authorized, by applicable chart notes, where simultaneous procedure and instrument approach design meets FAA requirements with conditions to ensure acceptable risk. Safety studies are based on vertical guidance being provided on final. Capacity may be significantly increased to runways spaced less than 3000 feet, when weather conditions will not permit simultaneous visual approaches, by using simultaneous instrument approaches. The use of PRM or other high update rate surveillance systems capable of 1.0-second update interval is recommended for monitoring both aircraft when final approach course spacing at the offset course DA is less than 3000 feet. Implementation of SOIA procedures is done at airports specifically identified by the FAA for SOIA and requires additional analysis and study at most locations (see figure E-8).

Figure E-8. Depiction of the SOIA Concept



Notes:

1. Stabilized approach point. This is a design point along the extended centerline of the intended landing runway on the glide slope/glidepath at 500 feet above the runway threshold elevation. It is used to establish a sufficient distance along the extended runway centerline for the visual maneuver after the offset course approach DA to permit the pilots to conform to approved, stabilized approach criteria. The stabilized approach point is not published on the IAP.

2. Offset course DA. The point along the LDA, or other offset course, where the course separation with the adjacent ILS, or other straight-in course, reaches the minimum distance permitted to conduct closely spaced approaches. Typically that minimum distance will be 3000 feet without the use of high update radar; with high update radar, course separation of less than 3000 feet may be used when validated by a safety study. The altitude of the glide slope/glidepath at that point determines the offset course approach decision altitude and is where the NTZ terminates. Maneuvering inside the DA is done in visual conditions.

3. Visual segment angle. Angle, as determined by the SOIA design tool, formed by the extension of the straight segment of the calculated flight track (between the offset course MAP/DA and the stabilized approach point) and the extended runway centerline. The size of the angle is dependent on the aircraft approach categories (category D or only selected categories/speeds) that are authorized to use the offset course approach and the spacing between the runways.

4. Visibility. Distance from the offset course approach DA to runway threshold in statute miles.

5. Procedure. The aircraft on the offset course approach must see the runway-landing environment and, if ATC has advised that traffic on the straight-in approach is a factor, the offset course approach aircraft must visually acquire the straight-in approach aircraft and report it in sight to ATC prior to reaching the DA for the offset course approach.

6. Clear of clouds. This is the position on the offset FAC where aircraft first operate in visual meteorological conditions below the ceiling, when the actual weather conditions are at, or near, the minimum ceiling for SOIA operations. Ceiling is defined by the AIM.

2. Design Considerations for Identical Approaches. If an operational advantage can be achieved, the SIT or ATC facility may request an additional approach that is identical to the PRM approach (if one does not exist already) to allow flexibility for controllers and aircrews. The additional (non-SOIA) approach(es) would not have “PRM” in the identification and not have the SOIA related simultaneous operation notes. This additional approach can be used when simultaneous operations are not being conducted, but when it is desirable to have aircraft established on the PRM approach courses prior to or after a SOIA session.

Example: The ATC facility makes a request for the offset LDA PRM RWY 28R approach for SOIA use and an identical (without the simultaneous operation notes) LDA/DME RWY 28R approach for non-SOIA use.

a. Identical approaches. To be considered identical, approaches using the same type of navigation (both approaches using ILS or both LDA or both RNAV for example), must contain the same tracks, fixes, fix crossing altitudes, minimums and coincident missed approach procedures.

Example: RNAV (GPS) PRM Rwy 28L and RNAV (GPS) Rwy 28L.

b. Non-identical approaches. Approaches that do not meet these criteria are not identical for the purpose of simultaneous operations and require use of a suffix.

Example: RNAV (GPS) PRM Y Rwy 24R and RNAV (GPS) Z Rwy 24R.

c. Design using identical approaches. When SOIA PRM straight-in approaches are designed to a runway that already has a published approach of the same type, the optimum method for designing the PRM approach is to use the existing approach of the same type as a template, only adding “PRM” to the name and adding the required briefing strip and chart notes for SOIA operations.

Example 1: An ILS PRM approach for SOIA (straight-in) use is designed so as to be identical to the existing ILS approaches to runway 28L. Since these approaches are identical, one approach is coded into an FMS; in this example, ILS Rwy 28L in the FMS is used to conduct either the ILS PRM Rwy 28L approach or the ILS Rwy 28L approach.

Example 2: A straight-in RNAV (GPS) PRM approach for SOIA is planned for runway 28L. The existing RNAV (GPS) Rwy 28L approach will be used as the template to produce the SOIA PRM approach. Since the existing approach and the new SOIA approach to Runway 28L will be identical, there is no need to employ suffixes in the approach name. In this example, the RNAV (GPS) Rwy 28L in the FMS is used by aircrews to conduct either the RNAV (GPS) 28L or RNAV (GPS) PRM 28L approach.

d. Design using non-identical approaches. When SOIA PRM approaches are designed to a runway that has other approaches of the same type already published, or planned to be published, and will have different approach courses, fixes, minimums, or missed approaches, suffixes must be used to identify each (non-identical) approach.

Example: An offset course RNAV (GPS) PRM 28R approach for SOIA is planned. There is another published RNAV approach to runway 28R which has a straight-in FAC (and therefore is different from the offset course planned for SOIA). Both RNAV approaches to 28R must be identified by a suffix (Z, Y for example). If there were already two different approach procedures and the SOIA approach is different from both of them, then each approach must be identified by a suffix (Z, Y, X for example).

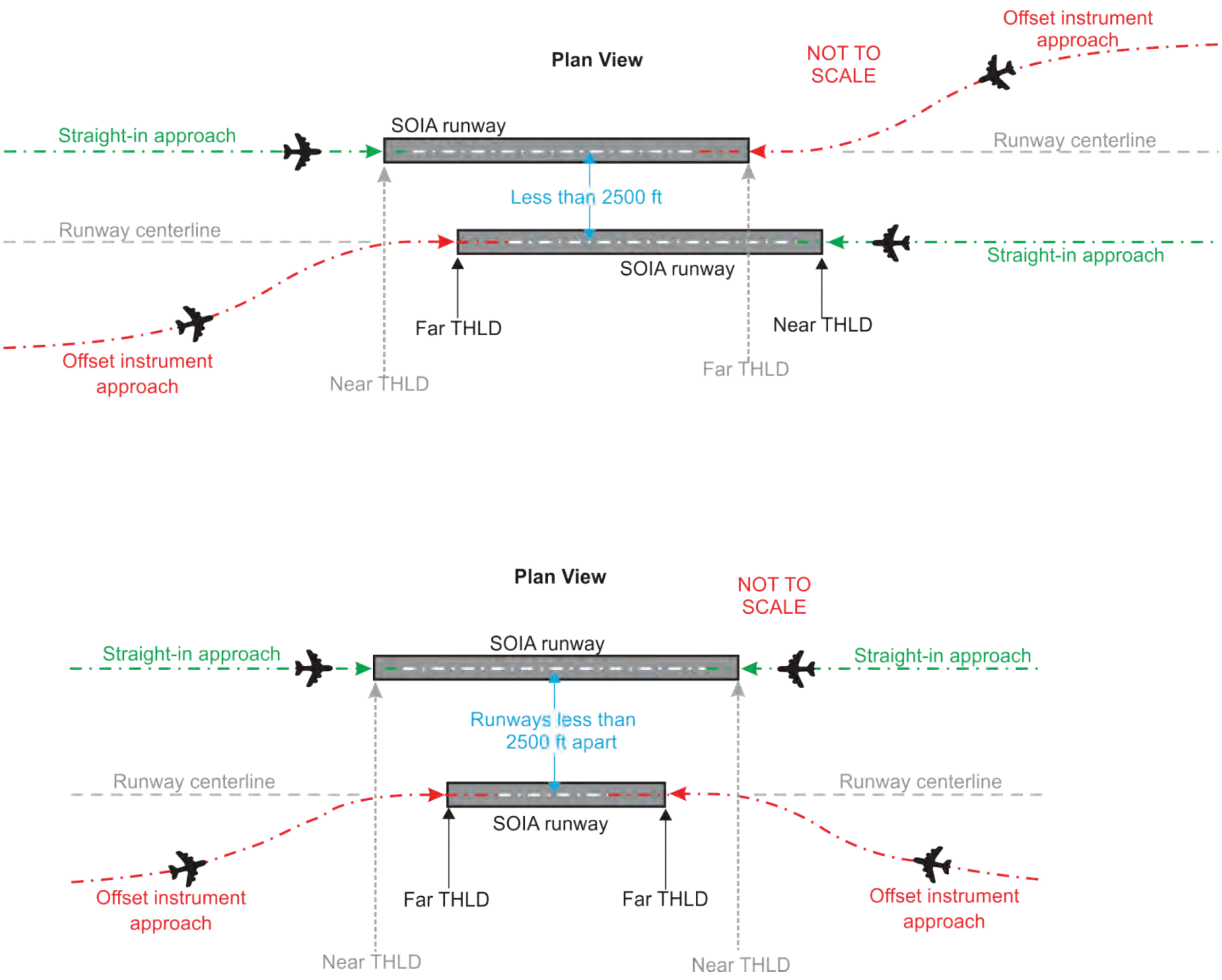
3. Staggered runway thresholds. Design considerations for staggered runway thresholds include the following.

a. Runways separated by less than 2500 feet. For SOIA approach procedures, where there is a stagger between the arrival thresholds on runways separated by less than 2500 feet, you must construct the offset course approach to the runway with the far threshold (see figure E-9), unless a Flight Technologies and Procedures Division study concludes that there is no wake interaction between the two approaches. The offset FAC approach glide slope/glidepath angle must be equal to or greater than the straight-in approach glide slope/glidepath angle. If an exception to this paragraph is needed for site specific circumstances, the SOIA SIT must coordinate with and submit an explanation of the situation to Flight Technologies and Procedures Division with a copy to Flight Operations Branch.

Note 1: The intention of this paragraph is to help with wake turbulence mitigation.

Note 2: The terms “far” and “near” are from the approaching aircraft’s point of view.

Figure E-9. Examples of SOIA Design with Staggered Thresholds



b. Runways separated by 2500 feet or more. For runways separated by 2500 feet or more, the design to the far or near threshold is optional; however, it is recommended to be done as stated in paragraph 3a. The SOIA SIT should consider that there may be a benefit, depending on the circumstances at that location, to using the near threshold for the offset course approach.

4. SOIA SIT. At locations that propose the use of SOIA, a SOIA SIT is normally established to work through the issues of establishing the approach procedures. The team is made up of FAA and industry members and the leadership of the team is as designated by ATC. If no Team is established, the FAA facility that controls the airspace in which the approaches are to be conducted is responsible for the functions/tasks of the team. The team (or ATC facility if no team is established) must also ensure the following tasks are completed.

Task 1: Request the SOIA automated analysis; submit a written request to Flight Technologies and Procedures Division.

Task 2: Develop an AAUP (see Order 8260.19, chapter 8).

Note: Since SOIA has only been implemented at a few locations, Flight Technologies and Procedures Division will provide additional guidance and/or assistance to SOIA requesters (typically the SIT/ATC facility) and procedure specialists on a case-by-case basis.

5. AAUP. The guidance for developing AAUPs in section 3 for SCP approaches also applies to AAUPs for SOIA approaches. For the AAUP for SOIA approaches, do not combine the instructions for SOIA straight-in approaches with SOIA offset approaches because the aircrew instructions are different. For all approaches used to conduct the offset approach, the AAUP must address the use of the FTP in the FMC approach coding, including the use of heading for the initial guidance of the missed approach.

Example: "If executing a missed approach or go-around, initially establish a climbing (left/right) turn heading (degrees). *CAUTION:* Missed approach leg from airport to (first missed approach fix name), if depicted on a map display, is for reference only. Follow IAP published missed approach procedure unless otherwise instructed by ATC."

6. SOIA Design Program. The Flight Technologies and Procedures Division SOIA Design Program (also called "SOIA Automated Analysis" or "SOIA tool") is used to design the offset course approach (see section 16-3). The SOIA Design Program provides the location of the DA for the offset course approach.

a. Components of SOIA operations. The SOIA Design Program determines the approach geometry based on a nominal bank angle of 15 degrees, roll-in/roll-out rates of nominally three degrees per second, and airspeeds defined by 14 CFR Part 97 aircraft approach category, converted to True Airspeed. The angle of intercept of the offset course approach runway extended centerline is determined by the top-of-category approach speed for the highest category of aircraft certified to fly the approach and the distance between the parallel runways. The offset approach course design includes a stabilized approach point (see the figure E-7 notes). The angle of intercept will be limited so that in case an aircraft does not begin its intercept turn until crossing the extended centerline, it must not fly closer than 400 feet to the straight-in FAC. Roll-in rates of up to five degrees per second and bank angles of 25 degrees may be used to determine the realignment flight track.

b. Visual acquisition. The SOIA design program develops the approach so that there is sufficient time for visual acquisition of the straight-in approach aircraft by the offset course approach flight crew after their aircraft exits the overcast prior to reaching the DA for the offset course approach. Nominally a 30 seconds "clear-of-clouds" time at the highest anticipated approach speed is desirable. For example, if heavy aircraft in Category (CAT) D are authorized for the offset course approach, a ceiling of approximately 450 feet above the DA for the offset course approach is considered adequate. Based on 165 knots IAS, the top of CAT D, 450 feet will provide nominally a 30 seconds "clear-of-clouds" time. For operations restricted to the use of CAT C aircraft and below (and CAT D regional jets with approach speeds of 145 knots or less), a ceiling of approximately 375 feet above the DA, for the offset course approach, is considered adequate. The aircraft in the highest approach category authorized to conduct the approach will determine the approach geometry. Clear-of-clouds time values may be refined with operational experience and scientific analysis.

c. Straight flight segment. The SOIA design program includes a minimum straight flight segment of 1000 feet between the turn at the offset course approach DA and the turn to intercept the extended runway centerline at the stabilized approach point.

7. NTZ. SOIA incorporates a conventional NTZ design that terminates at the location of the DA for the offset FAC approach to protect aircraft on both FACs prior to the extended visual segment.

8. Ceiling for SOIA Operations. The optimum design, when runway centerlines are less than 2500 feet apart, is to have the ceiling value high enough to not require ATC wake turbulence spacing within the pairs.

a. Determine a preliminary ceiling for the offset approach that is at least 450 feet above the procedure's decision altitude. For example, if the DA is 3130 feet MSL and the airport elevation is 2090 feet MSL, then the preliminary ceiling would be 1500 feet (3130 + 450 – 2090 = 1490; rounds to 1500).

b. The preliminary ceiling value will be used during flight simulator operational evaluations and/or considered during an operational safety assessment.

c. Based on those results and any inputs received from others (such as ATC), the SOIA SIT may choose to increase the ceiling value as necessary. The final ceiling value is submitted as part of the AAUP for each approach.

9. Wake Turbulence Requirements and Considerations. Wake turbulence mitigation techniques employed will be based on each airport's specific runway geometry and meteorological conditions. Established pilot wake turbulence avoidance procedures will also be considered. A specific wake turbulence simulator evaluation and/or operational safety assessment must be performed by Flight Technologies and Procedures Division for each airport where SOIA implementation is requested. Additionally, if future runway construction changes the relationship of the runways previously approved for SOIA operations, Flight Technologies and Procedures Division must conduct a supplemental wake analysis. For SOIA runway centerlines less than 2500 feet apart, the wake turbulence spacing as described in Order JO 7110.65, paragraph 5-5-4, MINIMA, need not be applied within the pairs, if the ceiling for SOIA operations is at least 450 feet above the DA and if the Flight Technologies and Procedures Division flight simulator operational evaluation and/or operational safety assessment is acceptable. Otherwise, the wake turbulence spacing as described in Order JO 7110.65, paragraph 5-5-4, MINIMA, must be applied within the pairs. ATC must issue all wake turbulence advisories when applicable. Separation between the pairs, normally applied between the trailing aircraft on the offset course approach (for example LDA) in the leading pair and the leading aircraft on the straight-in approach (for example ILS) in the subsequent pair, must meet the requirements for standard radar separation unless other approved methods of separation can be applied. Additionally, separation minima in paragraph 5-5-4 of Order JO 7110.65 regarding wake turbulence must be applied as follows: (1) between the straight-in approach (for example ILS) aircraft in the leading SOIA pair and either aircraft in the subsequent SOIA pair as required by paragraph 5-5-4 and (2) between the offset course approach (for example LDA) aircraft in the leading SOIA pair and either aircraft in the subsequent SOIA pair, as required by paragraph 5-5-4 and the SOIA paragraph (currently paragraph 5-9-9).

Note 1: When SOIA runway centerlines are at least 2500 feet apart, there are no wake turbulence requirements between aircraft on adjacent FACs (see Order JO 7100.65).

Note 2: The height of 450 feet above the DA provides at least 30 seconds clear of cloud time for all aircraft through category D. Thirty seconds has been shown to be sufficient for pilots to visually acquire the preceding (straight-in) aircraft prior to reaching the offset course approach DA and prepare to implement a wake avoidance strategy if deemed necessary. The 450 feet height may be reduced, after review by Flight Operations Branch, to a height that provides 30 seconds clear of clouds time based on the categories of aircraft authorized for the SOIA procedure (see paragraph 6b).

Note 3: The ceiling may be less than 450 feet above the DA without applying wake turbulence spacing within the pairs, if acceptable mitigating techniques and operational procedures can be documented or developed and verified by a safety management process that involves a safety risk assessment, stakeholder participation, and monitoring the implemented procedures to ensure the mitigations are effective. This requires approval (see paragraph 1-4-2), which will be based on a flight simulator operational evaluation, review by Flight Technologies and Procedures Division Aviation Safety Inspector Pilots and/or an operational safety assessment, and/or review by the Flight Technologies and Procedures Division's Procedure Review Board. Also, air traffic authorization is required as stated in Order JO 7110.65.

10. Crosswind Limits for SOIA. The limiting steady state, direct crosswind component of the reported airport surface wind is 10 knots for runways spaced 750 feet apart, increasing by one knot for each additional 75 feet of centerline separation to a maximum of 15 knots (when centerline spacing is at least 1125 feet). These requirements may be refined based on operational experience and scientific analysis. In addition, these values and their application may be further modified by the FAA wake turbulence study required for each SOIA location.

11. ATC/Flight Crew Coordination. When an aircraft is conducting an offset approach, for example LDA PRM, simultaneously with the adjacent straight-in approach, for example ILS PRM, the offset course approach flight crews must be advised of traffic on the adjacent (straight-in) approach course if pairing with the straight-in aircraft is anticipated. Prior to reaching the DA for the offset course approach, the flight crew must: Visually acquire the leading straight-in approach aircraft, broadcast this acquisition to ATC, and establish and maintain visual contact with the landing runway environment. If visual contact of the straight-in approach aircraft or runway environment is lost, a missed approach must be executed. Broadcasting by the offset course approach aircraft that the straight-in approach traffic is in sight indicates that the offset course approach flight crew has visually acquired the traffic and accepts responsibility for separation and wake turbulence avoidance as applicable. ATC is not required to (and normally does not) respond to this transmission.

a. Pilot responsibility. Pilots accepting a clearance for an offset course approach, for example LDA PRM approach, will remain on the offset course until passing the DA for the offset course approach.

b. Aircraft sequence. During SOIA operations, the offset course approach aircraft should be the trailing aircraft prior to exiting the overcast, and must be in the trailing position prior to reaching the DA for the offset course approach. Aircraft may pass each other as necessary prior to this point as instructed by ATC to achieve the required spacing.

c. AAUP. Pilot responsibilities must be specified on the AAUP (see Order 8260.19).

Note: For additional information regarding SOIA operations, refer to the AIM.

12. SOIA Implementation. The implementation process must include:

a. A national effort by Flight Technologies and Procedures Division. An effort must be made to monitor the operational integrity of SOIA procedures at each site, evaluate PRM-SOIA requirements to ensure consistency with existing standards (including this order and Orders 8260.19 and 8900.1), and oversight and review of issues raised by local SITs.

b. An established local implementation process. The leadership is the responsibility of the SOIA SIT or the air traffic facility at each SOIA site. Tasks include: to assist throughout the SOIA development process, to evaluate and provide support to Flight Technologies and Procedures Division, ATC and Air Operator Training issues, to monitor local operational integrity issues, a blunder data collection effort (if required by the current air traffic guidance) and to report/refer issues for national consideration as appropriate. Consult Order 8260.43, paragraph 7 for core membership and other aviation participants who should be included in this process.

Section 5. Simultaneous Independent Procedures Considered Established on a PBN Segment of a Published Instrument Approach

1. Roles/responsibilities and Approval Process.

a. Requesting ATC facility will follow PBN implementation process outlined in FAA Order JO 7100.41, Performance Based Navigation Implementation Process.

b. Procedures that meet design requirements are annotated on FAA Form 8260-9 as compliant with section 16-5 in accordance with Order 8260.19.

2. Conclusions. These operations meet the FAA acceptable level of collision risk for dual parallel runway configurations spaced 3600 feet or greater and for triple parallel runway configurations spaced 3900 feet or greater. Operations to runways spaced 9000 feet or less require an FMA with NTZ, while operations to runways spaced more than 9000 feet do not require an FMA. Operations to dual parallel runway configurations based on RNAV (GPS) procedures require a 10-degree intercept of the extended final approach course, and may also be performed adjacent to a straight-in procedure to one of the runways. Triple parallel runway configurations require the 10-degree intercept on either or both outside runways, and a straight-in approach to the center runway. Use GPS based RNAV and RNP procedures with or without vertical guidance using TF fly-by turn procedure design, and may be combined with ILS or GLS straight-in approaches.

3. Key findings. Consider the following when designing procedures:

a. A 10-degree intercept of the final approach course and an at-or-below 210 KIAS restriction on the downwind leg are required to prevent consistent overshooting of the extended runway centerline.

b. Extending the length of the 10-degree intercept leg, decreasing the angle of the turn prior to the 10-degree intercept leg or increasing the runway spacing are effective methods to further reduce collision risk.

c. An aircraft should not be considered established on an approach unless the procedure is designed such that the controller can verify that the flight crew is flying the approach for with they were cleared.

d. RNP of 1 NM is acceptable for the turn to the final approach segment, provided GPS and autopilot or flight director are required.

e. VNAV capability may reduce crew workload.

f. Publishing an “at” altitude restriction near the apex of the established on approach turn can improve operational performance and slightly reduce collision risk if this simulates a descent angle between two and three degrees. Compatibility with aircraft automation may impact the suitability of altitude restrictions.

g. Controller intervention is a more effective mitigation when the heading change of the turn immediately preceding the 10-degree intercept leg is 50 degrees or less.

h. An aspect ratio of 3:1, used in less than 4300 feet parallel approach operations, may not be appropriate for curved operations such as established on approach.

i. Modifying the FMA and displays to more closely match the established on approach operating concept may considerably improve the controller reaction time.

j. Controller interventions may better maintain aircraft-to-aircraft separation by issuing a specific heading when directing a go-around, rather than flying the published track.

k. Head-to-head configurations may not be compatible with TCAS, particularly at close runway spacing, and are not preferred by controllers.

l. FMA and TCAS may generate nuisance alerts especially if the length of the 10-degree intercept leg is not sufficient to keep high convergence areas separated.

m. Extending the 10-degree intercept leg, ensuring that the turn-on occurred when the aircraft was below 2350 feet above ground level (sensitivity level 3 or below), or staggering the procedure turn-ons by at least 2 NM were effective for eliminating nuisance TCAS RAs on established on approach operations.

Section 6. Obstacle Assessment Surface Evaluation for Simultaneous Independent Parallel Instrument Approach Operations

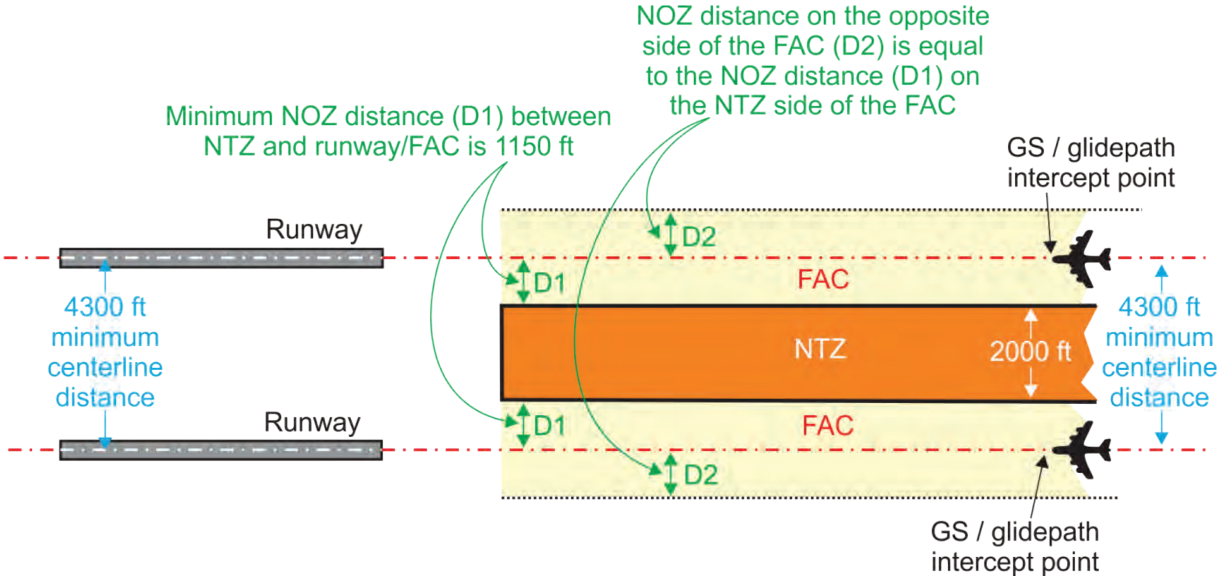
1. Background. The primary purpose for controllers doing radar monitoring during simultaneous independent approach operations is to ensure safe separation of aircraft on close parallel approaches. This separation may be compromised if an aircraft blunders off course toward an aircraft on the adjacent approach. Radar monitoring allows controllers to direct an aircraft off the approach course to avoid a possible collision. Resolution of a blunder is a sequence of events: the monitor alerts and displays the blunder, the controllers intervene, and the pilots comply with controller instructions; thus, increasing the operational safety, flyability, and airport capacity.

a. General. This appendix characterizes criteria used during the interim test phase of evaluating close parallel operations where early turnout obstacle assessments were accomplished by contractual means using terrestrial photometric techniques combined with survey methods of surface evaluation. Although this evaluation is based on the historical use of two ILS approaches, the assessment technique is also used for evaluation of independent simultaneous approach operations using RNAV (GPS), RNAV (RNP), GLS, LDA with glide slope, or LOC. The depictions in this appendix show straight-in FACs an offset course may be evaluated by rotating the areas that are adjacent to the offset course by the amount of the offset and measuring perpendicular to the offset FAC. Only a single evaluation is needed to each runway and should generally be based on primary approach procedure used during simultaneous operations (for example, the ILS approach). Facility information (GPA, TCH, threshold elevations, etc.) may be obtained from ATC planning and automation, flight procedures teams, and/or the systems management organizations for the regions/areas in which independent simultaneous parallel operations are planned.

b. Parallel runway simultaneous approaches. The procedures for airports with multiple parallel runways must ensure that an aircraft approach on one runway is safely separated from those approaching the adjacent parallel runway. An example of such procedures is depicted in figure E-9. Aircraft are directed to the two intermediate segments at altitudes which differ by at least 1000 feet. Vertical separation is required when lateral separation becomes less than 3 NM, as aircraft fly to intercept and stabilize on their respective FAC. This 1000-foot vertical separation is maintained until aircraft begin descent on the glidepath, except for approach operations which allow less than standard separation prior to the extended FAC described in section 16-5.

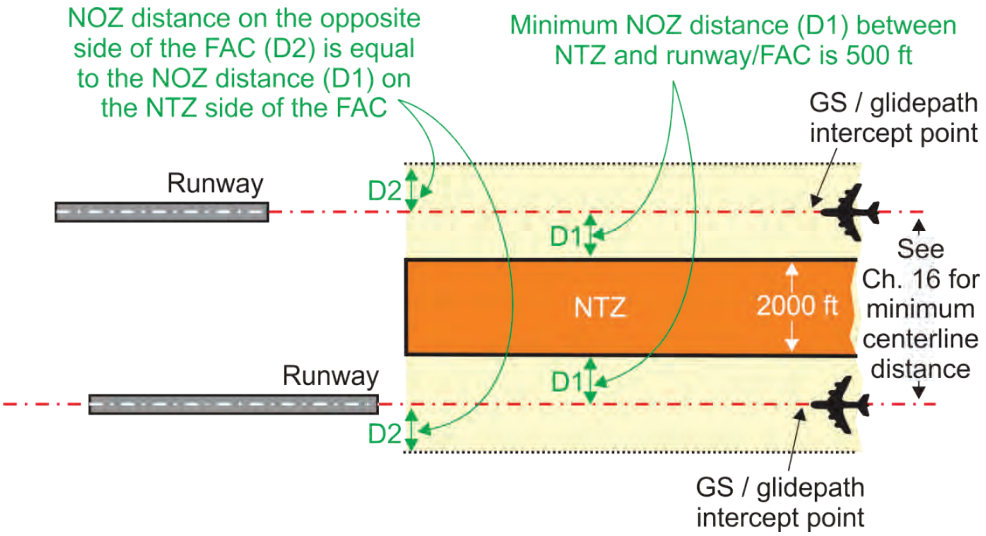
(1) When lateral radar separation is less than the 3 NM and the 1000-foot altitude buffer is lost, the aircraft on adjacent approach courses must be protected by an NTZ and monitored by radar monitor controllers. The controllers will observe the approaches and if an aircraft blunders from the NOZ toward or into a 2000-foot NTZ, the monitor controller can intervene so that threatened aircraft on the adjacent approach(es) are turned away in time to prevent a possible encounter. This maneuver, on the part of the threatened aircraft, is termed a “breakout” because the aircraft is directed out of the approach stream to avoid the transgressor aircraft. A controller for each runway is necessary so that one can turn the transgressing aircraft back to its course centerline while the other directs the breakout (see figure E-10).

Figure E-10. Simultaneous Parallel Runway Approach Zones



(2) The 2000-foot NTZ, flanked by two equal NOZs, provides airspace limitation guidance to the monitor controller and maneuvering room for the aircraft to recover before entering the NTZ. Aircraft are required to operate on or near the approach course within the limits of the NOZ. For runways spaced less than 4300 feet apart, the controllers transmit on both a separate and discrete frequency and on the tower frequency. Pilots only transmit on the tower frequency but listen to both frequencies. If an aircraft strays into the NTZ or turns to a heading that will take it into the NTZ, it is deemed a threat to an aircraft on the adjacent course and appropriate corrective action or breakout instructions are issued (see figure E-11).

Figure E-11. Simultaneous Approach NTZ and NOZ



2. Parallel Approach Obstruction Assessment. The parallel approach obstruction assessment is an examination of obstruction identification surfaces, in addition to the TERPS surfaces, in the direction away from the NTZ and adjacent runway, into which an aircraft on an early breakout could fly. An obstacle evaluation must be conducted to identify penetrating obstacles as part of a coordinated assessment for all independent SCP approach operations. In these criteria, ILS glidepath/localizer terms are synonymous to and may be used interchangeably with RNAV vertical path and lateral track terms. The surface dimensions for the obstacle assessment evaluation are described in the following paragraphs of this appendix.

Note 1: Parallel approach obstruction assessment surfaces are used for identifying obstacles that may impact simultaneous precision operations.

Note 2: A Parallel approach obstruction assessment surface penetration is when one or more obstructions penetrate the parallel approach obstruction assessment surface.

Note 3: A Parallel approach obstruction assessment controlling obstruction is the obstruction within the boundaries of the parallel approach obstruction assessment surface which constitutes the maximum penetration of that surface.

a. Surface 1. A FAC descent surface which is coincident with the glide slope/glidepath beginning at runway threshold with the width point abeam the threshold 350 feet from runway centerline opposite the NTZ, with lateral boundaries at the outer edge of the LOC course width (CW), and ending at the farthest glide slope/glidepath intercept (see figure E-12).

Note: The course width is the angular course deviation required to produce a full scale (+/-) course deviation indication of the airborne navigation instrument. This width is normally tailored to a parameter of not greater than +/- 3 degrees. For precision runways longer than 4000 feet, a linear sector width parameter of +/-350 feet each side of centerline at RWT applies. Few category I localizers operate with a course sector width less than three degrees (+/- 1½ degrees). tailored width may be determined by formula E-1.

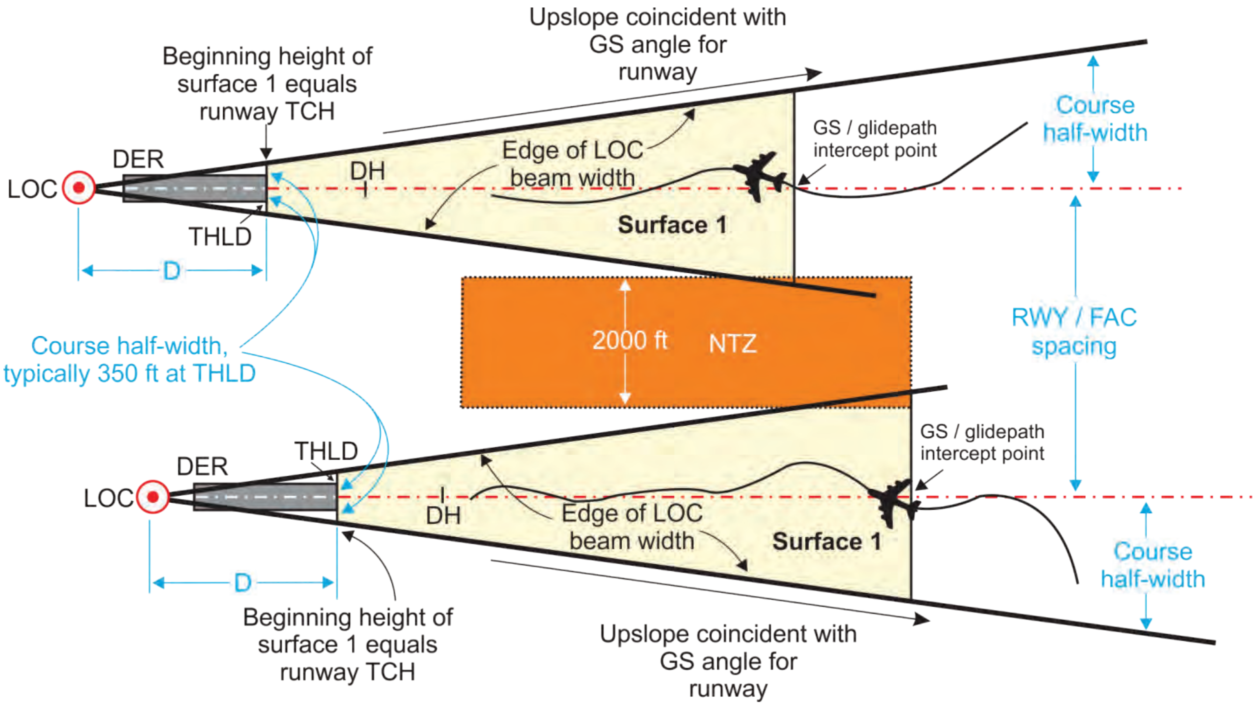
Formula E-1. Tailored LOC course width

$$W = ArcTan\left(\frac{350}{D}\right) Total\ Course\ at\ RWT = 2 \times W$$

Where:

W = Half Width (in degrees) at RWT
D = Distance from LOC antenna to RWT (in feet)

Figure E-12. Final Approach Descent Surface 1



(1) Length. Surface 1 begins over the runway threshold at a height equal to the TCH for the runway, and continues outward and upward at a slope that is coincident with the glide slope/glidepath, to its ending at the GS/vertical path intercept point.

(2) Width. Surface 1 has a width equal to the lateral dimensions of the LOC course width. The surface 1 half-width (see figure E-12) is calculated using formula E-2 or formula E-3.

Formula E-2. Surface 1 Half-width, Part One

$$\frac{1}{2}W = A \times Tan\left(\frac{B}{2}\right) + 350$$

Where:

W = Width of surface 1
A = Distance from RWT measured parallel to course
B = Course Width Beam Angle

OR

Formula E-3. Surface 1 Half-width, Part Two

$$\frac{1}{2}W = L \times Tan\left(\frac{B}{2}\right)$$

Where:

W = Width of surface 1
L = Distance from Azimuth antenna (in feet)
B = Course Width Beam Angle

(3) Height. Surface 1 height at any given centerline distance (d), may be determined in respect to threshold elevation, by adding the TCH to the product of centerline distance in feet from threshold times the tangent of the glide slope/glidepath angle (see formula E-4).

Formula E-4. Surface 1 Height Above LTP Elevation

$$h1 = [d \times Tan(GPA)] + TCH$$

Where:

h1 = Surface 1 height above LTP Elevation

b. Surface 2.

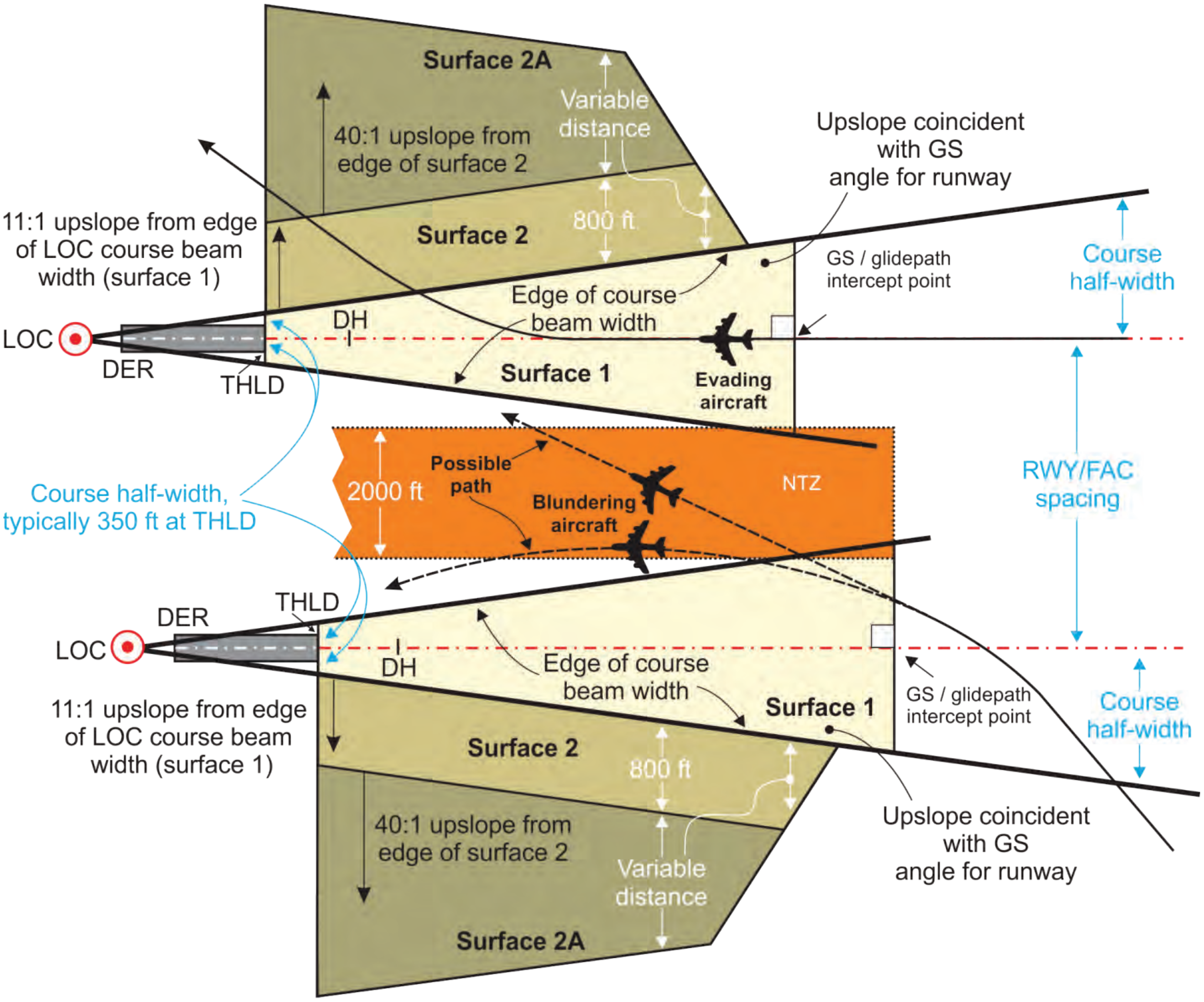
(1) Length [same as paragraph 2a(1)].

(2) Width and height. Surface 2 shares a common boundary with the outer edge of surface 1 on the side opposite the NTZ. Surface 2 begins at the height of surface 1 and slopes upward and outward for 800 feet from the edge of the surface 1 at a slope of 11:1, measured perpendicular to the FAC. After 800 feet, surface 2A uses a slope of 40:1. Further application is not required when the 11:1 or 40:1 surface reaches a height of 1000 feet below the MOCA, MSA, or MVA, whichever is applicable (see figure E-13).

Note 1: If more than one is applicable, use 1000 feet below the lowest applicable MOCA, MSA, or MVA. If an airport is in a designated mountainous area, instead of 1000 feet, use the applicable ROC. This note applies to the use of MOCA, MSA, or MVA throughout section 5 of this appendix.

Note 2: The 40:1 surface provides evaluation for breakout in any direction and is recommended. For locations that limit the amount of turn on the breakout, a higher surface may be used instead of the 40:1 surface with a site specific review by Flight Technologies and Procedures Division.

Figure E-13. Parallel Approach Obstacle Assessment Surface 2



Notes:

1. The outer edges of surfaces 2 and 2A are at a variable distance, as needed to reach the applicable level surface height.

2. Surface 2 height = surface 1 height + rise of 11:1 slope measured from nearest edge of the localizer course beam width (surface 1) to the obstacle measured perpendicular to the FAC.

3. Surface 2A height = surface 2 height + rise of 40:1 slope measured from nearest edge of surface 2 to the obstacle, measured perpendicular to the FAC.

4. An example of an aircraft breakout is illustrated in figure E-12 by the blundering aircraft approaching/entering the NTZ causing the controller to have to issue a vector to the evading aircraft.

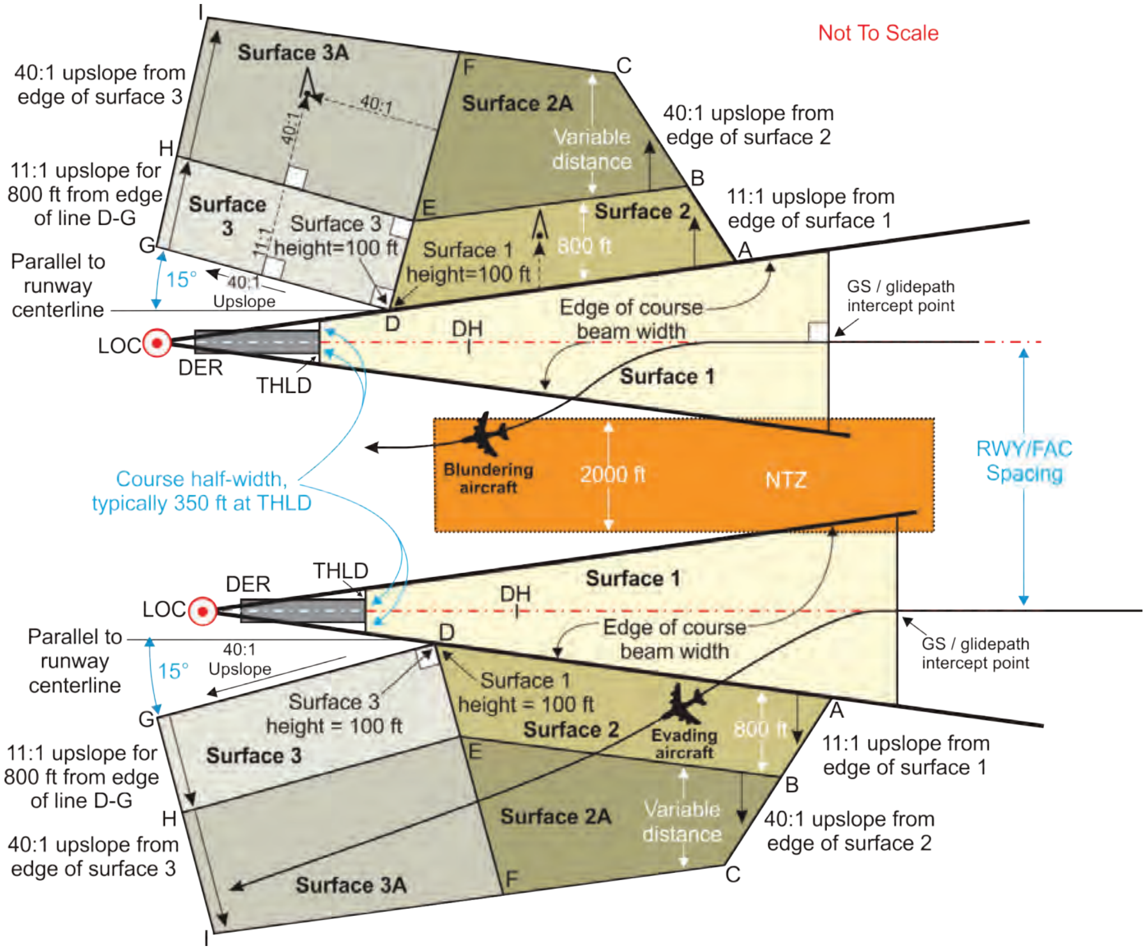
c. Surface 3 (CAT I).

(1) Length. For category I operations, surface 3 begins at the point where surface 1 reaches a height of 100 feet. Use 100 feet above the threshold elevation or use 100 feet above the touchdown elevation (TDZE), whichever was used in the procedure design. Surface 3 slopes upward and outward for 800 feet from the edge of line D-G at a slope of 11:1, measured perpendicular to the line D-G. After 800 feet, surface 3A uses a slope of 40:1. Surface 3 extends to the point where the 11:1 or 40:1 slope reaches a height of 1000 feet below the MOCA, MSA, or MVA, whichever is applicable.

(2) Width. From the beginning point, the edge of surface 3 area splays at a 15-degree angle from a line parallel to the runway centerline.

(3) Height. Surface 3 begins at a height of 100 feet above THLDe/TDZE (equal to the height of surface 1 at that point). The surface rises longitudinally at a 40:1 slope along the 15-degree splay line D-G while continuing laterally outward and upward at an 11:1 slope (line D-E is perpendicular to the 15-degree splay line D-G). Surface 3A uses a 40:1 slope. Further application is not required when the 11:1 or 40:1 slope reaches a height at 1000 feet below the MOCA, MSA, or MVA, whichever is applicable (see figure E-14).

Figure E-14. Parallel Approach Obstacle Assessment Surface



Notes:

1. The outer edges of surfaces 2, 2A, 3, and 3A are at a variable distance, as needed to reach the applicable level surface height.

2. Surface 3 height = surface 1 height (100 feet above runway) + rise of 40:1 slope measured along line D-G + rise of 11:1 slope measured from nearest edge of line D-G to the obstacle (measured perpendicular to line D-G).

3. Surface 3A height = surface 3 height + rise of 40:1 slope measured (from obstacle) perpendicular to line D-G.

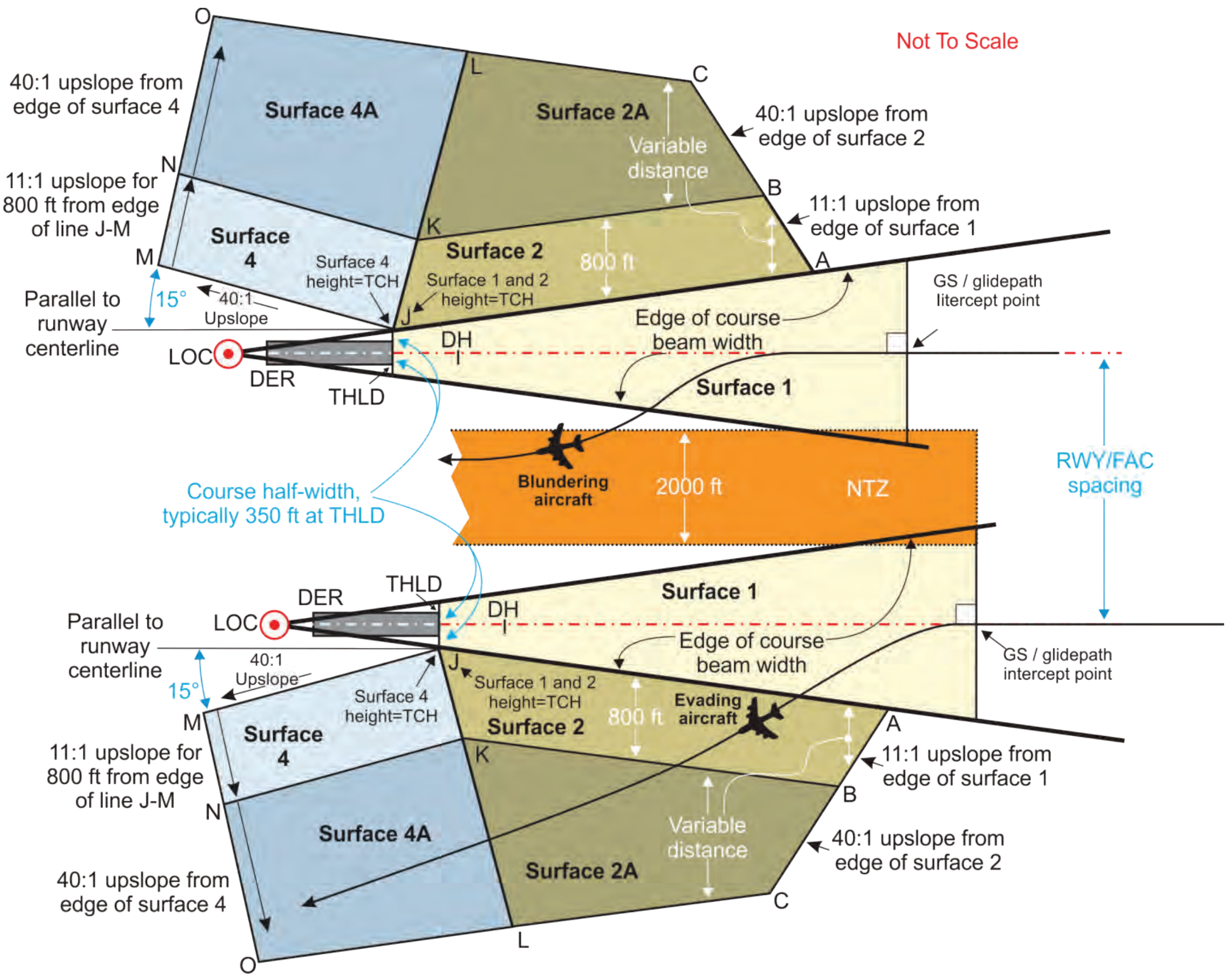
d. Surface 4 (CAT II).

(1) Length. Surface 4 begins at the point where surface 1 reaches the TCH and extends to the point where the 11:1 or 40:1 slope reaches a height of 1000 feet below the MOCA, MSA, or MVA, whichever is applicable. Surface 4 slopes upward and outward for 800 feet from the edge of line J-M at a slope of 11:1, measured perpendicular to the FAC. After 800 feet, surface 4A uses a slope of 40:1.

(2) Width. From the point of beginning, the edge of surface 4 area splays at a 15-degree angle from a line parallel to the runway centerline.

(3) Height. Surface 4 begins at the point where surface 1 reaches the TCH and rises longitudinally at a 40:1 slope along the 15-degree splay line J-M, while continuing laterally outward and upward at an 11:1 slope. Further application is not required when the 11:1 or 40:1 slope reaches a height of 1000 feet below the MOCA, MSA, or MVA, whichever is applicable (see figure E-15).

Figure E-15. Parallel Approach Obstacle Assessment Surface 4



Notes:

1. The outer edges of surfaces 2 and 2A or 4 and 4A are at a variable distance, as needed to reach the applicable level surface height.

2. Surface 4 height (above the TCH) = rise of 40:1 slope measured along line J-M + rise of 11:1 slope measured from nearest edge of line J-M to the obstacle (measured perpendicular to line J-M).

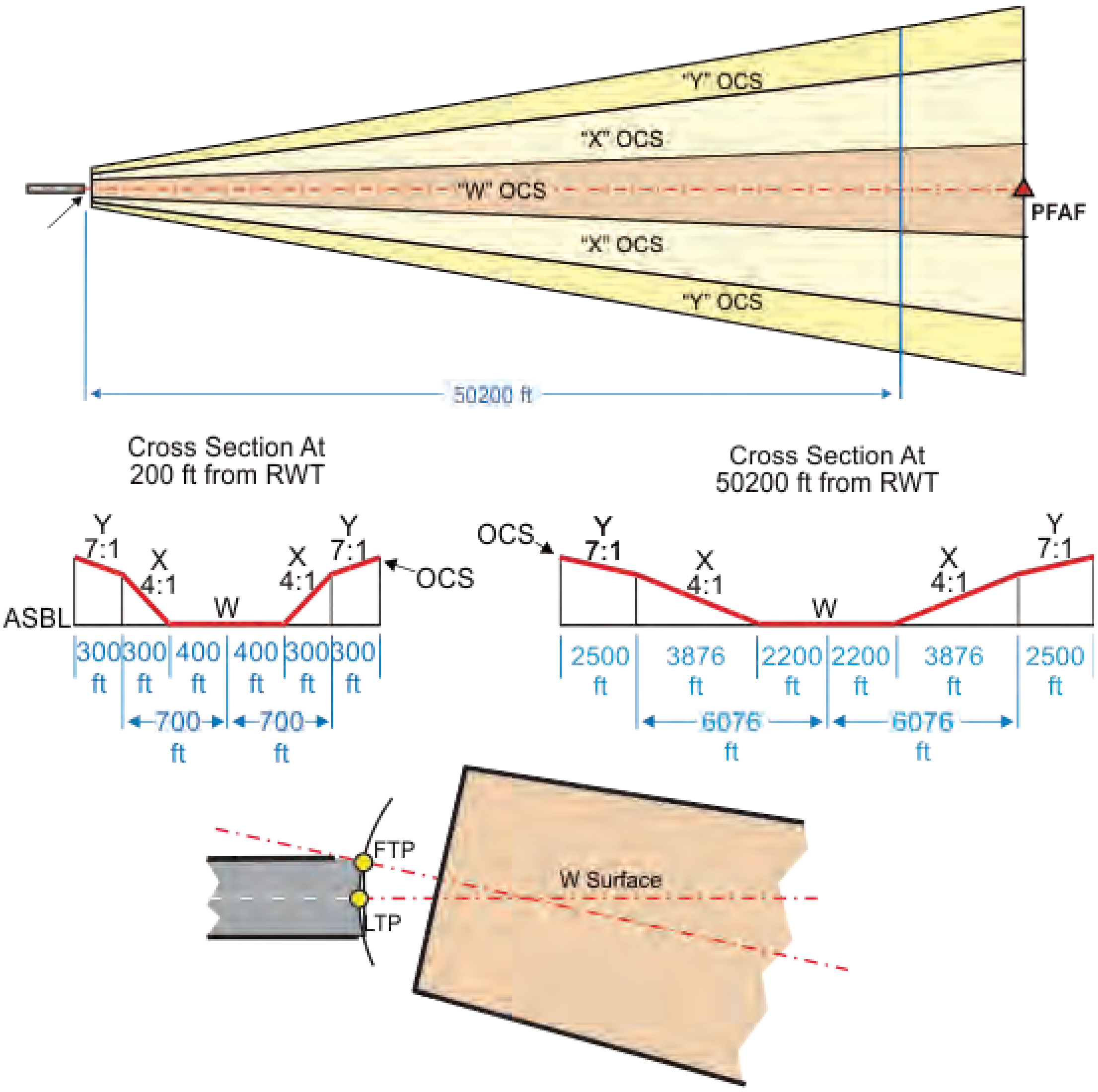
3. Surface 4a height = surface 4 height + rise of 40:1 slope measured (from obstacle) perpendicular to line J-M.

Appendix F. Alternative Evaluation Method for PA and LDA w/GS

1. Purpose. Criteria within this appendix may be used as an alternative to the PA and LDA w/GS final approach segment criteria contained within section 10-1 and the missed approach section 1 criteria contained within paragraph 10-3-2. Criteria within this appendix represent the same criteria contained within the March 14, 2016 edition of Order 8260.3C (prior to change 1). It is intended solely to support existing procedures until such time that procedure design software can be updated to reflect the standards within section 10-1 and paragraph 10-3-2.

2. Final Segment. The area originates 200 feet from LTP or FTP and ends at the PFAF. The primary area consists of the "W" and "X" OCS, and the secondary area consists of the "Y" OCS (see figure F-1).

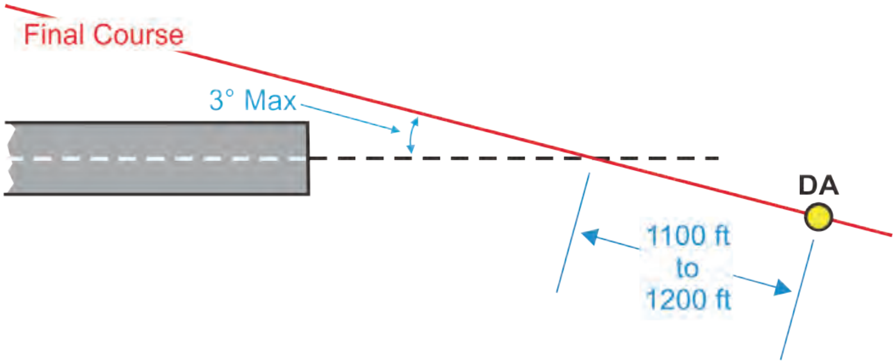
Figure F-1. Final Segment OEA/OCS



3. Final Segment Alignment.

a. ILS. The final course is normally aligned with the RCL extended (±0.03 degrees) through the LTP (± 5 feet). Where a unique operational requirement indicates a need to offset the course from RCL, the offset must not exceed three degrees. The offset course must intersect the runway centerline at a point 1100 to 1200 feet inside the DA point (see figure F-2). For offset courses the minimum HAT is 250 feet and the minimum RVR is 2400.

Figure F-2. ILS Offset Final



b. LDA with GS. The final course maximum offset from RCL extended is 15 degrees. The final course must cross the RCL extended at least 3000 feet from LTP, but no more than 5200 feet from LTP.

4. OCS Slope. Determine the OCS slope associated with a specific GPA using formula F-1.

Formula F-1. OCS Slope

$$Slope = \frac{102}{GPA}$$

a. Origin. The OEA (all OCS surfaces) originates from LTP elevation at a point 200 feet from LTP (see formula F-3) measured along course centerline and extends to the PFAF. The longitudinal (along-track) rising W surface slope begins at distance “d” feet from OEA origin. Calculate “d” as follows:

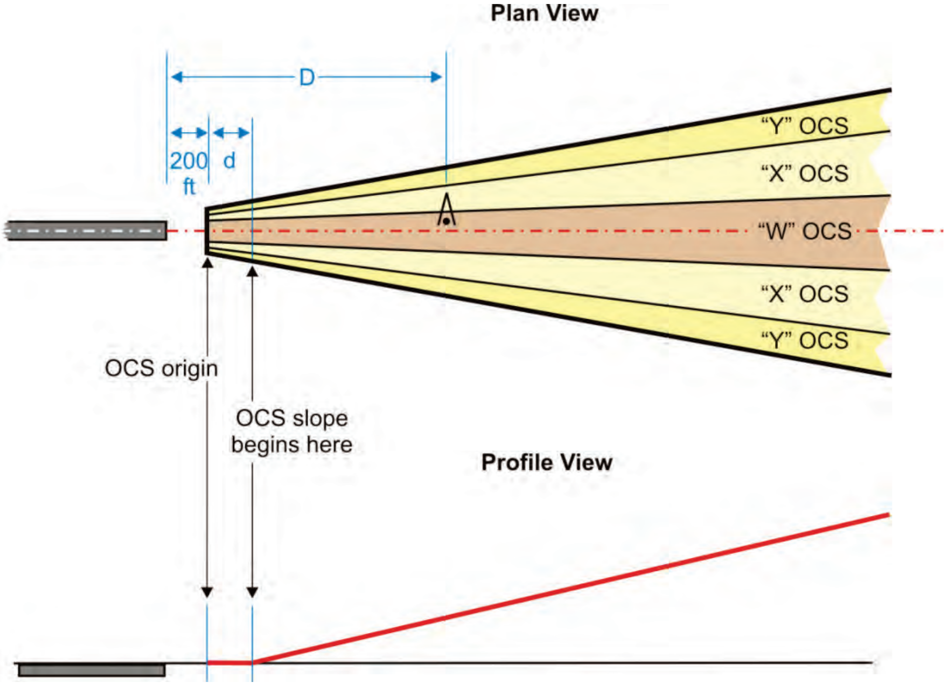
Where:
$\frac{TCH}{\tan(GPA)} \geq 954$, “d” equals 0.

Where:
$\frac{TCH}{\tan(GPA)} < 954$, calculate “d” using formula F-2.

Formula F-2. Slope Origin Distance

$$d = 954 - \frac{TCH}{\tan(GPA)}$$

Figure F-3. OCS Slope Origin When "d" Greater than Zero



b. Revising GPA for OCS penetrations. Raising the GPA may eliminate OCS penetrations. To determine the revised minimum GPA, use formula F-3.

Formula F-3. GPA Adjustment

$$GPA_{revised} = \frac{102\left[\frac{D-(200+d)}{S}+p\right]}{D-(200+d)}$$

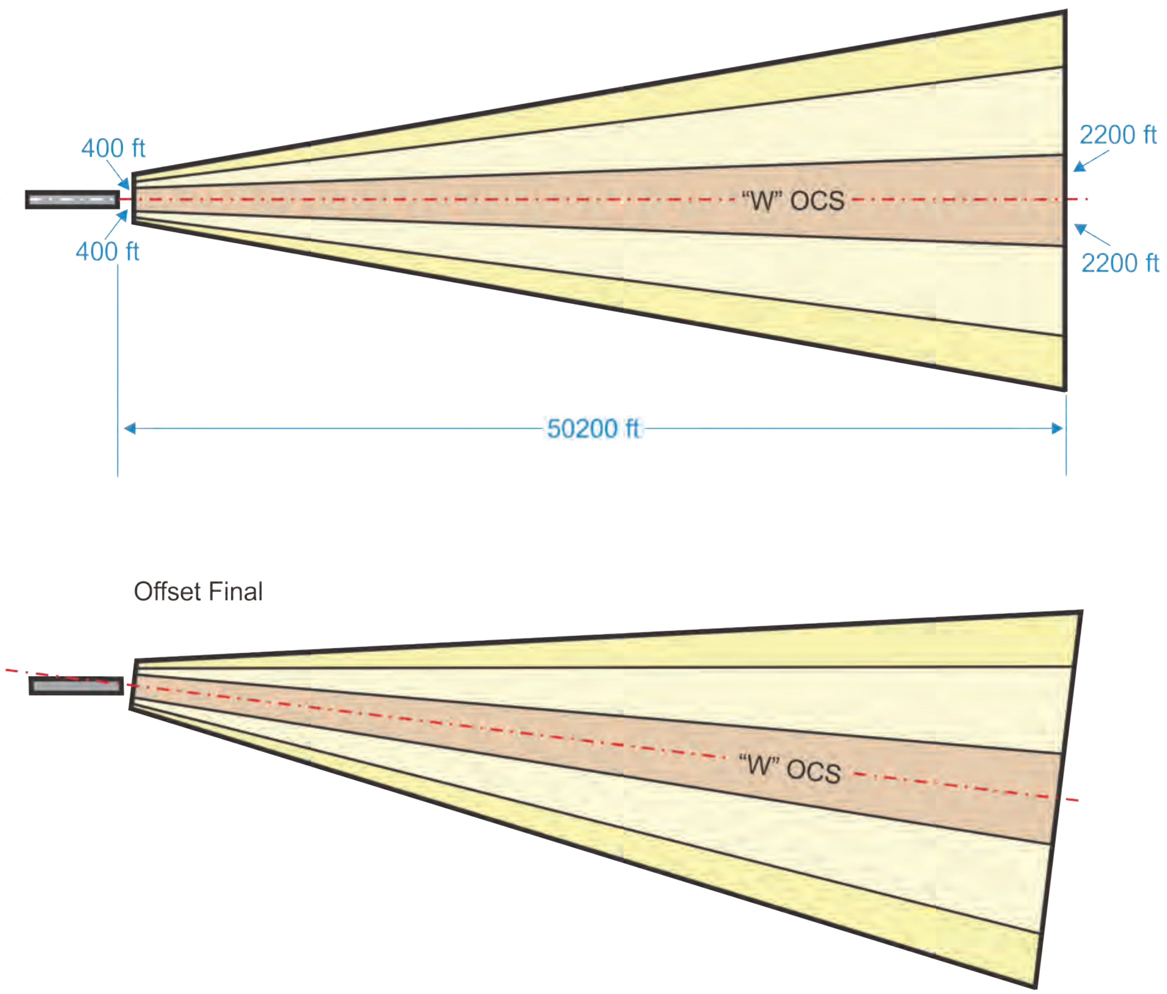
Where:

D = Distance (feet) from LTP/FTP
d = Value from paragraph 4a of this appendix
S = W surface slope (see formula F-1)
p = Penetration in feet

Note: Round to the next higher hundredth (0.01) degree.

5. “W” OCS (see figure F-4).

Figure F-4. “W” OCS



a. Width. The width is 400 feet on each side of course at the beginning, and expands uniformly to 2200 feet on each side of course at 50200 feet from LTP/FTP. Use formula F-4 to calculate the “W” OCS half-width at a specified distance.

Formula F-4. “W” OCS Half-Width at Specified Distance

$$D_W = 0.036 \times (D - 200) + 400$$

Where:
D = Distance (feet) from LTP/FTP
D_W = Perpendicular distance (feet) from course centerline to “W” surface outer boundary

b. Height. Use formula F-5 to calculate the height (Z_W) of the “W” OCS above the LTP elevation at a specified distance.

Formula F-5. "W" OCS Height Above Surface at Specified Distance

$$Z_W = \frac{D - (200 + d)}{S}$$

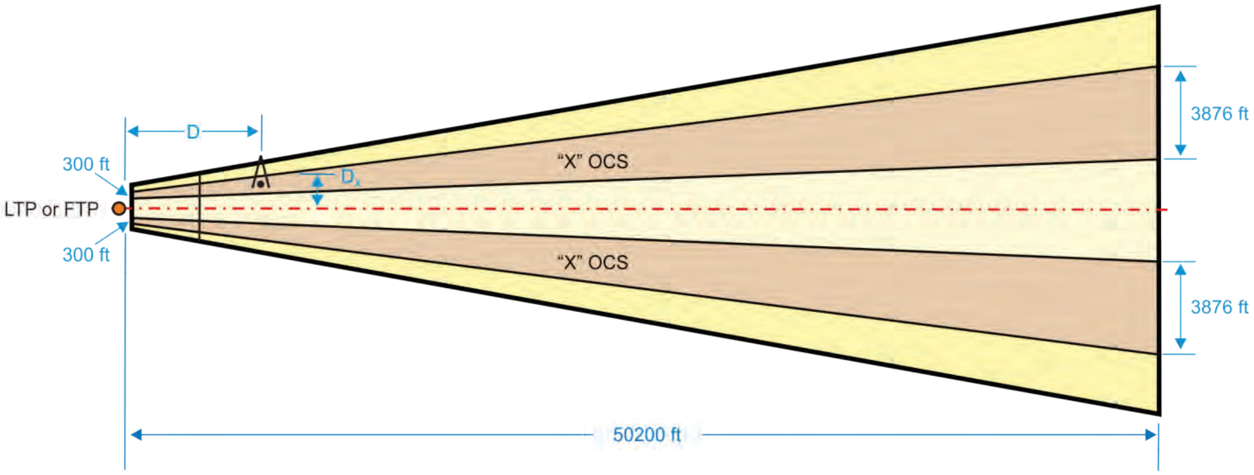
Where:

D = Distance (feet) from LTP/FTP
d = "d" value from paragraph 4a of this appendix
S = "W" surface slope (formula F-1)

c. "W" OCS penetrations. Lowest minimums are achieved when the "W" surface is clear. If the surface is penetrated by an obstacle, adjust the obstruction height, raise the GPA (see paragraph 4b of this appendix), or displace the RWT to eliminate the penetration. If the penetration cannot be eliminated, adjust the DA (see paragraph 9 of this appendix).

6. "X" OCS (see figure F-5).

Figure F-5. "X" OCS



a. Width. Use formula F-6 to calculate the perpendicular distance (D_X) from the course to the outer boundary of the "X" OCS at a specified distance.

Formula F-6. "X" OCS Half-Width at Specified Distance

$$D_X = 0.10752 \times (D - 200) + 700$$

Where:

D = Distance (feet) from LTP or FTP

b. Height. The "X" OCS begins at the height of the "W" surface at distance "D" from LTP or FTP, and rises at a slope of 1:4 in a direction perpendicular to the final approach course. Determine the height (Z_X) above the LTP elevation for a specific location of the "X" OCS using formula F-7.

Formula F-7. "X" OCS Height Above Surface at Specified Distance

$$Z_X = \frac{D - (200 + d)}{S} + \frac{D_O - D_W}{4}$$

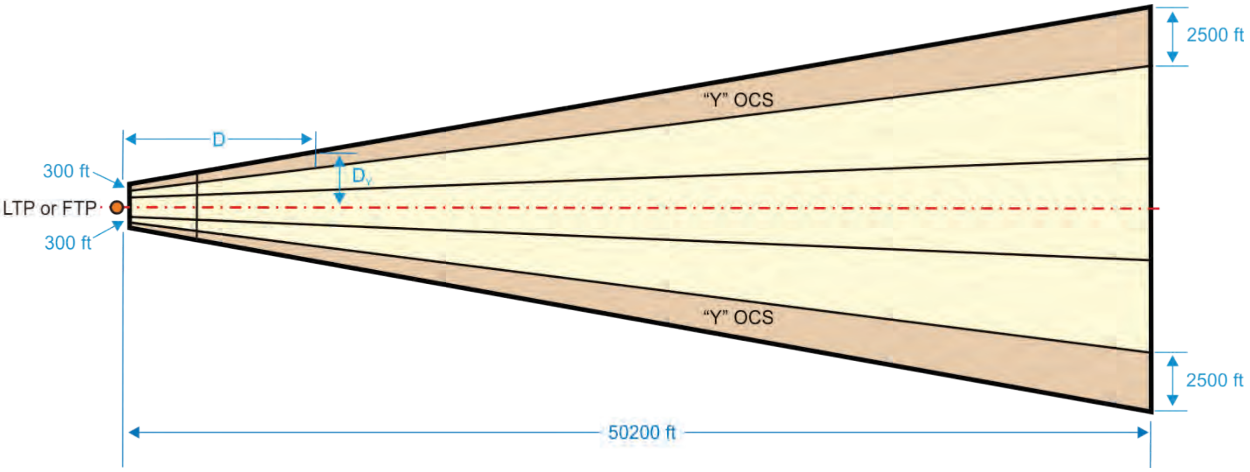
Where:

D = Distance (feet) from LTP/FTP
d = "d" value from paragraph 4a of this appendix
S = "W" surface slope (see formula F-1)
D_O = Perpendicular distance (feet) between FAC and a specific point in the "X" surface
D_W = Perpendicular distance (feet) between FAC and the "W" surface boundary

c. "X" OCS penetrations. Lowest minimums can be achieved when the "X" OCS is clear. If the surface is penetrated by an obstacle, adjust the obstruction height, raise the GPA (see paragraph 4b of this appendix), or displace the RWT to eliminate the penetration. If the penetration cannot be eliminated, adjust the DA (see paragraph 9 of this appendix).

7. "Y" OCS (see figure F-6).

Figure F-6. "Y" OCS



a. Width. Use formula F-8 to calculate the perpendicular distance (D_Y) from the course to the outer boundary of the "Y" OCS at a specified distance.

Formula F-8. "Y" OCS Half-Width at Specified Distance

$$D_Y = 0.15152 \times (D - 200) + 1000$$

Where:

D = Distance (feet) from LTP or FTP

b. Height. The "Y" OCS begins at the height of the "X" surface at distance "D" from LTP or FTP, and rises at a slope of 7:1 in a direction perpendicular to the final approach course. Use formula F-9 to determine the height (Z_Y) of the "Y" surface above the LTP elevation.

Formula F-9. "Y" OCS Height Above Surface at Specified Distance

$$Z_Y = \frac{D - (200 + d)}{S} + \frac{D_X - D_W}{4} + \frac{D_O - D_X}{7}$$

Where:

D = Distance (feet) from LTP/FTP
d = "d" value from paragraph 4a of this appendix
S = "W" surface slope (see formula F-1)
D_X = Perpendicular distance (feet) between FAC and "X" surface outer boundary
D_W = Perpendicular distance (feet) between FAC and the "W" surface boundary.
D_O = Perpendicular distance (feet) between FAC and a specific point in the "Y" surface

c. "Y" OCS penetrations. Lowest minimums can be achieved when the "Y" OCS is clear. If the surface is penetrated by an obstacle, adjust the obstruction height, raise the GPA (see paragraph 4b of this appendix), or displace the RWT to eliminate the penetration. If the penetration cannot be eliminated, adjust the DA (see paragraph 9 of this appendix).

8. Decision Altitude and Height Above Touchdown (HAT). The DA value may be derived from the HAT. The minimum HAT for PA CAT I is 200 feet. The minimum HAT for LDA with GS is 250 feet. Calculate DA using formula F-10; calculate HAT using formula F-11.

Formula F-10. DA

$$\boldsymbol{DA = HAT + TDZE}$$

Formula F-11. HAT

$$\boldsymbol{HAT = DA - TDZE}$$

9. Adjustment of DA for Final Approach OCS Penetrations. The DA may be increased to provide sufficient obstacle clearance (see figure F-7).

a. DA distance from LTP/FTP. Use formula F-12 to determine distance from LTP/FTP to the adjusted DA point.

Formula F-12. Adjusted Distance From LTP/FTP To DA

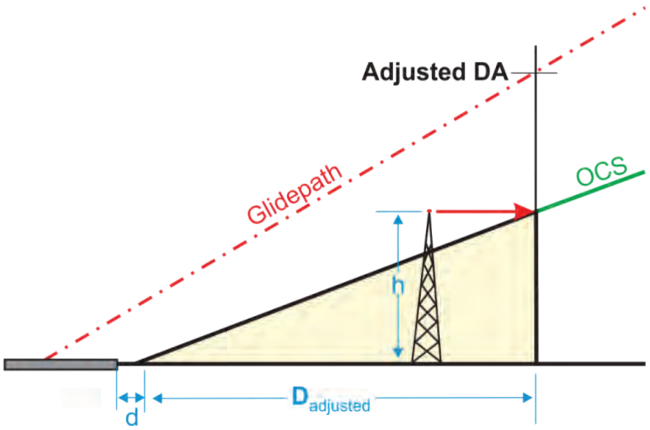
$$D_{adjusted} = \frac{102 \times h}{GPA} + (200 + d)$$

Where:

$D_{adjusted}$ = Adjusted distance (feet) from LTP/FTP to DA
d ="d" value from paragraph 4a of this appendix
h = Obstacle height (feet) above the LTP elevation

Note: For obstacles in the "X" surface, subtract "X" surface rise from h. If obstacle is in the "Y" surface, subtract "X" and "Y" surface rise from h.

Figure F-7. DA Adjustment



b. Use formula F-13 to calculate the adjusted DA.

Formula F-13. Adjusted DA

$$DA = \tan\text{GPA}\left(\left[\frac{102 \times h}{GPA} + (200 + d)\right] + \frac{TCH}{\tan(GPA)}\right) + LTP/FTP_{elev}$$

Where:

d =“d” value from paragraph 4a of this appendix
h = Obstacle height (feet) above the LTP elevation

Note: For obstacles in the “X” surface, subtract “X” surface rise from h. If obstacle is in the “Y” surface, subtract “X” and “Y” surface rise from h.

c. Use formula F-14 to calculate the revised minimum HAT and maximum ROC.

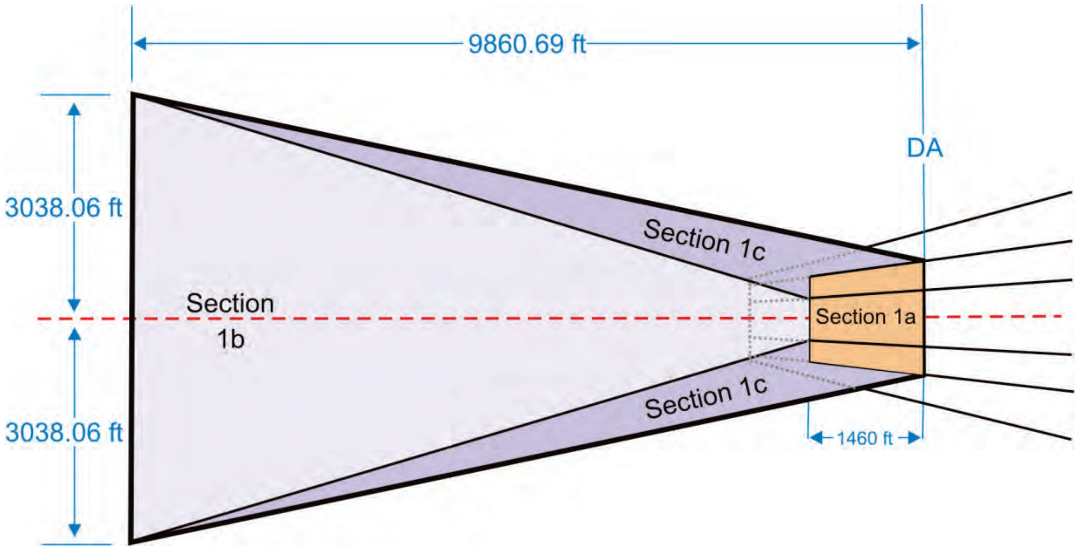
Formula F-14. Minimum HAT and Maximum ROC

$$MinHAT/MaxROC_{Revised} = \frac{GPA}{3} \times 250$$

d. Compare HAT based on adjusted DA and the minimum HAT based on formula F-14. Publish the DA associated with the higher of the two.

10. Section 1 Missed Approach. Section 1 is aligned with the final approach course. It is comprised of three subsections, beginning at the DA, less any RASS and precipitous terrain adjustments. For example, if the published DA is 500 feet and incorporates a 100-foot RASS adjustment, then section 1 would begin at the point where a 400-foot DA point would be located. Section 1 extends 9860.69 feet (see figure F-8).

Figure F-8. Missed Approach Areas Sections 1a, 1b, and 1c



a. Section 1a.

(1) Area. Section 1a begins at the DA point and overlies the final approach primary ("W" and "X" surfaces) OCS, extending 1460 feet in the direction of the missed approach. This section is always aligned with the final approach course.

(2) OCS. The height of the section 1a surface is equal to the underlying "W" or "X" surface as appropriate. If this section is penetrated, increase the DA by adding the result of formula F-15 to the original DA (see figure F-9).

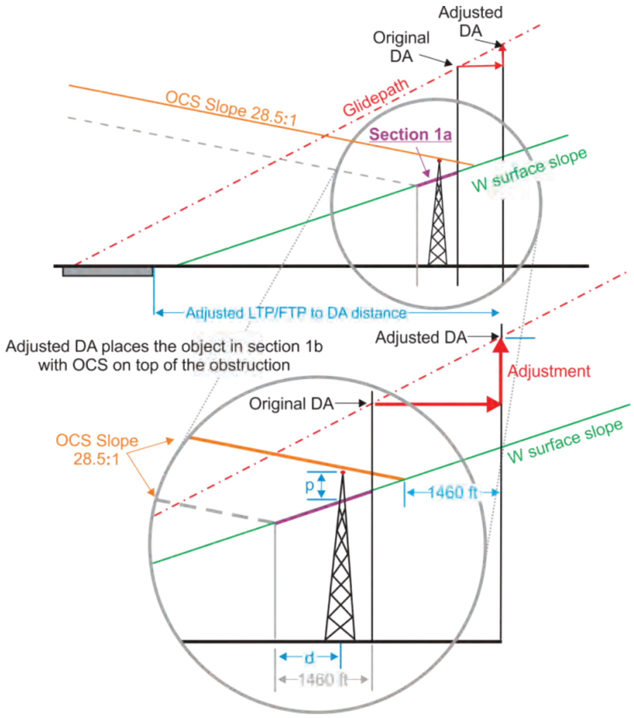
Formula F-15. DA Adjustment, Penetration of Section 1a OCS

$$DA_{adjustment} = \tan(GPA) \times \left[\left(\frac{p}{\frac{1}{28.5} + \frac{GPA}{102}}\right) + d\right]$$

Where:

d = X_O – (distance (feet) LTP/FTP to DA point – 1460)
X_O = Distance (feet) LTP/FTP to obstacle
p = Penetration (feet)

Figure F-9. Penetration of Section 1a OCS



b. Section 1b.

(1) Area. Section 1b begins at the end of section 1a aligned with the final approach course extended. The beginning width is equal to the “W” OCS width at the end of section 1a, and splays to 1 NM wide at 9860.69 feet from DA (see figure F-8 and figure F-10).

(2) OCS. Section 1b OCS is a 28.5:1 slope. The beginning height is equal to the height of the “W” OCS at the end of section 1a. Evaluate obstacles using the shortest distance from the end of section 1a as measured parallel to the FAC (see figure F-10). If this section is penetrated, increase the DA by adding the result of formula F-10 to the original DA (see figure F-11).

Figure F-10. Section 1b OCS Obstacle Measurement

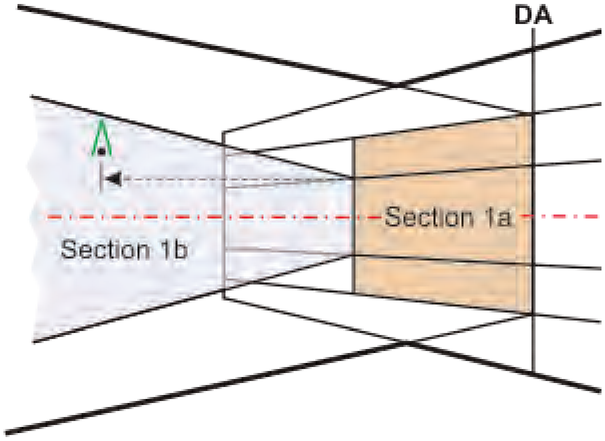
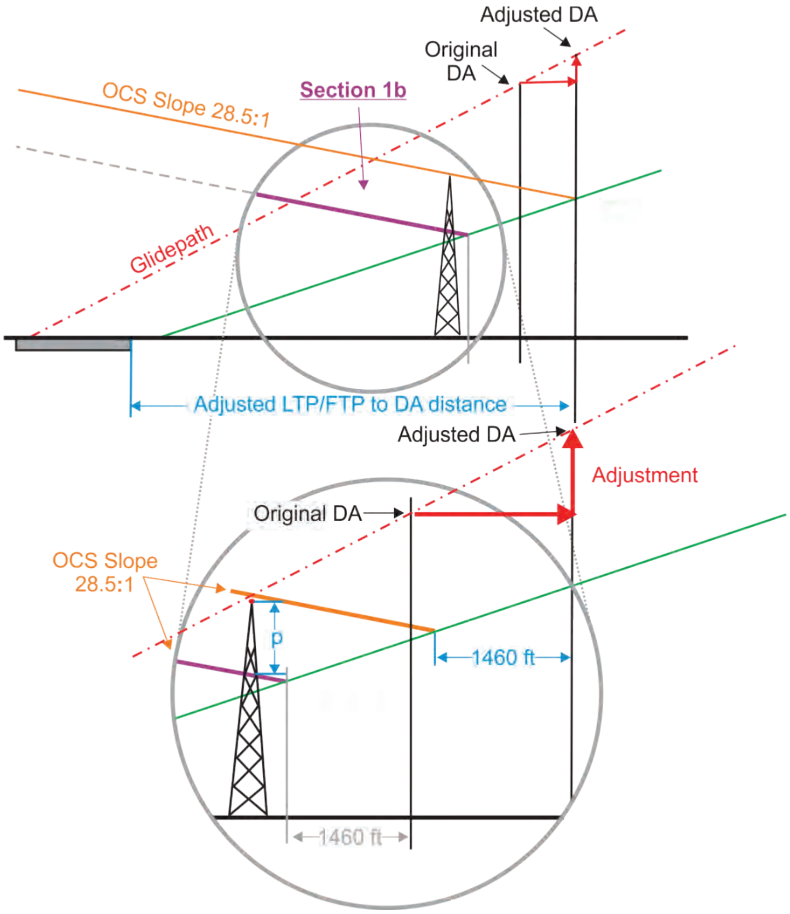


Figure F-11. Penetration of Section 1b OCS



Formula F-10. Adjusted DA, Penetration of Section 1b OCS

$$D_{adjustment} = \tan(GPA) \times \left[\left(\frac{p}{\frac{1}{28.5} + \frac{GPA}{102}}\right)\right]$$

Where:
p = Penetration (feet)

c. Section 1c.

(1) Area. Section 1c begins at the DA point at the outer edges of section 1a and extends along both sides of sections 1a and 1b until terminating at the end of section 1b (see figure F-8).

(2) OCS. The OCS is an inclined plane which starts at the DA point and slopes upward 7:1 perpendicular to the MA course. The inner boundaries originate at the elevation of the outer edges of the “W” surface at the beginning of section 1b. The outer boundaries originate at the elevation of the outer edges of the “X” surfaces at the DA point. These inner and outer boundaries converge at the end of section 1b (9860.69 feet from the DA point). Obstacles in section 1c, adjacent to the “X” surfaces, are evaluated with a 7:1 slope from the elevation of the outer boundaries of the “X” surfaces. Obstacles in section 1c, adjacent to section 1b, are evaluated using the 7:1 slope, beginning at the elevation at the outer edge of section 1b (see figure F-11). Reduce the obstacle height by the amount of 7:1 surface rise from the edge of section 1a or 1b (measured perpendicular to section 1 course). Then evaluate the obstacle as if it were in section 1a or section 1b.

d. Apply formula F-11 to calculate aircraft elevation at the end of section 1.

Formula F-11. Aircraft Elevation at End of Section 1

$$AC_{Section1End} = DA - \tan(\theta) \times 1460 + 276.525$$

Where:
DA = DA less any adjustments
θ = GPA

Figure F-11. Section 1c OCS Obstacle Measurement