



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

ORDER
8260.32F

Effective Date:
12/14/2018

SUBJ: U.S. Air Force Terminal Instrument Procedures Service

This order contains criteria and guidance to all Federal Aviation Administration (FAA) and the United States Air Force (USAF) personnel in the administration of the Flight Procedures and Airspace Program.

Where a military requirement has been established, Order 8260.3 (current edition), United States Standard for Terminal Instrument Procedures (TERPS), chapter 1 provides for an instrument approach and/or departure procedure to be approved if the minimum standards within that paragraph are met. Under Order 8260.3 (current edition) chapter 1, the military must request the FAA to develop procedures to meet their requirements where existing FAA approach and/or departure procedures at civil airports do not suffice. These requirements may be met by modification of an existing FAA procedure or development of a new procedure. Military requirements must be compatible with airspace availability, navigation facilities (NAVAIDs), and Air Traffic Control (ATC) requirements. Order 8260.3 (current edition), and other associated 8260-series orders provide the basic criteria for developing instrument flight procedures.

A handwritten signature in blue ink, appearing to read "Robert C. Carty".

Robert C. Carty
Deputy Executive Director, Flight Standards Service

Chapter 1. General Information

1-1-1. Purpose of this order. This order provides guidance to all personnel in the administration of the Flight Procedures and Airspace Program. It defines responsibilities regarding terminal instrument procedure development and maintenance service provided by the FAA for the USAF at domestic civil airports under Department of Transportation (DOT), FAA, Department of Defense (DoD), and USAF Memorandum of Agreement effective July 7, 1978. This order contains guidance that is pertinent to Title 14, Code of Federal Regulations, (14 CFR) Part 97, Standard Instrument Procedures.

1-1-2. Audience. All FAA and USAF offices responsible for procedures services provided to the USAF by the FAA.

1-1-3. Where can I find this order? You can find this order on the [FAA's web site](#).

1-1-4. What this order cancels. Order 8260.32E, U. S. Air Force Terminal Instrument Procedures Service.

1-1-5. Explanation of changes.

a. General.

(1) Revised formatting to meet current FAA standards. Realigned paragraphs for better editorial flow. Updated office identifications and routing codes to reflect the current FAA organizational structure. All references to other FAA orders reflect the current edition.

(2) Replaced all references from Regional Airspace and Procedures Team (RAPT) to Instrument Flight Procedures (IFP) Validation Team, and all references from AeroNav Products to Aeronautical Information Services.

b. Chapter 1. Updated figure 1-2-1 to reflect current offices and definitions. Added reference to the IFP Prioritization Team in accordance with Order 8260.43C, Flight Procedure Management Program.

c. Chapter 2.

(1) Revised paragraph 1-2-1.d(3) wording format for consistency with Order 8260.19.

(2) Updated order reference from canceled Order JW-3 8200.6, Coordination of Flight Inspection Procedure Packages, to Order JO 8200.44 (current edition), Flight Inspection Services Instrument Flight Procedure Coordination.

d. Appendix A. Updated FAA point-of-contacts.

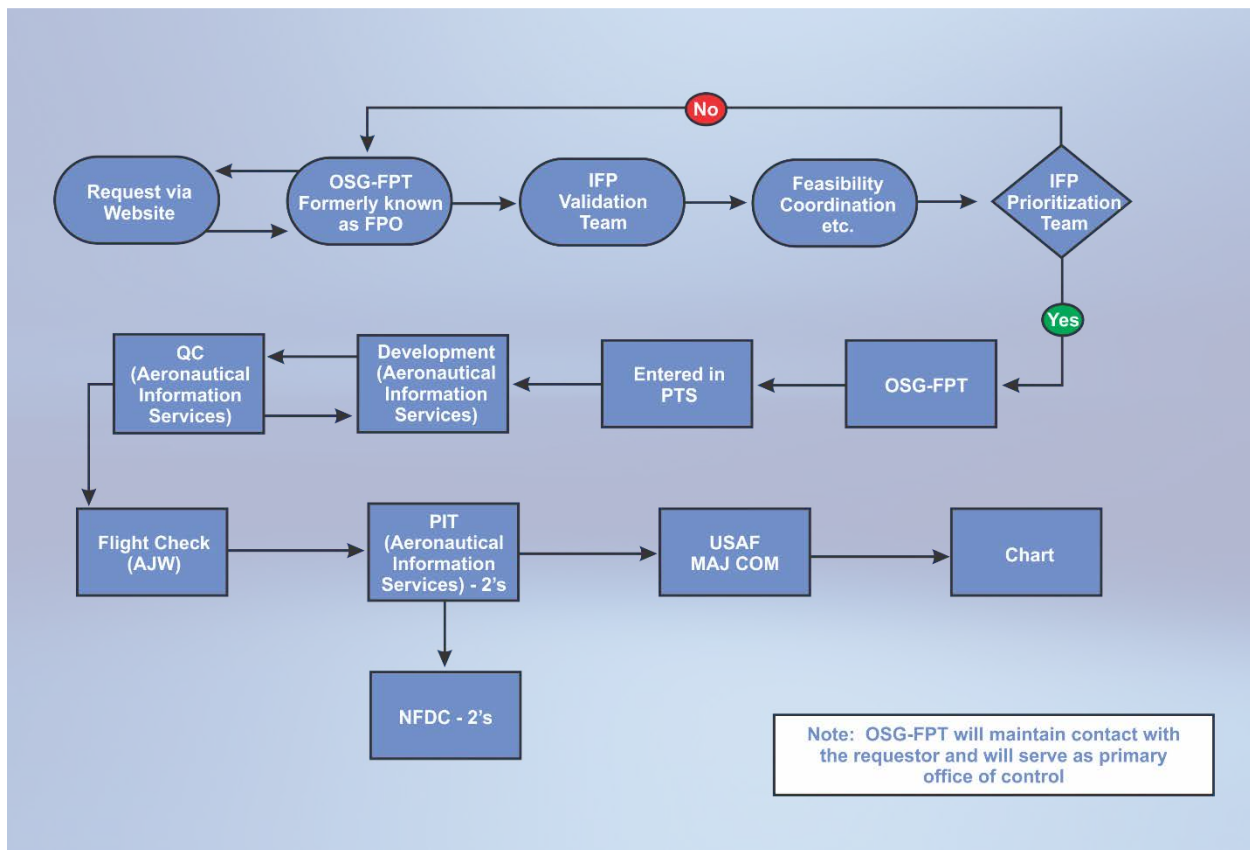
e. Appendix B. Added and deleted definitions as necessary.

Section 1-2.

1-2-1. General. The Major Command (MAJCOM) TERPS office or the National Guard Bureau (NGB) (see appendix A) originates or endorses all Air Force requests to design, revise, or cancel IFPs at domestic civil airports and forwards the requests to the appropriate Air Traffic Organization (ATO) Service Area, Operations Support Group, Flight Procedures Team (OSG-FPT) (see appendix A)

a. Requests for design, revision, or cancellation must be submitted on an IFP Request Form. The IFP Request Form, in addition to other required information, must contain a detailed description of the procedure design or revisions requested. The OSG-FPT, after initial airspace analysis, will coordinate the request with the IFP Validation Team. Upon IFP Validation Team’s concurrence, the request will be forwarded to the IFP Prioritization Team and then to the appropriate Aeronautical Information Services’ team for technical development service. The developing team must coordinate any changes to the original request, with the USAF TERPS office and the OSG-FPT. The IFP Request Form [website](#) may also be used to track the status of the project. Figure 1-2-1 provides a flow diagram of the procedure request and development process.

Figure 1-2-1. USAF IFP Processing Flow Diagram



b. When USAF requirements can be met by an existing FAA civil IFP without change, the USAF TERPS office may request publication of the FAA IFP by the National Geospatial-

Intelligence Agency (NGA) in the appropriate DoD flight information publication (FLIP). NGA obtains FAA Terminal Procedures Publication (TPP) digital chart files from Aeronautical Information Services under an existing agreement. The requesting USAF TERPS office will provide a courtesy copy of the NGA publication request to the appropriate Aeronautical Information Services' team via email.

c. When USAF requirements can be met by amending an existing FAA civil IFP, e.g., addition of Category E minima, Tactical Air Navigation (TACAN) capability, etc., without adversely affecting civil users, Aeronautical Information Services must, subject to IFP Validation Team approval, amend the IFP for publication via normal FAA procedures, and notify the requesting USAF TERPS office of the proposed revised procedure effective date. The USAF will then request publication of the amended IFP by NGA.

d. When USAF requirements cannot be met by paragraphs 1-2-1b or 1-2-1.c, Aeronautical Information Services must design one of the following to satisfy USAF requirements under established directives and this order:

(1) A Standard Instrument Approach Procedure (SIAP) or Obstacle Departure Procedure (ODP) processed under Title 14, Code of Federal Regulations (14 CFR), Part 97, Standard Instrument Procedures.

(2) A high altitude approach procedure.

(3) A contingency/emergency procedure.

Note 1: If the USAF should require a Standard Instrument Departure (SID) to support military operations from a civil airfield, the request for design and development must be made through the servicing FAA approach control facility or FAA Air Route Traffic Control Center (ARTCC) if no FAA approach control facility is available.

Note 2: If the USAF should require a Standard Terminal Arrival (STAR), the request for design and development must be made through the appropriate FAA ARTCC.

e. Changes to IFPs, at locations with procedures requested in accordance with paragraphs 1-2-1.c, 1-2-1.c, and 1-2-2 must be coordinated with the appropriate USAF TERPS office.

f. When the USAF is unable to meet a required effective publication date on a FAA amended high altitude procedure, the USAF must notify the applicable Aeronautical Information Services team who must initiate appropriate Notice to Airmen (NOTAM) action.

1-2-2. Waivers/Letters of Approval. The USAF will not process any waivers or letters of approval for deviations to TERPS criteria for instrument procedures developed by Aeronautical Information Services in accordance with this order. When an instrument procedure is designed for the USAF at a domestic civil airport that does not conform to TERPS criteria, Aeronautical Information Services will complete and process all required waiver/approval actions in accordance with Order 8260.19 (current edition), Flight Procedures and Airspace. See paragraph 2-1-2.g and 2-1-3.

1-2-3. NOTAMs. When Aeronautical Information Services issues a NOTAM for an existing civil instrument procedure, they must review all published high altitude instrument procedures developed for the USAF at the same airport to determine whether corresponding NOTAM action is required. If the high altitude procedure(s) also requires a NOTAM, Aeronautical Information Services must issue a separate FDC NOTAM and notify the appropriate USAF TERPS office, only Flight Information/Temporary (FI/T) NOTAMs are authorized.

1-2-4. Contingency/Emergency. Contingency/emergency IFPs at domestic civil airports will be provided by Aeronautical Information Services and documented as Special Instrument Procedures as outlined in Order 8260.19 (current edition). These procedures will not be published in the DoD FLIP by NGA. Duration and authorized use of these procedures will be established by the requesting USAF TERPS office and coordinated with Aeronautical Information Services.

Chapter 2. Responsibilities

2-1-1. The Aeronautical Information Services' office must use the following supplemental guidance for the development and processing of USAF high altitude and contingency/emergency IFPs and:

a. Not combine high altitude-procedures on FAA forms except where procedural data are compatible; e.g. "ILS or LOC," "ILS or LOC/DME," and "VOR/DME or TACAN" approaches predicated on Very High Frequency Omnidirectional Range/Collocated Tactical Air (VORTAC) facilities (see Order 8260.19, current edition).

b. Prepare applicable FAA forms with the following modifications and emphasis:

(1) Ensure the form title includes the "U.S. Air Force."

(2) For high altitude-procedures, establish landing minimums for approach Categories C through E. For contingencies/emergencies, USAF must identify the required categories. Category E minimums must not be lower than those published for Category D.

(3) For high altitude-procedures, do not refer to the inoperative component table. However, add a note to each line of minima, where applicable, indicating the visibility increase required for inoperative approach lights; e.g., "For inoperative ALS, increase S-29 CAT C and CAT D RVR to 6000, visibility to 1¼ SM; CAT E visibility to 1½ SM." When multiple straight-in minimums are published, use an attention symbol; e.g., an asterisk, to denote which minimums the note(s) applies.

(4) Specify charting of any special use airspace areas in accordance with Order 8260.19 (current edition) that overlie or underlie procedure tracks.

(5) Complete all appropriate blocks on the reverse side of the forms, except "ENDORSED BY" and "REQUIRED EFFECTIVE DATE." Limit "CHANGES" and "REASONS" to the left half of the form to allow room for subsequent endorsements.

(6) Preface all high altitude procedure titles with "HI-"; e.g., "HI-TACAN RWY 31," "HI-ILS or LOC/DME RWY 31," etc.

(7) In addition to minimum safe/sector-altitudes (MSA), establish an emergency safe altitude (ESA) as specified in Order 8260.3 (current edition). Document ESA data on the same line following MSA; i.e., "ESA within 100 NM 10,800."

(8) Use lines 1 and 2 on Forms 8260-11, 8260-12, 8260-13, and 8260-20 to document charting of high altitude teardrop procedures in accordance with Order 8260.19 (current edition).

c. When reviewing or amending civil IFPs, also review and/or amend the high altitude IFPs at the same airport and coordinate required changes with the appropriate USAF TERPs office.

d. Coordinate flight inspection with Flight Inspection Central Operations (FICO). See Order JO 8200.44 (current edition), Flight Inspection Services Instrument Flight Procedure Coordination.

e. Forward completed procedures to include all applicable signed 8260-series forms (including Form 8260-1/2/9 and the Flight Procedure Tracking Form indicating the procedure has successfully completed flight inspection) and a graphic (sketch or facsimile) to the appropriate USAF TERPS office for processing. Distribute the completed forms within the FAA as specified in Order 8260.19 (current edition).

f. Specify/coordinate a publication date concurrent with other affected procedures to ensure compatibility with facility schedules, airspace activity, and the charting cycle.

g. After coordination with the appropriate USAF TERPS office, cancel procedures as directed in Order 8260.19 (current edition). Cancellation forms for high altitude procedures will be forwarded to the appropriate USAF TERPS office for processing.

h. Send results of all biennial reviews conducted on procedures developed under paragraph 1-2-1.d(2) and 1-2-4 to the appropriate USAF TERPS office.

i. After notification that an IFP has been published by the NGA, perform a post-production FLIP review of the NGA chart to ensure the publication meets the FAA intentions and notify the appropriate USAF TERPS office of results.

2-1-2. The applicable USAF TERPS office must:

a. Handle additional processing for Air Force approval and for charting by NGA.

b. Coordinate with the requesting flying organization(s) to ensure user needs are met.

c. Indicate USAF acceptance of IFPs as designed by the FAA by signature in the “ENDORSED/APPROVED BY” space on the applicable FAA form. Include MAJCOM designation, MAJCOM TERPS signature (after coordinating with requesting flying organization) and date signed. Provide a copy of the signed FAA form to Aeronautical Information Services.

d. Maintain a paper or digital copy of all records provided by the FAA that support all IFPs developed and maintained for the USAF.

e. For high altitude IFPs forward an electronic mail or hard copy of all processing actions, to include signed signature page(s) of the applicable FAA form(s), to Aeronautical Information Services and the OSG-FPT.

f. Ensure the procedure effective date is coordinated with the appropriate FAA air traffic control facility, as necessary.

g. Ensure a representative from United States Air Force Flight Standards Agency (AFFSA/XAP) participates in the Flight Standards’ Procedure Review Board for high altitude IFPs requiring waivers.

h. Notify Aeronautical Information Services of the effective publication date of all IFPs developed and maintained for the USAF under this order.

i. When results of biennial reviews conducted on procedures developed under paragraph 1-2-1.d(2) and 1-2-2 are not received, the procedure must be removed from DoD publication.

2-1-3. The Flight Procedures and Airspace group must ensure that AFFSA/XAP is advised of all Flight Standards' Procedure Review Board meetings and a USAF representative is present when discussing a waiver for a FAA-developed USAF high altitude procedure.

Appendix A. Address/Telephone Listings

Table A-1. ATO Service Area OSG-FPTs

ADDRESS	AREA
Aeronautical Information Services, AJV-5 P.O. Box 25082 Oklahoma City, OK 73125 405-954-3027	Worldwide
Eastern Flight Procedures Team, AJV-E24 1701 Columbia Ave College Park, GA 30337 404-305-5940	TEBW, TEDC, TEJX, TEMA, TENY, TETL
Central Flight Procedures Team, AJV-C24 10101 Hillwood Parkway Fort Worth, TX 78177 817-222-5900	TCAU, TCFW, TCHU, TCIM, TCKC, TCMP, TCOB
Western Flight Procedures Team, AJV-W24 2200 S. 216 th Street Des Moines, WA 98198-6547 425-917-6720	TWAB, TWAS, TWDS, TWHO, TWLA

Table A-2. U.S. Air Force Address Listing

ADDRESS	PHONE NUMBERS
HQ AF Flight Standards Agency (AFFSA)/XAP Mike Monroney Aeronautical Center (MMAC) 6500 S. MacArthur Blvd, Bldg. 4, Room 228 Oklahoma City, OK 73125-0082 hqaffsa.xap@us.af.mil	Commercial: 405-739-8500 DSN: 339-8500
HQ Air Education & Training Command (AETC)/A3OF 1 F Street, Suite 2 Randolph AFB, TX 78150-4325 aetc.terps@us.af.mil	Commercial: 210-652-9537 DSN: 487-9537
HQ Air Force Materiel Command (AFMC)/A300 Area A, Bldg. 262, Room S-143 4375 Chidlaw Road Wright-Patterson AFB, OH 45433-5006 hqafmc.terps@us.af.mil	Commercial: 937-656-5834 DSN: 787-5834
HQ Air Force Space Command (AFSPC)/A3RA 150 Vandenberg St., Suite 1105 Peterson AFB, CO 80914-4200 afspc.a3ra.terps@us.af.mil	Commercial: 719-554-6035/71 DSN: 692-6035/71

ADDRESS	PHONE NUMBERS
HQ Air Mobility Command (AMC)/A3AT 402 Scott Dr., Unit 3A1 Scott AFB, IL 62225-5302 amcterps@us.af.mil	Commercial: 618-229-3958 DSN: 779-3958
HQ Air National Guard (NGB)/A2/3/6/10YO Terminal Instrument Procedures 3500 Fetchet Avenue Joint Base Andrews, MD 20762-5157 usaf.jbanafw.ngb-a3.mbx.ang-terps@mail.mil	Commercial: 204-612-7008/9258 DSN: 612-7008/9258
HQ Pacific Air Forces (PACAF)/A3OA 25 E St., Suite I-232 Hickam AFB, HI 96853-5246 pacaf.terps@us.af.mil	Commercial: 808-449-1950 DSN: 315-449-1950
HQ United States Air Forces Europe (USAFE)/APF Unit 3050, Box 15 APO AE 09094-5015 usafeapf.apf@us.af.mil	Commercial: 011 (49) 6371-47-7024 DSN: 314-480-7024
HQ Air Mobility Command AOS/OL-J Bldg. 151, Room 315 2509 Pink Flamingo Ave. MacDill AFB, FL 33621-5413 csatrps@us.af.mil	Commercial: 813-828-9043 DSN: 968-9074/43
HQ Air Force Special Operations Command (AFSOC)/A3OV 100 Bartley Street, Suite 153W Hurlburt Field, FL 32544-5000 afsoc.a3a.terps@us.af.mil	Commercial: 850-884-4191 DSN: 579-4191
HQ Air Combat Command (ACC)/A3AO 205 Dodd Blvd., Suite F 101 Langley AFB, VA 23665-2789 acc.a3aterps@us.af.mil	Commercial: 757-764-0713 DSN: 574-0713
National Geospatial-Intelligence Agency (NGA) Aeronautical Services Office; Mail Stop L-27 3838 Vogel Road Arnold, MO 63010-6238 flip@nga.mil	Commercial: 314-676-9012 DSN: 693-4272
HQ Air Force Reserve Command (AFRC) HQ/AFRC A3OA TERPS 155 Richard Ray Blvd Robins AFB, GA 31098 afrc.terps@us.af.mil	Commercial: 478-472-6000 DSN: 497-6000

Appendix B. Administrative Information

1. Distribution. This order is distributed electronically only.

2. Background. Order 8260.3 (current edition), United States Standard for Terminal Instrument Procedures (TERPS), chapter 1 provides that where a military requirement has been established, a request for an instrument approach and/or departure procedure must be approved if the minimum standards within that paragraph are met. Under Order 8260.3 (current edition) chapter 1, the military must request the FAA to develop procedures to meet their requirements where existing FAA approach and/or departure procedures at civil airports do not suffice. These requirements may be met by modification of an existing FAA procedure or development of a new procedure. Military requirements must be compatible with airspace availability, NAVAIDs, and ATC requirements.

a. Basic criteria for developing IFPs. Order 8260.3 (current edition) and other associated 8260-series orders, provide the basic criteria for developing instrument flight procedures. Additional policy guidance is contained in this order and the current edition of Order 8260.19.

b. Procedures services. Procedure services provided to the USAF by the FAA include development and maintenance of high and low IFPs, contingency/emergency procedures, criteria waivers, and NOTAM service for these procedures at domestic civil airports.

c. Supporting aeronautical charts. Aeronautical charts to support USAF procedures are created by the National Geospatial Intelligence Agency, St. Louis, Missouri, and forwarded to the FAA Aeronautical Information Services for inclusion in the FAA TPPs.

3. Definitions.

a. Contingency/Emergency procedures. Those IFPs required supports nonstandard USAF operations defined by an urgent requirement to fly short-notice, humanitarian, contingency, medical evacuation (MEDEVAC), “special” access, and urgent State Department missions.

b. Domestic civil airport. An airport located in the United States or its territories that is open for public use; e.g., private airport open to the public, general aviation airports, commuter service airports, air carrier airports, and public-use airports. Military airports, including those open for public use, and federal airports operated by other agencies such as the National Aeronautics and Space Administration require separate agreements between that agency and the FAA.

c. Flight Inspection Central Operations (FICO). The FAA office responsible for scheduling and coordinating flight inspection of instrument procedures and navigation aids in support of the National Airspace System (NAS) and Department of Defense (DoD) flight operations.

d. Flight Procedures Team (FPT). The ATO Service Area Operations Support Group element responsible for initial processing of requests for instrument flight procedure development. The FPT also serves as the IFP Validation Team chairperson, in accordance with Order 8260.43 (current edition), Flight Procedures Management Program.

e. Headquarters Air Force Flight Standards Agency (HQ AFFSA). The USAF office responsible for all program and policy matters related to instrument procedures and air traffic control services. It is also the focal point for all USAF instrument flight concerns including pilot procedures, instrument procedure design criteria, and TERPS program management.

f. High Altitude Instrument Procedure. A terminal instrument procedure that usually begins (approach) or ends (departure) at or above 18000 ft mean sea level (FL 180). The beginning/ending altitude may be lower to achieve compatibility with airspace constraints and optimum traffic flows.

Note: Since many United States military fighter-type aircraft only carry DoD High Altitude FLIPs, some high altitude procedures are occasionally designed with lower altitudes and identified as a high altitude procedure for inclusion in this publication.

g. USAF TERPS office. The key coordination element for USAF instrument procedures. This includes HQ AFFSA, Major Command (MAJCOM), and Air National Guard Bureau offices.

h. Aeronautical Information Services, AJV-5. The FAA office responsible for development, maintenance, quality control, technical approval, production, and distribution of public-use instrument procedures for the United States and its territories.

i. National Flight Data Center (NFDC), AJV-21. The FAA headquarters office responsible for maintenance of all data necessary to support the National Airspace System (NAS) and for the compilation, validation, and dissemination of all aeronautical information relating to the NAS.

j. National Geospatial-Intelligence Agency (NGA). The DoD aeronautical charting agency having primary responsibility for all military cartographic matters and aeronautical information products.

k. Instrument Flight Procedures (IFP) Validation Team. A team established at each FAA Service Center under Order 8260.43 (current edition) for the purpose of coordinating and processing requests for new or modified flight procedures and related airspace matters.

l. Terminal Procedures Publications (TPPs). A set of bound United States government flight information publications containing civil and military instrument approach, departure, and arrival charts as well as selected airport diagrams for the United States and its possessions.

4. Forms. Use the following FAA forms for United States Air Force procedures at domestic civil airports:

- a.** FAA Form 8260-1, Flight Procedures Standards Waiver.
- b.** FAA Form 8260-2, Radio Fix and Holding Data Record.
- c.** FAA Form 8260-9, Standard Instrument Approach Procedure Data Record.
- d.** FAA Form 8260-15A, Takeoff Minimums and Obstacle Departure Procedures (ODP)

- e. FAA Form 8260-15B, Graphic Departure Procedure (DP).
- f. FAA Form 8260-15C, Departure (Data Record).

Directive Feedback Information

Please submit any written comments or recommendation for improving this directive, or suggest new items or subjects to be added to it. Also, if you find an error, please tell us about it.

Subject: Order

To: Directive Management Officer, _____

(Please check all appropriate line items)

- An error (procedural or typographical) has been noted in paragraph _____ on page _____ .
- Recommend paragraph _____ on page _____ be changed as follows:
(attached separate sheet if necessary)

- In a future change to this order, please include coverage on the following subject
(briefly describe what you want added):

- Other comments:

- I would like to discuss the above. Please contact me.

Submitted by: _____ Date: _____

Telephone Number: _____ Routing Symbol: _____