

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8260.68

National Policy

Effective Date:
09/10/2010

Cancellation Date:
09/10/2011

SUBJ: Publication of Circling Minima on Vertically-Guided Instrument Approaches

1. Purpose of this Notice. The purpose of this notice is to revise Order 8260.3B United States Standard for Terminal Instrument Procedures (TERPS), Volume 1, paragraph 3.2.1b and Order 8260.19D Flight Procedures and Airspace, paragraphs 854m(6)(e), 856c, and 856c(1).

2. Audience. The primary audience for this notice is Department of Defense (DoD) and Federal Aviation Administration (FAA) designers of instrument procedures and designated third party designers. The secondary audience includes other Air Traffic Organization (ATO) Service Area offices and Flight Standards headquarters and regional office Divisions/Branches.

3. Where can I Find This Notice? You can find this notice on the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Industry, applicants, and other non-FAA persons can access this notice through FSIMS at <http://fsims.faa.gov>.

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Appendix A. Revised Guidance.

1. Overview. Concerns have been raised about the policy that permits circling minima to be published for vertically-guided instrument procedure without a non-precision straight-in line of minima (e.g., instrument landing system (ILS), localizer performance with vertical guidance (LPV), or lateral/vertical navigation (LNAV/VNAV) published without an associated localizer (LOC), localizer performance (LP), or LNAV line of minima). Specifically;

a. There is no explicit operational guidance describing how to determine the missed approach point (MAP) when flying a glidepath to the circling minimum descent altitude (CMDA).

b. There are no explicit regulatory requirements to establish a MAP for the circling maneuver.

c. Area construction/obstacle evaluation does not consider the CMDA point on the glidepath in the missed approach evaluation.

2. Policy:

a. Order 8260.3B Vol. 1, Paragraph 3.2.1b is revised to read as follows:

“3.2.1 b. The circling MDA (CMDA) HAA must be no lower than that specified in *paragraph 3.3.3* and *table 3-9*. The CMDA must provide the minimum ROC in the circling maneuvering area and meet the missed approach requirements specified in *paragraph 3.2.1a*. The published CMDA must provide the minimum required final obstacle clearance in the final approach segment and the minimum required circling obstacle clearance in the circling approach area. The CMDA must not be above the FAF altitude or below the straight-in MDA of the highest NPA line of minima published on the same chart.

Note: When dual minimums are authorized, the CMDA is compared against the SI MDA associated with the corresponding minima set (i.e., circling with stepdown minimums checked against SI with stepdown minimums).”

b. Order 8260.3B Vol. 1, Paragraph 3.3.1b(3) is revised to read as follows:

“3.3.1 b. (3) Published in conjunction with SI minimums.

Note: Do not establish circling minima when PA or APV procedures are published without an accompanying NPA SI line of minima.”

c. Order 8260.19D paragraph 854m(6)(e)/ Order 8260.19E paragraph 8-54m(6)(e) is revised to read as follows:

“(e) When terrain, obstacles, descent gradient, etc., do not allow the use of a LOC procedure associated with the ILS when the GS is not used, place NA in the visibility column for each LOC category affected. If, in such an instance, another procedure must be used instead, enter the

following in the NOTES section: Chart planview note: When GS not used, use LOC RWY 26 procedure.”

d. Order 8260.19D paragraph 856c/Order 8260.19E paragraph 8-56c is revised to read as follows:

“c. Missed Approach Point. On precision and LPV procedures the DA establishes the MAP. On nonprecision approach procedures the MAP is established at a specified fix or at a specified distance from a fix or facility. On ILS/MLS procedures, the two MAPS should be coincidental. Additionally identify both MAPS- one for the full ILS/MLS (DA), and one for the LOC/AZ-only minimums. Identification of the LOC MAP will ensure the publication of the time/distance table on the associated approach chart. Specify distances to the nearest hundredth of a mile.”

e. Order 8260.19D paragraph 856c(1)/Order 8260.19E 8-56c(1) is revised to read as follows:

“(1) Form 8260-3. For the precision portion of the ILS procedure, the MAP is preprinted on the form as: “ILS: at the DH.” For RNAV (GPS) enter as appropriate: “LPV: DA,” “LNAV/VNAV: DA,” “LNAV: RW18.” Designate the LOC MAP as a specific distance in hundredths of a mile after a specified fix or facility or at a specified fix or facility. If DME is available, establish a DME fix in hundredths of a mile for the nonprecision MAP.”

Appendix B. Administrative Information

1. Distribution. We will distribute this notice to the branch level in Offices of Airport Safety and Standards; Air Traffic Organization, and Flight Standards Services in Washington Headquarters, including AeroNav Services and the Regulatory Standards Divisions at the Mike Monroney Aeronautical Center; to branch level in the regional Flight Standards and Airports Divisions; and to all Flight Standards District Offices (FSDOs).

2. Related Publications.

- a. FAA Order 8260.3**, United States Standard for Terminal Instrument Procedures (TERPS).
- b. FAA Order 8260.19**, Flight Procedures and Airspace.