



Federal Aviation Administration

Memorandum

Date:

To: Instrument Flight Procedures Service Providers

From: Christopher J. Hope, Manager, Flight Technologies and Procedures Division

Subject: Clarification to FAA Order 8260.46, Departure Procedure (DP) Program,
Standard Instrument Departure (SID).

This memorandum clarifies Federal Aviation Administration (FAA) Order 8260.46, paragraph 2-1-1 *Departure Procedure (DP) Guidelines*. This paragraph refers to FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS) for general DP design and obstacle evaluation but does not provide explicit reference to the design of SIDs as it does for ODPs.

The DP definition includes both ODPs and SIDs. Therefore, Order 8260.3 Chapter 13 applies to the evaluation of SIDs even though not explicitly referenced in Order 8260.46. Use the following guidelines:

1. Apply Order 8260.46, Appendix B, Graphic DP Requirements Worksheet to determine what ATC is requesting for the SID. Ensure the lowest ATC requested maintain altitude is defined as a numerical value for evaluations only. Chart appropriately per Order 8260.46.
2. Per Order 8260.46 only one diverse departure assessment is required. Apply Order 8260.3, Chapter 13, paragraph 13-2-1 to evaluate the diverse assessment if not completed.
3. Based on the results of the diverse assessment apply the following:
 - a. Chapter 13, Section 13-1 for SID obstacle mitigation evaluations such as ICA and takeoff minimums (ceiling/visibility, low close-in/takeoff obstacles, and climb gradient).
 - b. Apply Chapter 13, Section 13-3, 13-6, and paragraph 13-2-2 for SID route/sector evaluations as applicable.

4. Do not apply Section 13-2, Diverse Departure Assessment without an FS waiver for the following (consult with FS before submitting a waiver for guidance):
 - a. A SID designed to support ATC radar vectoring below the MVA without a DVA.
 - b. A SID designed to support ATC issuing a range of initial headings with a maintained altitude lower than the unrestricted climb allowed by TERPS.
5. Do not apply 13-5, Diverse Vector Area (DVA), or paragraph 13-2-2, Sector Departures to newly designed (Original) SID. FAA Order JO 7110.65, Air Traffic Control, paragraph 5-8-2, Initial Heading does not allow a DVA to be used in conjunction with a SID, and paragraph 5-6-3, Vectors Below Minimum Altitude only allows the use of a DVA, it does not allow a sector by itself. Paragraphs 13-3-5 and 13-2-2 may be used to aid in a periodic review of an existing SID that used a DVA/sector in the design. Additionally, the climb gradients and climb gradient termination altitudes must be the same between the SID and DVA/sector.

This memo remains in effect until rescinded. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section at 405-954-1139 or 9-AWA-AVS-AFS420@faa.gov.