U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER 8260.60 CHG RVFP

Effective Date:
MM/DD/YYYY

SUBJ: Special Procedures and Area Navigation (RNAV) Visual Flight Procedures (RVFP)

This order provides the policy, guidance, and standardization for requesting, maintaining, and processing special procedures and Area Navigation (RNAV) Visual Flight Procedures (RVFPs).

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Chapter 1. General Information

Section 1-1. Administrative

1-1-1. Purpose of This Order. This order provides policy, guidance, and standardization for requesting, maintaining, and processing special procedures and RVFPs that are not prescribed under Title 14, Code of Federal Regulations (14 CFR), part 71, part 95, or part 97.

1-1-2. Audience. All personnel who are responsible for requesting, designing, amending, and/or maintaining Special Procedures and Area Navigation (RNAV) Visual Flight Procedures (RVFPs).

1-1-3. Where to Find This Order. You can find this order on the FAA website and the FAA Dynamic Regulatory System (DRS).

1-1-4. What This Order Cancels. Order 8260.60B, Special Instrument Procedures, dated 12/11/2020.

1-1-5. Explanation of Policy Changes. Significant areas of new direction, guidance, policy, and criteria are as follows:

a. Updated administrative changes throughout the document.

b. Updated page and paragraph numbers in the Table of Contents.

c. Updated area navigation (RNAV) visual flight procedure (RVFP) guidance.

Section 1-2. Basic Information

1-2-1. What is a Special Procedure? Special procedures are instrument flight procedures (IFPs) not provided to the public.

1-2-2. General Guidance.

a. A special procedure may be designed by either the FAA or a non-FAA service provider (FAA service providers and non-FAA service providers will herein be referred to as "service providers" unless otherwise specified).

b. Special procedures may be designed based on unique aircraft performance/equipment or flight crew training requirements. They may also require the use of airports, landing aids, communications, or weather services not available for public use.

c. Special procedures and RVFPs require specific processing, are reviewed and authorized by AFS-400, who may have specified aircraft performance/equipment requirements, special crew training, airport facility equipment, waivers from published standards, proprietary criteria, and restricted access.

d. Special procedures and RVFPs are not published in the Federal Register and are often promulgated at the request of private individuals, operators, or private airport/heliport owners. These procedures may be aircraft-specific, have unique designs, or specific requirements. Special procedures that serve the public interest may be funded by the FAA. Order 8260.43, Flight Procedures Management Program, requires specific approval of the appropriate IFP Validation Team prior to FAA-funded special procedure design.

e. Special procedures may require non-government funding for design and maintenance.

f. Requests for any information relating to the development of special procedures, or the approved procedures, made in accordance with the provisions of the Freedom of Information Act (FOIA), 5 U.S.C. 552, will be handled separately in accordance with the FOIA and Order 1270.1, Freedom of Information Act Program. Responses to such requests will be coordinated through the Flight Technologies and Procedures Division, and release determination will be made case-by-case.

g. For the current inventory of special procedures, see the Special Instrument Flight Procedure List.

Section 1-3. Special Procedure Requests and Processing

1-3-1. Initiating a Request for Special Procedures.

a. To request a special procedure, the proponent/operator has the following options:

(1) Contact the FAA for special procedure design,

(2) Design their own special procedure (as a non-FAA service provider), or

(3) Select a non-FAA service provider for special procedure design.

NOTE: If the proponent contracts with the FAA, then the FAA service provider will process the request.

b. Proponents/operators that would like the FAA to design a special procedure may initiate requests by filling out an Instrument Flight Procedure Request Form or contacting the applicable Operations Support Group's Flight Procedures Team (OSG FPT).

c. If the proponent would like to design their own special procedure (proponent as a non-FAA service provider), the proponent will follow the guidance in this order and Order 8260.43 for documentation submission to the Flight Procedures and Airspace Group's (AFS-420) appropriate service area section. Refer to the Service Center Area Division of Work Map.

d. If the proponent elects to utilize a non-FAA service provider, the non-FAA service provider will follow the guidance in this order and Order 8260.43 for documentation submission to the Flight Procedures and Airspace Group's appropriate service area section. Refer to the Service Center Area Division of Work Map.

NOTE: For additional information see the Non-FAA Service Provider Contact List.

Chapter 2. Roles and Responsibilities

Section 2-1. Processing

2-1-1. Special Procedures.

a. Service provider.

(1) Designs and amends procedures using applicable FAA directives or other criteria approved by the FAA.

(2) Forwards all new, amended, abbreviated amendments, and cancellation procedure packages to the Flight Procedures and Airspace Group for authorization and coordination.

(3) Completes waiver request(s) in coordination with the proponent and forwards it to the Flight Procedures and Airspace Group for further action.

(4) Performs quality assurance (QA) review of special procedures prior to submission to Flight Procedures and Airspace Group for authorization.

(5) Coordinates with FAA Instrument Flight Procedures Validation Team and service center airspace offices by completing the AFS-420 Validation/Airspace requests forms prior to submitting procedures.

(6) Coordinates, documents, and performs flight inspection/flight validation of the procedures (when applicable) and provides the required forms and associated data to the Flight Procedures and Airspace Group.

(7) Maintains a complete procedure package file for each special procedure designed and/or maintained. Contents of this file, at a minimum, must contain all applicable 8260-series FAA forms, maps, and all other relevant documents related to the design of the procedure (see paragraph 2-1-2 for procedure package content requirements).

(8) Performs periodic reviews in accordance with Order 8260.19, Flight Procedures and Airspace. If a service provider intends to transfer the responsibility for periodic reviews (procedure maintenance) to another service provider, see paragraph 2-1-4.

(9) When the service provider will no longer maintain a special procedure, and the procedure will not be transferred from or to another service provider; the service provider must notify the Flight Procedures and Airspace Group, initiate Notice to Airmen (NOTAM) action, or initiate cancellation of the procedure as appropriate (see paragraph 2-1-5). The service provider must maintain the procedure until the procedure is canceled or removed from service by NOTAM.

(10) Signs “Approved By” and “Reviewed By” lines on 8260-series FAA forms certifying the IFP was developed in accordance with applicable policies, directives, standards, and criteria and is approved for further processing.

b. Flight Technologies and Procedures Division.

(1) Reviews and approves non-FAA service provider proprietary criteria to support requests for special procedures in accordance with Order 8260.19, section 2-12.

(2) Conducts oversight of non-FAA service providers in accordance with Order FS 8260.57, Oversight of Non-FAA Instrument Flight Procedure Service Providers.

(3) Coordinates with other Flight Standards (FS) Divisions and other FAA Lines of Business (LOBs) on special procedure packages, if needed.

(4) Identifies specific operational and/or training requirements relative to any unique and/or local environmental conditions and documents on FAA Form 8260-7B, Special Instrument Approach Authorization.

(5) Establishes and communicates an effective date of all special procedures (including cancellations) on the appropriate 8260-series FAA forms as soon as possible within 224 days of the approved by signature date on FAA Form 8260-7B. The effective date must coincide with Aeronautical Information Regulation and Control (AIRAC) cycle dates and should meet the appropriate AIRAC cutoff dates. The effective date may exceed 224 days with Flight Procedures and Airspace Group Manager's approval.

(6) Distributes special procedure packages as appropriate.

(7) Provides oversight and tracking for issuance, amendment, cancellation, suspension, and revocation of special procedures. Maintains records of all current, amended, and canceled special procedure packages in accordance with Agency directives.

(8) Coordinates with the POI regarding the operators' meeting specific procedure requirements. Authorizes the issuance of special procedures to additional requesters through the SAO/POI.

(9) Evaluates and approves Flight Procedures Standards Waivers and equivalent levels of safety (ELoS) in accordance with Order 8260.19.

NOTE: FAA Form 8260-7B will accompany all special procedures and be incorporated as an amendment to the operations specifications of the certificate holder. The form may also be issued with a Letter of Authorization (LOA) to part 91 operators. A separate FAA Form 8260-7B is required for issuance of each special obstacle departure procedure (ODP) and/or standard instrument departure (SID). The requirements documented on this form will be developed and approved by the Flight Technologies and Procedures Division. See Order 8260.19, appendix I for details.

c. Other FS Divisions and FAA LOBs. Assist with evaluating special procedure packages, including participation at Flight Technologies and Procedures Division's Procedure Review Board (PRB), when requested.

2-1-2. Special Procedure Package Contents. Service providers must submit a single "stand-alone" package (see Orders 8260.19 and 8260.46, Departure Procedure (DP) Program, as appropriate). For RVFP package contents, see chapter 3. For FAA, see FAA-AFS MOU MOA between AFS and AJV on Specials, Waivers, and Approvals Processing, dated 06/26/2023.

a. A complete special procedure package (original and full amendments) must contain the documents listed below in the following order:

(1) Cover letter explaining the request to include any waiver(s) and/or approval(s) and any documentation that is not included in the package;

(2) Applicable 8260-series FAA forms (see Order 8260.19), including all required signatures;

(3) FAA Form 8260-2, Radio Fix & Holding Data Record, and/or FAA Form 8260-2 Data Worksheets (if applicable) in alphabetical order;

(4) Documentation for waiver and/or approval requests, if any;

(5) Existing instrument approach chart (if applicable) or graphic portrayal of the procedure;

(6) Maps with identifying scale, graphically depicting obstacles in relation to the obstacle evaluation areas (OEAs). Each obstacle will be identified by a number that corresponds with the submitted form for the procedure;

(7) Flight inspection/validation forms;

(8) Missed approach/departure climb gradient calculations for manually built procedures;

(9) Distance measuring equipment (DME)/DME assessments (if applicable);

(10) Temporary NOTAM (T-NOTAM);

(11) Appropriate environmental review process documentation in accordance with Order 1050.1, FAA National Environmental Policy Act Implementing Procedures. Service providers need documentation signed by an Environmental Protection Specialist unless covered under a memorandum of agreement;

(12) Stamped information (INFO) copies of all existing waivers/approval (If applicable);

(13) Other Supporting Documentation as required and

(14) Documentation of the following (unless the service provider has an FAA-accepted process to retain these records):

(a) Acceptance of the procedure by all affected ATC Facilities,

(b) Airport/Heliport owner/manager acceptance of special procedure design,

(c) The identity of the proponent (if different from the airport owner/manager),

(d) The identity of the operator(s) expected to use the procedure, and

(e) Documentation that the proponent and airport/heliport owner(s) have granted permission to the proposed operator(s) to use the procedure. Non-FAA service providers may act as an agent for the proponent in granting this permission.

b. Abbreviated Amendments. An abbreviated amendment contains the documents listed below in the following order:

(1) A cover letter including a brief description of the changes to include any waiver(s) and/or approval(s) and any documentation that is not included in the package.

(2) New Form 8260-7A, Special Instrument Approach Procedure, and/or 8260-15 departure procedure series FAA forms (as applicable) in accordance with Order 8260.19, chapter 8.

(3) Appropriate environmental review process documentation in accordance with Order 1050.1. Service providers need documentation signed by an Environmental Protection Specialist unless covered under a memorandum of agreement.

c. Any package submitted without the information listed in paragraph 2-1-2.a, may be returned to the submitter along with the reason it was returned, with no action taken. Documentation exceptions may be authorized by the Flight Procedures and Airspace Group Manager or designee.

(1) The service provider must communicate these omissions in the cover letter. If these items are not included in the submission, the procedure may be reviewed at the PRB but not authorized until all required documentation is submitted to the Flight Procedures and Airspace Group.

(2) Where circumstances require immediate NOTAM action, the service provider must issue a Flight Data Center (FDC) T-NOTAM to initiate the change. An amended Form 8260-7A/8260-15 departure series FAA forms (as applicable) amendment must be submitted and processed within 224 days of NOTAM issuance (see Order 8260.19, Flight Procedures and Airspace, and Order JO 7930.2, Notice to Airmen). If the processing deadline cannot be met, a NOTAM extension must be submitted to FS.

2-1-3. Service Provider Requirements (Procedure Maintenance Plan).

a. In addition to the completion of applicable 8260-series FAA forms (see paragraph 2-1-2), certain levels of coordination, maintenance, protection, and periodic review are required.

b. The service provider is responsible for providing the following actions and plans for the procedure to the Flight Procedures and Airspace Group for review at the PRB [service providers with accepted maintenance plans on file with Flight Procedures and Airspace Group are exempt from paragraphs 2-1-3].

(1) The service provider must identify a POC as the focal point for the organization's maintenance activities. The Flight Procedures and Airspace Group will determine whether the applicant possesses the expertise and qualifications to conduct procedure maintenance.

(2) The service provider will document a method for conducting periodic reviews, which must comply with the requirements in Order 8260.19 to include a process for ensuring that a review is conducted within the allotted timeframe and action taken (NOTAM, amendments) to correct safety/criteria compliance issues.

(3) The service provider will establish an Obstruction Evaluation Study Plan and utilize the automated Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) program. Document a process for receiving notifications and conducting evaluations of all OE studies in a time-sensitive manner. Provide information to show that a method is in place to identify obstruction evaluation/nonrulemaking airspace cases that may have an aeronautical effect due to the obstacle's height and proximity to the instrument procedure(s), along with a specific process for taking appropriate action.

(4) The service provider will establish a NOTAM Plan. The National Flight Data Center (NFDC) NOTAM process is used to disseminate NOTAMs on Special Procedures in accordance with Order JO 7930.2.

(5) The service provider will establish a plan to comply with periodic flight validation requirements as specified in Order 8200.1, U.S. Standard Flight Inspection Manual (USSFIM), and Order 8900.1 Volume 11, Chapter 12, Section 1, Requirements to Conduct an Instrument Flight Procedure Validation.

(a) Document a method for ensuring the validation can be conducted within the allotted timeframe, who to contact, and/or what to do if periodic dates are not met.

(b) Provide documentation indicating appropriate airspace requirements have/will be met in accordance with Order 8260.19 (see chapters 4 and 5 as applicable).

(6) When a Special procedure has not been or can no longer be maintained in accordance with the provisions of this order and Order 8260.19, the service provider will notify the Flight Procedures and Airspace Group and immediately discontinue use (NOTAM may be required). If maintenance cannot be restored within 60 calendar days, a complete procedure review must be conducted before reissuance, or the procedure must be canceled (see paragraph 2-1-5).

2-1-4. Transferring Special Procedure Maintenance Responsibilities. Special procedures may be transferred from one service provider to another for maintenance after the following requirements have been met:

a. The receiving service provider submits a written request to Flight Procedures and Airspace Group seeking approval to assume maintenance responsibilities from the current service provider. This request must indicate how the requirements specified in paragraph 2-1-3.b will be met.

b. If the transfer is approved, the service providers must address the following:

(1) Establish the transfer date as agreed to by all parties.

(2) Coordinate transfer of documentation files to include all applicable 8260-series FAA forms (see paragraph 2-1-2 for procedure package contents) and general correspondence that

pertains to the procedure(s). This includes documentation on periodic reviews, NOTAMs, OE studies, and periodic flight inspection/validation as applicable.

(3) Once procedures are accepted by the receiving service provider, they become their responsibility. The receiving service provider must ensure that transferred procedures are current and acceptable. The receiving service provider may need to issue NOTAMs against the transferred procedures until the identified issues are resolved.

2-1-5. Cancellation of Special Procedures.

a. When a special procedure will no longer be maintained and responsibility for it will not be transferred, it must be canceled.

b. The provider will send the cancellation package to Flight Procedures and Airspace Group for processing, to include:

(1) A cover letter including a brief description of the reason for cancellation and

(2) Documents from paragraph 2-1-2.a(2) (as applicable) (in accordance with Order 8260.19.

NOTE 1: The Flight Procedures and Airspace Group will coordinate and document the effective date after authorization of cancellation.

NOTE 2: The service provider will continue to maintain the procedure until canceled or removed from service by NOTAM, with the concurrence of Flight Procedures and Airspace Group.

c. If a special procedure(s) is/are planned to be canceled and replaced by a new procedure(s) concurrently, both the replacement procedure(s) and canceled procedure(s) must be submitted to Flight Procedures and Airspace Group at the same time. The Flight Procedures and Airspace Group will ensure that both procedures share the same effective date.

2-1-6. Issuance of Special Procedures.

a. Safety Assurance Offices/POI.

(1) Airplane Special procedures issuance process and guidance. See Order 8900.1 Volume 3, Chapter 18, Section 5, Part C Operations Specifications – Airplane Terminal Instrument Procedures and Airport Authorization and Limitations.

(2) Helicopter Special procedures issuance process and guidance. See Order 8900.1 Volume 3, Chapter 18, Section 7, Part H Helicopter Terminal Instrument Procedures and Airport Authorizations and Limitations.

(3) Part 129 Operators Special procedures issuance process and guidance. See Order 8900.1 Volume 12, Chapter 4, Section 4, Title 14 CFR Part 129 Part C Operations Specifications – Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.

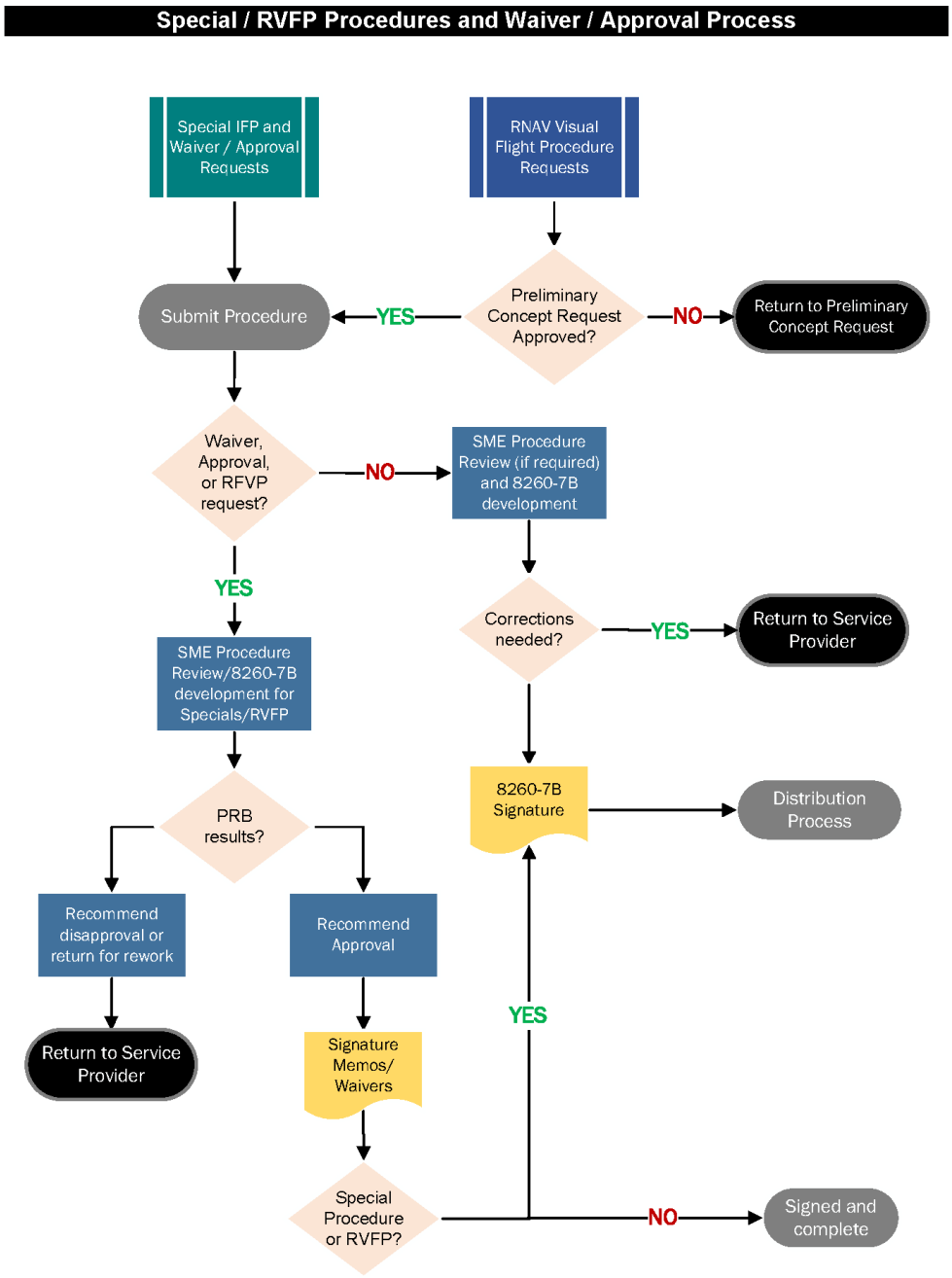
(4) Guidance for Powered-lift aircraft special issuance, in accordance with 14 CFR Part 194 (SFAR 194), Special Federal Aviation Regulation No. 120 – Powered-Lift: Pilot Certification and Training, Operations Requirements, and any associated guidance for OpSpecs.

b. Flight Technologies and Procedures Division. See Order 8900.1 Volume 3, Chapter 18, Sections 5, Part C Operations Specifications – Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations (OpSpec C081 and C381) and Volume 3, Chapter 18, Section 7, Part H Helicopter Terminal Instrument Procedures and Airport Authorizations and Limitation (OpSpec H122).

2-1-7. Charting. Charts must include all relevant information from the applicable 8260-series FAA forms. Charts should adhere to standard approach charting conventions, but may be tailored as necessary to meet user needs.

NOTE: For "Special" procedures charted by the proponent or agent hired by the proponent, the procedure design authority may decide where to place chart notes.

Figure 2-1–1. Special Procedures Processing Flow Diagram



Chapter 3. RNAV Visual Flight Procedures

Section 3-1. General Information

3-1-1. RVFP Background. An RVFP is a special visual flight procedure requested by the pilot with a defined flightpath flown under IFR with specific ATC clearance. An RVFP is flown using a suitable RNAV system following prescribed lateral and vertical paths. Pilots require specific ATC clearance and may not navigate any portion of the flightpath in Instrument Meteorological Conditions – once cleared. When being radar vectored by ATC, pilots may join at another waypoint along the path of the charted procedure, except for waypoints beginning or within an RF leg. An RVFP is not published in the Federal Register for public use and the operator is required to have a specific Operations Specification approval. Required ceiling and visibility minima are published on the procedure chart. An RVFP does not have a missed approach procedure and is not evaluated for obstacle protection.

3-1-2. Performance Based Navigation (PBN) Instrument Approach Procedures (IAPs).

a. PBN IAPs should be the first and primary strategy for approaches, even in visual conditions. PBN IAPs ensure consistent, repeatable flight paths.

(1) If a PBN IAP is not feasible, the FAA would prefer an Instrument Approach with a Visual Guidance Fix (VGF). This is an instrument required navigation performance (RNP) approach (APCH) procedure with a VGF.

(2) If a PBN IAP and IAP with a VGF are not feasible, consider an RVFP.

b. RVFPs are neither Charted Visual Flight Procedures nor IAPs. RVFPs are not authorized for Simultaneous Independent Parallel Instrument Approaches, Simultaneous Close Parallel instrument approaches, Simultaneous Offset Instrument Approaches, or Established on RNP operations. Many of the aircraft capable of flying these procedures are equipped with systems capable of providing lateral, coded advisory vertical path and airspeed guidance/reference.

c. When given an RVFP clearance, the flight crew is responsible for ensuring they remain clear of obstacles, terrain, clouds, and traffic.

d. Flight crews must adhere to the weather minimums on the procedure chart and be aware that RVFPs are visual procedures designed to be flown in visual conditions with the benefit of a lateral path. Once the airport or preceding aircraft is in sight and the RVFP clearance is issued, the flight crew also benefits from the coded vertical path to the runway. The crew must always be vigilant and remain clear of terrain, obstacles, clouds, and traffic after receiving an RVFP clearance.

e. RVFPs must be designed to serve the maximum number of operators and are not exclusive to a single operator.

3-1-3. Processing. Proponents/Service Providers seeking an RVFP must use the Special Procedure Process (see figure 2-1–1). Additional design and processing information is detailed in this chapter.

NOTE: RVFPs designed by proponents/non-FAA service providers do not require IFP validation.

3-1-4. Preliminary Concept Request. During project initiation (before design and procedure submittal to the Flight Procedures and Airspace Group), the proponent must review the existing IFPs and the need for the proposed RVFP. The request must provide justification and ATC acceptance of the preliminary concept for the requested RVFP.

3-1-5. Preliminary Concept Request Contents. Include the following information (as applicable):

a. Verify that no Part 97 IAP(s) serve the runway or that existing IAP(s) are not operationally suitable:

(1) Justify why a Part 97 or non-Part 97 (Special) IAP has not been requested.

(2) Provide the estimated publication date for the Part 97 IAP that is being designed or requested if applicable.

b. The standard navigation capability for the RVFP is RNAV 1 with the Global Positioning System (GPS) as the navigation sensor and track-to-fix (TF)-TF turn construction.

(1) If radius-to-fix (RF) turns are required, then the alternate navigation capability is RNP 1 with GPS as the navigation sensor.

(2) Provide the required navigation capability used for the RVFP path design.

c. If the justification includes specific safety concerns that the RVFP may alleviate, include the flight safety analysis. Examples of this data could include:

(1) Improvements to stabilized approaches,

(2) De-identified data from Flight Operations Quality Assurance; Aviation Safety Action Program, and

(3) Aviation Safety Information Analysis and Sharing or air traffic track data may be used to provide evidence of an existing safety concern that an RVFP may mitigate.

d. Prototype Chart

e. Environmental benefits and operational efficiency benefits may also be included. These benefits are not a substitute for the flight safety analysis.

f. Other work products [i.e., Terminal Area Route Generation Evaluation and Traffic Simulation (TARGETS) package] or other design software products may be included.

Preliminary Concept Request Submission. After completing the above, submit the preliminary concept request to the Flight Procedures and Airspace Group. The request will be routed to the Flight Procedures and Airspace Group sectional Aviation Safety Inspector (ASI), who will coordinate the review and provide FS acceptance of the preliminary concept request for further design of the RVFP.

3-1-7. General Design and Charting Guidelines.

a. Design RVFPs to emulate existing visual approach paths. These procedures must include all normal operational and/or desired altitude and speed restrictions. Proper coordination between the lead operator and/or their representative, the local ATC facility, and the Flight Technologies and Procedures Division will ensure procedural design requirements are satisfied.

b. RVFPs are not IAPs, are not designed with prescribed Terminal Instrument Procedures (TERPS) criteria and do not provide obstacle protection. Any RVFP design and related ATC facility directives for procedural use must consider these facts. Affected ATC facilities should be made aware of the lack of obstacle protection during initial design.

c. To assess RVFP flyability, a design tool such as TARGETS can be used during the RVFP design process to evaluate coded flight paths (lateral and advisory vertical) to ensure they are flyable with the intended equipment.

d. A runway served by an RVFP should be equipped with a visual glideslope indicator (VGSI). If there is a VGSI, the coded advisory vertical path provided should be coincident (descent angles within 0.20 degrees) or steeper than the guidance provided by the VGSI.

e. Altitudes must not be established for air traffic separation purposes.

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

g. Weather Requirements. The ceiling and visibility minimums required to conduct these procedures must equal or exceed for visual approach operations and meet applicable 14 CFR requirements, ATC standards (reference Order JO 7110.65, Air Traffic Control) and any local ATC facility policies. Ceiling and visibility minimums must be coordinated between the lead operator and local ATC facility and approved by Flight Standards.

h. Charts must include all relevant information from FAA Form 8260-19, RNAV Visual Flight Procedures. Charts should adhere to standard charting conventions; and may be tailored as necessary to meet user needs. Use only dashed lines to depict the RVFP flight segments.

NOTE: As FAA Form 8260-19 does not have PBN and Equipment Requirements boxes, RVFPs built with RF legs shall include the chart note "RF Required."

i. PBN Equipment Requirements. PBN Navigation Specifications (NavSpec) and sensor requirements will be defined on FAA Form 8260-7B. While there is no requirement to include the PBN NavSpec and sensor requirements on the RVFP chart, they may be printed on the chart or the AAUP.

(1) A standard RVFP with TF-TF turn construction should require RNAV 1 as the navigation capability with GPS. This must be documented on FAA Form 8260-7B as "RNAV 1 – GPS."

(2) An alternate turn construction using RF functionality must require RNP 1 with the navigation sensor GPS. When RF functionality is required anywhere on the RVFP, this must be documented on FAA Form 8260-7B as "RNP 1 – GPS, RF."

j. RVFP with Concurrent RF/TF Legs. RVFPs with concurrent RF and TF legs have been built in various locations in the National Airspace System (NAS). An RVFP is considered to have concurrent RF and TF legs when the constructed ground tracks for each version are so similar that any small differences can't be distinguished by ATC. An RVFP with concurrent RF and TF legs may be processed in one package, utilizing one FAA Form 8260-19.

k. Identification of RVFPs. RVFPs must be uniquely identified to permit differentiation on charts/publications, airborne equipment displays, and during ATC communications. The RVFP must be named using the following format: "RNAV VISUAL RWY XX." The procedure name must be included in all correspondence and documentation. The following items must be included on the chart:

(1) Procedure name as documented on FAA Form 8260-19. The procedure name coded in the aircraft avionics navigation database should match the procedure name on the chart and be retrievable by name (i.e., line-selectable). Pilots are not authorized to build these procedures manually.

(2) Operators with different FMS databases on single or multiple-type airframes that cannot code the name the same in the database must annotate the procedure name for each airframe on the chart.

NOTE: Both versions of an RVFP with concurrent RF and TF legs will be identified on their respective charts with the same identification "RNAV VISUAL RWY XX." The concurrent versions may be identified/differentiated for operator use utilizing the guidance above. ATC will be provided with both versions of the RVFP chart. Only waypoints that are depicted on both charts may be used for ATC clearance. ATC procedures for clearing an aircraft on an RVFP that has concurrent RF and TF legs will be agreed to by ATC and the operator prior to use. ATC will note these procedures in the appropriate facility directives/guidance.

3-1-8. Completion of FAA Form 8260-19. This paragraph contains information applicable to the completion of FAA Form 8260-19. Guidance is referenced to each separate area of the form.

a. Basic information.

(1) Airport Identifier. Enter the official FAA airport identifier as derived from the National Airspace System Resource (NASR).

(2) Procedure Name. Enter procedure identification as determined by paragraph 3-1-7.j.

(3) Original/Amendment. Enter "ORIG" for an original procedure or "AMDT" with the applicable amendment number/letter.

(a) The amendment number must be advanced or the alphabetical suffix added/advanced whenever the procedure is revised in accordance with paragraph 3-1-13.

(b) When completing the FAA Form 8260-19 for an abbreviated amendment, revise the amendment number to an alphanumeric format by adding an alphabetical suffix following the amendment number (e.g., Amdt 3B; Orig-A).

(4) City and State. Enter the associated city name and state name as derived from NASR. Use the official two-letter state abbreviations.

(5) Airport Elevation. Enter the official airport elevation as derived from NASR.

(6) Touchdown Zone Elevation (TDZE). Enter TDZE [as stated in the AIRNAV/NASR databases, rounded to the nearest foot] for the runway designated in the procedure title.

(7) Superseded. Enter the identification of the superseded procedure.

(8) Original/Amendment. If the procedure is original, enter "None"; otherwise, enter "Orig" or amendment number as appropriate.

(9) Dated. If the procedure is original, leave blank; otherwise, enter the previous amendment date.

(10) Magnetic variation. Enter the magnetic variation value of the aerodrome of intended landing upon which the procedure design and documentation is based.

(11) Epoch Year. Enter the epoch year of the variation value as designated by Aeronautical Information Services. Enter this value in four digits; e.g., 2015.

(12) Facility. Enter RNAV.

(13) Effective Date. The actual effective date of the procedure will be entered by the Flight Technologies and Procedures Division. The Flight Technologies and Procedures Division must coordinate this date with the affected ATC facility to ensure they have adequate time to train controllers and incorporate the procedure into electronic data systems prior to implementation. Effective dates must be based on 28-day AIRAC cycle dates (or 56-day AIRAC cycle dates if en route chart changes are required) as published in Order 8260.26, Establishing Submission Cutoff Dates for Civil Instrument Flight Procedures. When the actual effective date of the procedure is assigned, the Flight Technologies and Procedures Division representative will provide FAA Forms 8260-7B and 8260-19 to the service provider.

(14) Cancel. If applicable, indicate if the procedure is being canceled.

b. Terminal Routes. This information is used to design the planview of the RVFP chart. Document all legs of the procedure.

(1) Enter the name of the "FROM" and "TO" waypoints.

(2) Enter the RNAV leg type.

(3) Enter the waypoint type (FO or FB).

(4) Enter the actual magnetic course to the hundredth of a degree. For RF leg types, document the radius, direction (clockwise or counter-clockwise), and the computer navigation fix (CNF) point used to define this arc segment followed by the arc distance in the following manner: (4.72 NM RADIUS CW (CFYUQ).

NOTE: The arc radius, direction, and CNF used to make up the RF leg will not be published on the chart. This information is provided for database use only. Only the RF track distance and altitude will be published on an RF turn.

(5) Enter the distance to the hundredth of a nautical mile.

(6) Altitude column. Enter the altitude authorized for each leg.

(a) The altitude authorized for any terminal route must be no lower than the altitude authorized for succeeding segments. Where more than one segment joins at a common waypoint, a common altitude should be selected.

(b) When mandatory or maximum altitudes are an operational necessity, document the limitations in "Additional Flight Data."

NOTE: When an RVFP with concurrent RF and TF legs will be processed in one package, check the "ADD ROUTE" box to the right of the "TERMINAL ROUTES" header on the form to activate a function which will allow both RF and TF leg route versions to be noted on the form.

c. Profile. This information is used to design the profile view of the RVFP chart.

(1) Line 1. Enter the waypoint at which the profile view is to start in the following manner: "Profile starts at BOSTN."

(2) Line 2 – FAC: Enter the Final Approach Course (FAC) established by the service provider computation to a hundredth of a degree.

(3) Line 3 – MIN ALT: Enter waypoints and minimum altitudes that are to be depicted on the profile view as follows: "HARLY 5000, AUSTN 3000."

(4) Line 4 - MSA FROM: Enter the appropriate runway identifier followed by the minimum altitude as follows: "RW16R 7700."

NOTE: When an RVFP with concurrent RF and TF legs will be processed in one package and different profile views are necessary, check the "ADD PROFILE" box to the right of the "PROFILE" header on the form to activate a function which will allow both RF and TF leg profile versions to be noted on the form.

d. Notes. Enter notes pertaining to conditional use of the procedure, notes restricting the use of the procedure, and other notes required for procedure clarification.

(1) Do not duplicate Attention All Users Page (AAUP) notes.

(2) Unless specified as “Chart planview note” or “Chart profile note,” all notes will be charted in the briefing strip, “Notes” section, of the procedure chart.

(3) When multiple notes are required, they may be combined under a single heading: e.g., “Chart planview notes,” “Chart profile notes,” or “Chart notes” followed by the actual notes.

(4) An AAUP chart note must be established for all RVFPs as follows: “CHART PLANVIEW NOTE: SEE ADDITIONAL REQUIREMENTS ON AAUP.”

(5) RVFPs built with RF legs shall include the chart note “RF Required.”

(6) When night operations are not allowed enter note as follows: “CHART NOTE: PROCEDURE NA AT NIGHT.”

(7) Limitation notes required on the use of Special procedures. Where there are no private aspects to a special procedure, the following statement must be added to FAA Form 8260-7As restricting the use of that procedure; use: “CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.”

e. Additional Flight Data. When additional information or data is essential to clarify the charting of a RVFP or when the procedures specialist wants information charted, but does not want it to appear on the chart as a note, the necessary information/data must be entered in the “Additional Flight Data” section. Preface specific items to be charted with the term “Chart.” Specific instructions to chart data must be held to a minimum.

(1) Vertical descent angle (VDA)/Threshold Crossing Height (TCH). Enter the descent angle for the appropriate waypoint in the final approach leg, and the appropriate TCH: KNSAS to RW15: 3.26/55.

(2) Where descent angles and/or TCH values are not coincident with published VGSI values, use “CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).”

NOTE: Do not enter the VGSI angle/TCH numerical values; this information will be obtained by chart producers from the applicable source.

(3) When speed restrictions are needed at a waypoint enter the waypoint followed by type (MAN, MAX, MIN, REC) of restriction and speed in KIAS as follows: “CHART PROFILE VIEW NOTE: JUBOL: MAX 230 KIAS.”

(4) Speed restrictions must be noted on the chart as follows: “CHART SPEED ICON IN PLANVIEW AT LUCIG: MAX 190 KIAS.” For an RF turn, specify the point where the restriction starts and the point at which the restriction is no longer required. Use “CHART PLANVIEW NOTE AT NILCI: DO NOT EXCEED 200 KIAS UNTIL HIVUD.”

(5) Enter charting instructions for maximum, mandatory or block altitudes; e.g., “Chart mandatory 5000 at DAVID,” or “Chart at or below 14000 and at or above 12000 at CATTS.” Maximum or mandatory altitudes should be avoided where possible.

f. Weather Minimums. Document the weather requirements, ceiling (whole 100-foot increment above Airport Elevation) – visibility (whole SM), as agreed upon with ATC in paragraph 3-1-7.f as follows: 5000 - 6.

g. Changes and 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.

h. Submitted by. Enter the name, signature, company name, and date authorized by the non-governmental entity that designated the procedure.

i. Flight Validated By. Enter the name, signature, and company name of the individual who conducted the flight validation and the date the flight validation was completed.

j. Developed by. Enter the name, signature, and company name of the individual responsible for developing the procedure, as well as the date developed.

k. Recommended by. Enter the name, signature, and company name of the individual who certifies that the instrument flight procedure was developed in accordance with applicable policies, directives, standards, and criteria.

l. Approved by. Enter the name, signature, and company name of the individual who certifies that the instrument flight procedure was developed in accordance with applicable policies, directives, standards, and criteria and is approved for further processing.

3-1-9. RVFP Validation. An FAA-qualified Flight Simulation Training Device (FSTD) or aircraft must be used to validate the procedure design. Information on simulator capabilities is available from 14 CFR Part 60 and from the FAA National Simulator Program. Flight validation of an RVFP in an aircraft is not required. However, if an aircraft is used for validation, the RVFP must be flown in visual meteorological conditions.

3-1-10. RVFP Training/Attention All Users Page. An AAUP must be created for all RVFPs.

a. An AAUP will be established and processed in tandem with an original RVFP. If an RVFP is amended, a revised AAUP will also be processed if necessary. These AAUPs will be included in the package sent to Flight Procedures and Airspace Group for processing. The Flight Technologies and Procedures Division will evaluate these AAUPs as part of the PRB review process.

b. In special circumstances, a new or amended AAUP may be established and processed without a related procedure amendment (i.e., AAUP being established where none existed originally, or AAUP contents being revised to meet current guidance). In these special instances, the AAUPs don't require PRB approval and may be approved by the designated ASI.

c. Operators must train their pilots on RVFPs. This training must include RVFP phraseology, procedures, and requirements.

d. The AAUP will contain the following information:

(1) Procedure Name

(2) Briefing Points:

(a) Prescribed TERPS obstacle clearance is not provided for RVFPs.

(b) By accepting an RVFP clearance, pilots accept the requirements and responsibilities associated with a visual approach clearance (e.g., visibility minimums and cloud clearances). Pilots are responsible for remaining clear of terrain and obstacles while navigating on the RVFP track.

(c) Pilots must fly the published RVFP route, unless otherwise cleared by ATC.

(d) Comply with charted mandatory altitudes and speeds.

(e) An RVFP can only be used if available in the navigation database. The RVFP must be retrieved by name from the FMS. Manual construction of the RVFP is not authorized.

(f) A statement requiring pilots to request the RVFP on initial contact with the controlling ATC facility or established communication agreed upon by operator and ATC for assigning RVFP.

(g) To receive clearance, advise ATC "Airport or Preceding Aircraft in Sight."

(3) If expanded procedure guidance is desired, AAUPs may also contain:

(a) Weather Information (Specific Guidance).

(b) Glide Path Navigation (Specific Guidance).

(c) Additional Airport Information (Specific Guidance, if applicable).

3-1-11. Processing Documentation. All RVFP packages submitted (original and full/abbreviated amendments) to the Flight Procedures and Airspace Group must contain the following:

a. Original and Full Amendments:

(1) AAUP (if applicable)

(1) Flight Procedures and Airspace Group's preliminary concept request acceptance documentation from paragraph 0 (for originals, as well as full amendments where the RVFP route/track has been changed).

(2) All documentation from paragraph 2-1-2.a. except 2-1-2.a(6), and 2-1-2.a(8).

b. Abbreviated amendments:

(1) AAUP (if applicable).

(2) A cover letter including a brief description of the changes.

(3) New FAA Form 8260-19.

(4) Appropriate environmental review process documentation in accordance with Order 1050.1. Service providers need documentation signed by an Environmental Protection Specialist unless covered under a memorandum of agreement.

3-1-12. Issuance of RVFPs.

a. Safety Assurance Offices/POIs, apply paragraph 2-1-6.a(1) and 2-1-6.a(3).

b. Flight Technologies and Procedures Division, see paragraph 2-1-6.b.

3-1-13. Maintenance. Coordination for all amendments must be completed with the Flight Procedures and Airspace Group in a timely manner.

a. Apply paragraphs 2-1-3.b(4) and 2-1-3.b(6).

b. RVFPs should be reviewed biennially. Amend or cancel RVFPs as needed, based upon the review. The results of the review should be documented by the lead proponent as part of their recordkeeping.

c. Review for capability of an IFP replacing the RVFP.

d. Where circumstances require immediate NOTAM action, FDC T-NOTAM must be issued.

e. An amendment/abbreviated amendment must be submitted and processed within 224 days of issuance of a NOTAM (see Order JO 7930.2). If the processing deadline can't be met, a NOTAM extension must be submitted to FS.

f. Coordination must be completed with the affected ATC facility Airspace and Procedures Specialist for all new fix/waypoint names.

g. Cancellation. Apply paragraph 2-1-5.

Appendix A. Administrative Information

1. Distribution. This order is distributed electronically only.

Background. Historically, special procedures were limited in both quantity and use. Improvements in navigation methods, aircraft performance systems, and a growth in private aviation have increased the need for special procedures that are tailored to a specific user(s). This has led to the creation of commercial, non-FAA service providers that design special procedures tailored to locations, performance characteristics, and specific users.

3. Acronyms, Abbreviations, Definitions, Related Publications, and Related Forms. Users of this order can refer to FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS) for an alphabetical listing of frequently used acronyms, abbreviations, definitions, related publications, and related FAA Forms.

4. Suggestion for Improvements. Please forward all comments on deficiencies, clarifications, or improvements regarding the contents of this order to:

a. The Directives Management Officer at 9-AWA-AFB-120-Directives@faa.gov or

b. Flight Technologies and Procedures Division at 9-AWA-AFS400-COORD@faa.gov.

Your suggestions are welcome. Form 1320-19, *Directives Feedback Information*, is available at the end of this order for your convenience.