



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

National Policy

**ORDER
8260.61**

Effective Date:
03/03/2020

SUBJ: Charted Visual Flight Procedures

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

A handwritten signature in cursive script that reads "Rick C. Domingo".

Rick Domingo
Executive Director, Flight Standards Service

Chapter 1. General Information

1-1-1. Purpose of this order. This order provides the criteria and guidance for developing charted visual flight procedures (CVFPs). A CVFP may be developed where Performance Based Navigation (PBN) instrument approach procedures do not accommodate operational needs. This order contains guidance that is pertinent to 49 U.S. Code § 44721, Aeronautical charts and related products and services.

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

1-1-3. Where can I find this order? This order is available on the Directives Management System (DMIS) [website](#).

1-1-4. What this order cancels. Order 7110.79D, Chatted Visual Flight Procedures, dated 11/15/2001.

1-1-5. Word meanings. Word meanings this order uses are:

- a. Must. The application of the criteria is mandatory.
- b. Should. The application of the criteria is recommended.
- c. May. The application of the criteria is optional.

Chapter 2. Charted Visual Flight Procedures

2-1-1. Program. Visual approaches have been in use for many years. They are an operational technique designed to safely and expeditiously move air traffic. In addition to conventional visual approach procedures, it has been necessary to specify routes/altitudes to enhance noise abatement or improve safety and efficiency at some locations. CVFPs have been developed to provide a pictorial display of these visual arrival routes. A CVFP may be developed when the Air Traffic Control (ATC) facility manager, in coordination with airport management, determines that the procedure would mitigate aircraft noise or improve safety and efficiency. Develop CVFPs at the local level, in accordance with this order (as well as appropriate Air Traffic Organization (ATO) directives):

a. Determine if the number of aircraft operations and complexity of the visual arrival routes require the use of a CVFP. The CVFP should not increase operational complexity for the ATC facility or ATC system users.

b. Performance Based Navigation (PBN) Instrument Approach Procedures (IAPs) should be the first, and primary, strategy for approaches, even for visual conditions. PBN IAPs ensure consistent, repeatable flight paths. Development of a CVFP should only be considered after PBN approach options are exhausted. All new CVFPs require Flight Standards approval. See Order 8260.19, Flight Procedures and Airspace.

c. Design procedures to minimize fuel use, flight time, track miles flown, and environmental impacts.

d. Ensure that the visual arrival routes and altitudes are compatible with local traffic flows and meet ATC requirements.

e. Coordinate proposed procedures with the appropriate Flight Standards representative to ensure the procedures are compatible with expected user aircraft flight characteristics.

2-1-2. Criteria. Comply with the following requirements:

a. Develop the procedure within ATC surveillance coverage.

b. An operating ATC tower is required at an airport served by a CVFP.

c. A CVFP must be contained within controlled airspace.

d. A CVFP may be developed for multiple parallel runways and depicted on a single approach chart, provided:

(1) The CVFP incorporates a common ground track.

(2) One common, prominent, visually identifiable landmark is used in the naming convention for the CVFP.

e. The runway(s) to which a CVFP is published must be equipped with a visual or electronic vertical guidance system. This requirement does not preclude continued usage of the CVFP during temporary outages of the visual or electronic vertical guidance system, contingent upon operational review by the ATO.

f. CVFPs must originate at or near, and be designed around, prominent visually identifiable landmarks. When a landmark cannot be readily identified at night, the procedure must be annotated “Procedure Not Authorized at Night.”

g. Waypoints or navigational aids (NAVAID) can be used to aid in identifying landmarks, but are not intended to strictly define a flight track (between waypoints or NAVAIDs) on the CVFP. The use of waypoints or NAVAIDs alone does not supersede the requirement for using visually identifiable landmarks.

h. CVFPs should normally begin within 20 flying miles from the airport.

i. Electronic NAVAIDs may be used as supplementary information only. NAVAIDs that may assist the pilot by providing positive lateral and/or vertical alignment with the runway for which the CVFP is published should be noted on the chart.

j. For radial/distance measuring equipment (DME) fixes, limit use to one NAVAID, in addition to the NAVAID that may be listed to assist with final approach vertical guidance.

k. Waypoints used as an aide in identifying prominent visual landmarks will be charted using the landmark name and a five-letter identifier. Five-letter identifiers are for database use only. The actual landmark name is to be used in pilot/controller communications.

l. Course information between landmarks (as well as between waypoints or NAVAIDs) along the proposed flight path may be provided for general orientation.

m. When incorporating the use of altitudes, use the following guidelines:

(1) Chart the minimum number of altitudes deemed necessary for the CVFP.

(2) Altitudes must not be established for air traffic separation.

(3) Where necessary, minimum altitudes to contain an aircraft above the floor of Class B airspace must be established and annotated “for Class B.”

(4) Recommended altitudes may be established to indicate the noise abatement profile.

n. Establish weather minimums for the procedure as follows:

(1) Ceiling of at least 500 feet above the minimum vectoring altitude (MVA)/minimum instrument flight rules altitude (MIA).

(2) Visibility of at least three miles.

(3) Greater ceiling/visibility values may be required if determined necessary for the safe completion of a CVFP.

o. Missed approach procedures will not be published; however, expected go-around instructions may be published with Flight Standards approval. These expected go-around instructions should be limited to a heading flown and altitude to maintain. Use of waypoints in the published, expected go around instruction is not authorized.

p. Name the CVFP for a primary landmark used in the procedure. The name should also contain the runway number(s). Examples of names includes “River Visual Runway 18,” “Stadium Visual Runway 25,” etc.

q. Requests to deviate from any of the criteria contained in this chapter must be coordinated with and approved by Flight Standards (specifically, the Flight Technologies and Procedures Division). Follow the guidance for approval requests to instrument procedures in Order 8260.19.

2-1-3. Documentation. Accomplish the following to document the CVFP:

a. Document each new and revised CVFP on a separate Form 8260-20, Charted Visual Flight Procedure (see Appendix B).

b. Coordinate waypoint names with the serving air route traffic control center to obtain the five-letter name(s).

c. Complete Form 8260-2, Radio Fix and Holding Data Record, in accordance with Order 8260.19 for each waypoint being established.

d. Prepare a Sectional Aeronautical Chart(s) depicting the CVFP.

e. The original package including completed Form 8260-20, Form(s) 8260-2, the Sectional Aeronautical Chart(s) depicting the CVFP, and an environmental checklist, will be forwarded to the appropriate ATO office(s) for coordination and review.

Note: See Appendix C for additional development and processing guidelines.

f. When required, Flight Program Operations will determine the flyability of the CVFP, in accordance with appropriate directives. An original CVFP requires a commissioning inspection. A night evaluation must be completed prior to authorizing night use.

Appendix A. Administrative Information

1. Distribution. This order is distributed electronically only.

2. Background. The Aviation Noise Abatement Policy and Order 1050.11, Noise Control Planning, places primary responsibility on the airport proprietor for planning and implementing action designed to reduce the effect of noise on residents of the surrounding area. Under this authority, airport proprietors may propose arrival noise abatement flight tracks, which the FAA may adopt if they are safe and consistent with efficient airspace management. CVFPs may be developed to provide a pictorial display of these visual arrival routes.

3. Related publications.

- Order 1050.1, Environmental Impacts: Policies and Procedures
- Order 1050.11, Noise Control Planning
- Order JO 7110.65, Air Traffic Control
- Order 8260.19, Flight Procedures and Airspace
- Order 8260.26, Establishing Submission Cutoff Dates for Civil Instrument Flight Procedures
- Order 8260.43, Flight Procedures Management Program
- Aeronautical Information Manual
- Interagency Air Committee (IAC) Specification IAC-4

4. Acronyms and/or abbreviations. Users of this order can refer to Table A-1 for an alphabetical listing of frequently used acronyms and abbreviations:

Table A-1. Acronyms and/or Abbreviations

AIS	Aeronautical Information Services
ADT	Aeronautical Data Team
ATC	Air Traffic Control
ATO	Air Traffic Organization
CVFP	Chartered Visual Flight Procedure
DME	Distance Measuring Equipment
FPT	Flight Procedures Team
IAC	Interagency Air Committee
IAP	Instrument Approach Procedure
IFP	Instrument Flight Procedure
IFR	Instrument Flight Rules
MVA	Minimum Vectoring Altitude
NAVAID	Navigation Aid
NFDD	National Flight Data Digest
OEG	Obstruction Evaluation Group
OPR	Office of Primary Responsibility
OSG	Operations Support Group
PBN	Performance Based Navigation
SMS	Safety Management System

5. Forms and reports. The following forms are provided in electronic form online for use in the development and maintenance of CVFP:

- FAA Form 8260-2, Radio Fix and Holding Data Record
- FAA Form 8260.20, Chartered Visual Flight Procedure

6. Information update. For your convenience, 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. Instructions for Completion of Form 8260-20, Charted Visual Flight Procedure

1. **Preparation of Form 8260-20, Charted Visual Flight Procedure.** A sample has been provided (see Figure B-1).
 - a. Airport ID. Enter the applicable ICAO or FAA airport identifier.
 - b. CVFP Name. The name should be concise and in accordance with paragraph 2-1-2.p of this order.
 - c. Amdt. No or Orig. List the amendment number unless the name of the procedure changes. If the procedure has a new name, it is an original.
 - d. City. Enter associated city name.
 - e. State. Enter associated state name. Use the official two-letter state abbreviations.
 - f. Supersedes. List the procedure that is being canceled or amended.
 - g. Amdt. No. List the amendment number of the chart that is being superseded.
 - h. Dated. Annotate the date of the chart that is being superseded.
 - i. Effective Date. Coordinate with the Aeronautical Information Services Aeronautical Data Team for a specific date. If no specific date is needed, insert “routine” in the block.
 - j. From. These are the landmarks used to describe the routing on the chart. If the flight path will be near, but not over a landmark, state the direction and distance the landmark should be from the intended point on the route of flight; e.g., “One mile north of stadium” or “Two miles east of bridge.”
 - k. To. Same as the “From” landmarks. Each segment of the landmark listed as “To” should also be listed as “From” on the next segment. See example below:

From: One mile east of stadium To: Golf Course
From: Golf Course To: Race Track
 - l. Course. This is optional but may be helpful to the pilot, and is sometimes instrumental in achieving the desired ground track. The course can be described as a magnetic heading or a geographical course; e.g., “110 degrees,” “middle of river,” or “parallel the coast line one mile to the east.”
 - m. Altitude. All altitudes entered in this block will be published as recommended altitudes unless annotated otherwise. The only minimum altitudes that will be published are those designed to contain an aircraft in Class B airspace. Annotate these altitudes by placing a “for Class B” in parentheses to the right of the altitude; e.g., “3000 (for Class B).”
 - n. Weather Minima. Insert ceiling and visibility established for the procedure.

o. Notes. Publish notes in this block on the chart. Keep notes to a minimum; do not use notes to describe the route. Notes may include wording such as, “procedure not authorized at night” or “simultaneous visual approaches may be in use to Runway 18.”

p. Supplementary NAVAID/Waypoint Information and Additional Landmarks Chart. List NAVAIDs, and geographical references (other than those already listed in the “From” and “To” blocks) that may assist the pilots. Annotate the one NAVAID to be used for supplemental navigation information. When waypoints are used to aid in identification of a landmark, list the geographical name and associated waypoint five-letter name.

q. Vertical Guidance NAVAID and Angle. List the visual or electronic NAVAID that provides vertical guidance and angle; e.g., “ILS glide slope 3.00 degrees” or “VGSI indicator 3.00 degrees.”

r. Description of Route. The purpose of this information is to assist the cartographer in drawing the chart. This block of information will not be printed on the chart, unless requested.

s. Communication. This will normally be the same as listed for an instrument approach procedure and should not be annotated on this form. However, if additional communications are required, they must be annotated in this block and will then be printed on the chart.

t. Graphic Depiction. The purpose of this block is to assist the cartographer. It should contain all the data listed on the front side of the form under the “Visual Arrival Route” section. Do not include any additional data in this drawing. The graphic with only the data listed will assist to ensure that all necessary information has been provided. This drawing will be published as is in the National Flight Data Digest (NFDD) and should be as neat as practical.

u. Administrative information. Items below are for informational and administrative purposes only. Complete these items on the forms. Do not publish this information on the CVFP.

(1) *Flight Inspected by.* Enter the name of the airspace system inspection pilot (ASIP)/validation pilot who conducted the flight inspection/validation and date flight inspection/validation completed. The flight inspection/validation procedures control form must be maintained with the procedure package. This form requires the signature of the flight inspection/validation pilot or other authorized Flight Program Operations representative signifying inspection/validation completion. If a flight inspection/validation is not required, enter “Flight inspection not required” and the name, title, and signature of the flight inspection/validation official who makes that determination. Include the date of the most recent flight inspection/validation of the procedure. Use the word “pending” only if the procedure is submitted prior to flight check under Order 8260.26, Establishing Submission Cutoff Dates for Civil Instrument Flight Procedures, or if publication is required on a specific charting cycle date. An entry in this block indicates the procedure:

(a) Was flight checked/validated in accordance with applicable directives and standards.

(b) Is approved for further processing and publication.

(2) *Developed by.* Enter the name, office symbol, and signature of the person responsible for developing the CVFP. This individual must sign in the “developed by” space, and enter the date signed. Enter the office or function of the person responsible, such as ATL TRACON.

(3) *Approved by.* Enter the name and signature of the Aeronautical Information Services manager, or his/her designated representative, and the date signed. Signature in this block certifies that the procedure:

(a) Was developed in accordance with appropriate policies, directives, standards, and criteria.

(b) Is approved for further processing.

(4) *Changes-Reasons.* The purpose of these entries is to keep charting agencies and coordinating offices advised of major procedural changes. The listing of changes must include all revisions (except clerical) and the reasons should contain sufficient details so that the cause for the procedural amendment will be clear to the reviewing offices.

Figure B-1. FAA Form 8260-20

FEDERAL AVIATION ADMINISTRATION
 FLIGHT STANDARDS SERVICE
 CHARTED VISUAL FLIGHT PROCEDURE (CVFP)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR, unless otherwise indicated.

AIRPORT ID	CVFP NAME	ORIG/AMDI	CITY	STATE	SUPERSEDES	AMDT NO.	DATED	EFFECTIVE DATE
KDCA	RIVER VISUAL RWY 19	5	WASHINGTON	D.C.	RIVER VISUAL RWY 19	4	09 Sep 99	10 Dec 15

VISUAL ARRIVAL ROUTE:

FROM (Visual Landmarks)	TO (Visual Landmarks)	COURSE (if desired)	ALTITUDE (if needed) Show if for Class B
DAVID W. TAYLOR SHIP RESEARCH AND DEVELOPMENT CENTER	ABEAM GEORGETOWN RESERVOIR		3000 - ABEAM DAVID W. TAYLOR NAVAL RESEARCH AND DEVELOPMENT CENTER
ABEAM GEORGETOWN RESERVOIR	DCA RUNWAY 19		1800 - CHAIN BRIDGE 1500 - ABEAM GEORGETOWN RESERVOIR 900 - KEY BRIDGE

WEATHER MINIMA:

CEILING: 3500 VISIBILITY: 3

NOTES:

1. RADAR REQUIRED. 2. PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA - VOID SURFACE TO 18,000 MSL. 3. RECOMMEND ALTITUDES FOR NOISE ABATEMENT.

SUPPLEMENTARY NAVAID / WAYPOINT INFORMATION AND ADDITIONAL LANDMARKS:

CHART: P-56, CHAIN BRIDGE, KEY BRIDGE, ROOSEVELT BRIDGE, MEMORIAL BRIDGE, ROCHAMBEAU BRIDGE, DALECARLIA RESERVOIR, AMERICAN LEGION MEMORIAL BRIDGE, DCA 3 DME ARC, DCA 4 DME ARC, DCA 6 DME ARC, DCA 10 DME ARC, FERGI, DARIC, GREYZ, SETOC

VERTICAL GUIDANCE NAVAID AND ANGLE: VASI 3 DEGREES

DESCRIPTION OF ROUTE:

(PRINT ON CHART) "AIRCRAFT MAY VISUALLY FOLLOW THE RIVER TO THE AIRPORT, OR MAY PROCEED VIA THE RNAV (RNP) RWY 19 APPROACH TO SECTOC WAYPOINT, THEN FOLLOW THE RIVER TO THE WAYPOINT."

NOTE: CLEARANCE FOR VISUAL APPROACH DOES NOT AUTHORIZE PENETRATION OF P-56.

COMMUNICATION:

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
CHARTED VISUAL FLIGHT PROCEDURE (CVFP)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR, unless otherwise indicated.

AIRPORT ID: KDCA CVFP NAME: RIVER VISUAL RWY 19 ORIG/AMDI: 5 CITY: WASHINGTON STATE: D.C. SUPERSEDES: RIVER VISUAL RWY 19 AMDT NO.: 4 DATED: 09 Sep 99 EFFECTIVE DATE: 10 Dec 15

FLIGHT INSPECTED BY:

DEVELOPED BY:

APPROVED BY:

CHANGES - REASONS:

EXPLANATION OF CHANGES:

1. Deleted option to navigate via the ROSSLYN LDA.
2. Deleted option to navigate via the DCA R-328.
3. Deleted River Reference Lights.
4. Added FERGI, DARIC, GREYZ, and SECTOC waypoints.
5. Changed recommended altitude at Gerorgetown Reservoir from 1200 to 1500.
6. Under Radar Required, fix misspelled word "visibility."

ORGANIZATION:
XXX-XXX

DATE:
MM/DD/YYYY

FLIGHT INSPECTION SIGNATURE:

DEVELOPED BY SIGNATURE:

APPROVED BY SIGNATURE:

REASONS:

1. ATC Request
2. ATC Request
3. These lights no longer exist.
4. ATC Request
5. ATC Request
6. ATC Request

Appendix C. Additional Guidelines

1. Purpose. This appendix is associated with Chapter 2 and provides additional information related to the development and processing of CVFPs. Previously, internal ATO orders and directives (including Order 7110.79D) governed these processes. However, with publication of this order, Flight Standards (specifically the Flight Technologies and Procedures Division) is now the Office of Primary Responsibility (OPR) for CVFPs. This appendix has therefore been developed to note the internal ATO guidelines and processes that have historically been used for CVFPs. ATO is authorized to make exceptions, as needed or required, to the additional development and processing guidelines listed in this appendix. Aeronautical Information Services must advise the Flight Technologies and Procedures when information listed in this appendix is no longer valid.

2. Additional development and processing guidelines.

a. All new and revised CVFPs require environmental review in accordance with Order 1050.1, Environment Impacts: Policies and Procedures. Close coordination is required with the local airport authority and the Service Center Operations Support Group (OSG) Environmental Specialist to ensure compliance with applicable policies.

b. Chart format and symbology must be in accordance with the criteria established by Aeronautical Information Services, consistent with applicable charting standards (see IAC Specification IAC-4).

c. Any newly developed CVFP should contain documentation explaining why a PBN solution would not work in this situation.

d. Training for new and revised CVFPs is the responsibility of ATC facility management in accordance with applicable directives.

e. Any request for the creation, amendment, or cancellation of a CVFP should be submitted using the IFP Information Gateway (see Order 8260.43, Flight Procedures Management Program).

f. Forward the original package, including completed Form 8260-CVFP, Form(s) 8260-2, Sectional Aeronautical Chart(s) depicting the CVFP, and an environmental checklist, to the Service Center, OSG Air Traffic and Flight Procedures Team (FPT) representatives for coordination and review.

g. The Service Center, OSG Air Traffic Representative should review proposed and amended CVFPs to ensure compatibility with paragraphs 2-1-1 and 2-1-2 of this order.

h. The Service Center, OSG Air Traffic Representative must ensure that CVFPs are contained within controlled airspace, including Class B airspace, as appropriate.

i. After approval of a new or amended procedure by the Service Center OSG and the Instrument Flight Procedures (IFP) Validation Team (see Order 8260.43), the FPT will review

the procedure package for completeness and criteria compliance, and transmit the CVFP package to Aeronautical Information Services IFP for processing.

j. Aeronautical Information Services IFP will forward completed Form 8260-20 and Form 8260-2 to Aeronautical Information Services Aeronautical Data Team for processing. Forward a copy to the Air Traffic Service Center OSG.

k. Proposed obstructions in close proximity to the potential CVFP ground track should be studied for effect by the Air Traffic Obstruction Evaluation Group (OEG).

l. Review existing CVFPs biennially. Amend or cancel CVFPs as needed, based upon the review. The results of the review should be documented and placed with the CVFP source documents.

Directive Feedback Information

Please submit any written comments or recommendation for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject:

To:

(Please check all appropriate line items)

- An error (procedural or typographical) has been noted in paragraph ___ on page _____
- Recommend paragraph _____ on page _____ be changed as follows:
(attached separate sheet if necessary)
- In future change to this order, please include coverage on the following subject *(briefing describe what you want added)*
- Other comments:
- I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____

Submit this form to:

[FAA, Flight Standards Service, Flight Technologies and Procedures Division](#)
P.O. Box 25082, Oklahoma City, OK 73125