

19-01-332 Charting Waypoints  
with Both Fly-over and Fly-By  
Functions

## **8260.19H**

From 8-6-4. Terminal routes. This information is used to develop the planview of the instrument approach chart. For RNAV (GPS and RNP) procedures, document all segments of the procedure, including the final and missed approach segments. See paragraph 8-2-5 for guidance regarding the establishment of terminal routes.

(6) For RNAV (GPS and RNP) IAPs, and ILS/LOC procedures containing RNAV segments, document:

### From:

(e) The missed approach holding waypoint (clearance limit) as a FO waypoint. However, the missed approach holding waypoint will not be charted as a fly-over waypoint in order to avoid confusion when the fix is used for other purposes and treated as a fly-by waypoint.

### To:

(e) Waypoints as FB unless required otherwise for obstacle avoidance. Exception: Holding waypoints and the Missed Approach Waypoint shall be designed as FO waypoints. Holding waypoints will be charted as a FB unless the holding waypoint is also designated in some other part of the procedure (i.e., IAF) with a FO function, then the holding waypoint will be charted as a fly-over point.

## **IAC Specifications:**

### **From:**

Waypoints designated as a holding fix will be shown as fly-by, without the circle around the symbol. However, in the event the holding fix/waypoint is also designated in some other part of the procedure (i.e., IAF) with a fly-over function, then the holding fix/waypoint will be charted as a fly-over point.

### **To:**

Waypoints designated as a holding fix may be charted as fly-by, without the circle around the symbol. However, in the event the holding fix/waypoint is also designated in some other part of the procedure (i.e., IAF) with a fly-over function, then the holding fix/waypoint will be charted as a fly-over point.

## AIM

### From:

The MAWP and the missed approach holding waypoint (MAHWP) are normally the only two waypoints on the approach that are not fly-by waypoints. Fly-over waypoints are used when the aircraft must overfly the waypoint prior to starting a turn to the new course. The symbol for a fly-over waypoint is a circled waypoint. Some waypoints may have dual use; for example, as a fly-by waypoint when used as an IF for a NoPT route and as a fly-over waypoint when the same waypoint is also used as an IAF/IF hold-in-lieu of PT. When this occurs, the less restrictive (fly-by) symbology will be charted.

### To:

Fly-over waypoints are used when the aircraft must overfly the waypoint prior to starting a turn to the new course. The symbol for a fly-over waypoint is a circled waypoint. The Missed Approach Waypoint (MAWP) will always be a fly-over waypoint. A holding waypoint will always be designed as a fly-over waypoint in the navigational database but may be charted as a fly-by event unless the holding waypoint is used for another purpose in the procedure and both events require the waypoint to be a fly-over event. Some waypoints may have dual use; for example, as a fly-by waypoint when used as an IF for a NoPT route and as a fly-over waypoint when the same waypoint is also used as an IAF/IF hold-in-lieu of PT. When this occurs, fly-over symbology will be charted when the procedure requires a fly-over event in all uses of the waypoint.