

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8260.74

National Policy

Effective Date:
06/19/2014

Cancellation Date:
06/19/2015

SUBJ: Special Authorization (SA) Category (CAT) I Instrument Landing System (ILS) Missed Approach Procedure Evaluation and Documentation Requirements

1. Purpose of this notice. This notice revises policy for evaluating the missed approach segment of an SA CAT I ILS approach procedure established under Order 8400.13, Procedures for the Evaluation and Approval of Facilities for Special Authorization Category I Operations and All Category II and III Operations. It also removes duplicative documentation requirements that have since been incorporated into Order 8260.19, Flight Procedures and Airspace.

2. Audience. The primary audience for this notice is the Air Traffic Organization (ATO) Mission Support Services (MSS) and all service providers who have the responsibility to develop instrument flight procedures. The secondary audience includes all other Air Traffic Organizations (ATO), Flight Standards headquarters, and regional office Divisions/Branches who have responsibilities related to instrument flight procedures.

3. Where can I find this notice? You can find this notice on the Directives Management System (DMIS) FAA's Web site at http://www.faa.gov/regulations_policies/orders_notices.

4. Policy. Order 8400.13D, chapter 3, paragraph 3f(6) contains requirements for the evaluation of the missed approach segment for SA CAT I ILS approach procedures and paragraph 3f(7) contains documentation instructions. The requirements within paragraphs 3f(6) and 3f(7) are replaced by those contained within this notice.

a. On runways with established CAT II approaches, evaluate the missed approach segment using the current CAT II development standard except:

(1) Obstacle penetrations of the inner approach obstacle free zone (OFZ) or missed approach surface "A" do not require a HAT adjustment unless the obstacle penetrates the surface by more than 50 feet. When the amount of penetration exceeds 50 feet, adjust the HAT one foot for each foot of surface penetration in excess of 50 feet. For example, if the object penetrates the surface by 58 feet, then increase the HAT from 150 feet to 158 feet.

(2) Do not increase HAT for penetrations of the missed approach surface "B", "C", or "D", however if the penetration exceeds the surface height by more than 70 feet, then increase runway visual range (RVR) from 1400 to 1600.

(3) Table 1 is provided as a quick-reference for assessing each missed approach surface area.

Table 1. CAT II Missed Approach Surface Penetration Disposition

Surface A	Surface A1	Surface B, C, or D
1. Adjust HAT upward one foot for each foot of penetration as if the HAT was adjusted, but do not publish a revised HAT until the adjustment exceeds 50 feet; in this case, the amount of HAT adjustment is equal to the amount of penetration that exceeds 50 feet. 2. Increase RVR by applying Table 2 as appropriate. 3. An adjusted HAT greater than 185 feet is not authorized.	Penetration not authorized unless deemed acceptable in accordance with the CAT II missed approach standard.	1. Adjust HAT upward one foot for each foot of penetration in excess of 50 feet as if the HAT was adjusted, but do not publish a revised HAT. 2. Increase RVR by applying Table 2 based on the adjusted HAT. 3. An adjusted HAT greater than 185 feet is not authorized.

b. On runways without a CAT II ILS procedure, apply the CAT I ILS missed approach criteria specified within Order 8260.3, U.S. Terminal Instrument Procedures (TERPS) with the following exceptions.

(1) Aircraft are assumed to be 200 feet above the DA at the end of section 1 (i.e., 9860.69 feet from the DA point (legacy), otherwise 9861 feet).

(2) Minimum turn altitude is 400 feet above the TDZE, therefore a combination straight and turning missed approach must always be constructed to accommodate a climb before a turn can commence.

(a) Straight Portion. Do not extend section 1. Construct the straight portion by applying Order 8260.3B paragraph 3.9.3a (straight missed approach construction) from the end of section 1. The straight portion is considered part of section 2. Secondary areas are not permitted in the straight portion.

(b) Turning Portion. The area begins at the end of the straight portion.

(3) Any obstacle located within section 1 of the missed approach that would qualify to be eliminated from TERPS consideration under the CAT II missed approach standard may also be eliminated from consideration using the CAT I standard.

c. SA CAT I ILS procedures with obstacle driven missed approach climb gradients of up to 425 feet per nautical mile (NM) may be established as public-use procedures without waiver

approval. Determine the required climb gradient using the applicable standard the missed approach was evaluated under (i.e., CAT II or CAT I standard). Consider this option prior to adjusting the HAT. Use the following formula to determine the climb gradient termination altitude when applying the CAT II missed approach standard.

Minimum Climb Gradient Termination Altitude

$$ALT_{min} = e + (c \times d)$$

where:

- e = centerline height at nominal end of A1 surface (MSL)
- c = climb gradient as determined by application of the CAT II standard
- d = same distance “d” used to determine the climb gradient

d. Do not establish an SA CAT I procedure if the required HAT value is greater than 185 feet.

e. Determine the published RVR using table 2. See exception in paragraph 4a(2).

Table 2. Minimum RVR Values

HAT Range	RVR
150-170	1400
171-185	1600

f. If the air traffic control tower does not provide continuous service, publish a note on the chart indicating the SA CAT I procedure is not authorized when the tower is closed.

g. SA CAT I procedures require radio altimeter (RA) minimums. If flight inspection determines the procedure RA is unsatisfactory, then an SA CAT I procedure is not authorized.

5. Disposition. The information in this notice will be incorporated into FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS).


John S. Duncan
Director, Flight Standards Service