



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

**ORDER**  
**8260.61A**

Effective Date:  
07/10/2024

SUBJ: Charted Visual Flight Procedures

This order prescribes standardized methods for designing and evaluating charted visual flight procedures (CVFPs) in the United States and its territories. It is to be used by all personnel responsible for the preparation, approval, and promulgation of CVFPs. These criteria are predicated on normal aircraft operations and performance.

A handwritten signature in cursive script that reads "Jackie L. Black Jr.".

Jackie L. Black, Jr. for  
Lawrence Fields  
Executive Director, Flight Standards Service

## Chapter 1. General Information

**1-1-1. Purpose of This Order.** This order provides the criteria and guidance for developing charted visual flight procedures (CVFPs). A CVFP may be developed where Performance Based Navigation (PBN) instrument approach procedures do not accommodate operational needs. This order contains guidance that is pertinent to 49 U.S. Code § 44721, Aeronautical charts and related products and services.

**1-1-2. Audience.** All personnel who are responsible for CVFP development and/or evaluation.

**1-1-3. Where Can I Find This Order?** This order is available on the Directives Management System (DMIS) [website](#).

**1-1-4. What This Order Cancels.** Order 8260.61, Chatted Visual Flight Procedures, dated 03/03/2020.

**1-1-5. Word Meanings.** Word meanings this order uses are:

- a. Must. The application of the criteria is mandatory.
- b. Should. The application of the criteria is recommended.
- c. May. The application of the criteria is optional.

**1-1-6. Explanation of Policy Changes.**

a. The applicable pages are updated to reflect the correct form number as FAA Form 8260-40 for Chatted Visual Flight Procedures.

b. The instructions in Appendix B for filling out the Graphic Section for FAA Form 8260-40 have been edited for clarity.

c. The instructions in Appendix B for filling out the Administrative Information sections for FAA Form 8260-40 have been edited for brevity and clarity.

## Chapter 2. Charted Visual Flight Procedures

**2-1-1. Program.** Visual approaches have been in use for many years. They are an operational technique designed to safely and expeditiously move air traffic. In addition to conventional visual approach procedures, it has been necessary to specify routes/altitudes to enhance noise abatement or improve safety and efficiency at some locations. CVFPs have been developed to provide a pictorial display of these visual arrival routes. A CVFP may be developed when the Air Traffic Control (ATC) facility manager, in coordination with airport management, determines that the procedure would mitigate aircraft noise or improve safety and efficiency. Develop CVFPs at the local level in accordance with this order (as well as appropriate Air Traffic Organization (ATO) directives):

**a.** Determine if the number of aircraft operations and complexity of the visual arrival routes require the use of a CVFP. The CVFP should not increase operational complexity for the ATC facility or ATC system users.

**b.** Performance Based Navigation (PBN) Instrument Approach Procedures (IAPs) should be the first, and primary, strategy for approaches, even for visual conditions. PBN IAPs ensure consistent, repeatable flight paths. The development of a CVFP should only be considered after PBN approach options are exhausted. All new CVFPs require Flight Standards approval. See FAA Order 8260.19, Flight Procedures and Airspace.

**c.** Design procedures to minimize fuel use, flight time, track miles flown, and environmental impacts.

**d.** Ensure that the visual arrival routes and altitudes are compatible with local traffic flows and meet ATC requirements.

**e.** Coordinate proposed procedures with the appropriate Flight Standards representative to ensure the procedures are compatible with expected user aircraft flight characteristics.

**2-1-2. Criteria.** Comply with the following requirements:

**a.** Develop the procedure within ATC surveillance coverage.

**b.** An operating ATC tower is required at an airport served by a CVFP.

**c.** A CVFP must be contained within controlled airspace.

**d.** A CVFP may be developed for multiple parallel runways and depicted on a single approach chart, provided:

(1) The CVFP incorporates a common ground track.

(2) One common, prominent, visually identifiable landmark is used in the naming convention for the CVFP.

**e.** The runway(s) to which a CVFP is published must be equipped with a visual or electronic vertical guidance system. This requirement does not preclude continued usage of the CVFP during temporary outages of the visual or electronic vertical guidance system, contingent upon operational review by the ATO.

**f.** CVFPs must originate at or near, and be designed around, prominent visually identifiable landmarks. When a landmark cannot be readily identified at night, the procedure must be annotated “Procedure Not Authorized at Night.”

**g.** Waypoints or navigational aids (NAVAID) can be used to aid in identifying landmarks, but are not intended to strictly define a flight track (between waypoints or NAVAIDs) on the CVFP. The use of waypoints or NAVAIDs alone does not supersede the requirement for using visually identifiable landmarks.

**h.** CVFPs should normally begin within 20 flying miles from the airport.

**i.** Electronic NAVAIDs may be used as supplementary information only. NAVAIDs that may assist the pilot by providing positive lateral and/or vertical alignment with the runway for which the CVFP is published should be noted on the chart.

**j.** For radial/distance measuring equipment (DME) fixes, limit use to one NAVAID, in addition to the NAVAID that may be listed to assist with final approach vertical guidance.

**k.** Waypoints used as an aide in identifying prominent visual landmarks will be charted using the landmark name and a five-letter identifier. Five-letter identifiers are for database use only. The actual landmark name is to be used in pilot/controller communications.

**l.** Course information between landmarks (as well as between waypoints or NAVAIDs) along the proposed flight path may be provided for general orientation.

**m.** When incorporating the use of altitudes, use the following guidelines:

(1) Chart the minimum number of altitudes deemed necessary for the CVFP.

(2) Altitudes must not be established for air traffic separation.

(3) Where necessary, minimum altitudes to contain an aircraft above the floor of Class B airspace must be established and annotated “for Class B.”

(4) Recommended altitudes may be established to indicate the noise abatement profile.

**n.** Establish weather minimums for the procedure as follows:

(1) Ceiling of at least 500 feet above the minimum vectoring altitude (MVA)/minimum instrument flight rules altitude (MIA).

(2) Visibility of at least three miles.

(3) Greater ceiling/visibility values may be required if determined necessary for the safe completion of a CVFP.

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

**p.** Name the CVFP for a primary landmark used in the procedure. The name should also contain the runway number(s). Examples of names include “River Visual Runway 18,” “Stadium Visual Runway 25,” etc.

**q.** Requests to deviate from any of the criteria contained in this chapter must be coordinated with and approved by Flight Standards (specifically, the Flight Technologies and Procedures Division). Follow the guidance for approval requests to instrument procedures in FAA Order 8260.19.

**2-1-3. Documentation.** Accomplish the following to document the CVFP:

**a.** Document each new and revised CVFP on a separate FAA Form 8260-40, Charted Visual Flight Procedure (see Appendix B).

**b.** Coordinate waypoint names with the serving air route traffic control center to obtain the five-letter name(s).

**c.** Complete FAA Form 8260-2, Radio Fix and Holding Data Record, in accordance with FAA Order 8260.19 for each waypoint being established.

**d.** Prepare a Sectional Aeronautical Chart(s) depicting the CVFP.

**e.** The original package, including completed FAA Form 8260-40, FAA Form(s) 8260-2, the Sectional Aeronautical Chart(s) depicting the CVFP, and an environmental checklist, will be forwarded to the appropriate ATO office(s) for coordination and review.

**Note:** See Appendix C for additional development and processing guidelines.

**f.** When required, Flight Program Operations will determine the flyability of the CVFP in accordance with appropriate directives. An original CVFP requires a commissioning inspection. A night evaluation must be completed prior to authorizing night use.

## Appendix A. Administrative Information

**1. Distribution.** This order is distributed electronically only.

**2. Background.** The Aviation Noise Abatement Policy and FAA Order 1050.11, Noise Control Planning, places primary responsibility on the airport proprietor for planning and implementing action designed to reduce the effect of noise on residents of the surrounding area. Under this authority, airport proprietors may propose arrival noise abatement flight tracks, which the FAA may adopt if they are safe and consistent with efficient airspace management. CVFPs may be developed to provide a pictorial display of these visual arrival routes.

**3. Related Publications.**

- FAA Order 1050.1, Environmental Impacts: Policies and Procedures
- FAA Order 1050.11, Noise Control Planning
- FAA Order JO 7110.65, Air Traffic Control
- FAA Order 8260.19, Flight Procedures and Airspace
- FAA Order 8260.26, Establishing Submission Cutoff Dates for Civil Instrument Flight Procedures
- FAA Order 8260.43, Flight Procedures Management Program
- Aeronautical Information Manual
- Interagency Air Committee (IAC) Specification IAC-4

**4. Acronyms and/or Abbreviations.** Users of this order can refer to Table A-1 for an alphabetical listing of frequently used acronyms and abbreviations:

**Table A-1. Acronyms and/or Abbreviations**

|        |                                   |
|--------|-----------------------------------|
| AIS    | Aeronautical Information Services |
| ADT    | Aeronautical Data Team            |
| ATC    | Air Traffic Control               |
| ATO    | Air Traffic Organization          |
| CVFP   | Chartered Visual Flight Procedure |
| DME    | Distance Measuring Equipment      |
| FPT    | Flight Procedures Team            |
| IAC    | Interagency Air Committee         |
| IAP    | Instrument Approach Procedure     |
| IFP    | Instrument Flight Procedure       |
| IFR    | Instrument Flight Rules           |
| MVA    | Minimum Vectoring Altitude        |
| NAVAID | Navigation Aid                    |
| NFDD   | National Flight Data Digest       |
| OEG    | Obstruction Evaluation Group      |
| OPR    | Office of Primary Responsibility  |
| OSG    | Operations Support Group          |
| PBN    | Performance Based Navigation      |
| SMS    | Safety Management System          |

**5. Forms and Reports.** The following forms are provided in electronic form online for use in the development and maintenance of CVFP:

- FAA Form 8260-2, Radio Fix and Holding Data Record
- FAA Form 8260-40, Chartered Visual Flight Procedure

**6. Suggestions 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-AFS-120-Directives@faa.gov](mailto:9-AWA-AFS-120-Directives@faa.gov) or
- b. Flight Technologies and Procedures Division at [9-AWA-AFS400-COORD@faa.gov](mailto:9-AWA-AFS400-COORD@faa.gov).

Your suggestions are welcome. [FAA Form 1320-19, Directives Feedback Information](#), is available at the link provided as well as located at the end of this document for your convenience.

## Appendix B. Instructions for Completion of FAA Form 8260-40, Charted Visual Flight Procedure

**1. Preparation of FAA Form 8260-40, Charted Visual Flight Procedure.** A sample has been provided (see Figure B-1).

**a. Airport ID.** Enter the applicable ICAO or FAA airport identifier.

**b. CVFP Name.** The name should be concise and in accordance with paragraph 2-1-2.p of this order.

**c. Amdt. No or Orig.** List the amendment number unless the name of the procedure changes. If the procedure has a new name, it is an original.

**d. City.** Enter the associated city name.

**e. State.** Enter the associated state name. Use the official two-letter state abbreviations.

**f. Supersedes.** List the procedure that is being canceled or amended.

**g. Amdt. No.** List the amendment number of the chart that is being superseded.

**h. Dated.** Annotate the date of the chart that is being superseded.

**i. Effective Date.** Coordinate with the Aeronautical Information Services Aeronautical Data Team for a specific date. If no specific date is needed, insert “routine” in the block.

**j. From.** These are the landmarks used to describe the routing on the chart. If the flight path will be near, but not over a landmark, state the direction and distance the landmark should be from the intended point on the route of flight; e.g., “One mile north of stadium” or “Two miles east of bridge.”

**k. To.** Same as the “From” landmarks. Each segment of the landmark listed as “To” should also be listed as “From” in the next segment. See example below:

From: One mile east of stadium To: Golf Course

From: Golf Course To: Race Track

**l. Course.** This is optional but may be helpful to the pilot and is sometimes instrumental in achieving the desired ground track. The course can be described as a magnetic heading or a geographical course; e.g., “110 degrees,” “middle of river,” or “parallel the coastline one mile to the east.”

**m. Altitude.** All altitudes entered in this block will be published as recommended altitudes unless annotated otherwise. The only minimum altitudes that will be published are those designed to contain an aircraft in Class B airspace. Annotate these altitudes by placing a “for Class B” in parentheses to the right of the altitude, e.g., “3000 (for Class B).”

**n. Weather Minima.** Insert ceiling and visibility established for the procedure.



**o. Notes.** Publish notes in this block on the chart. Keep notes to a minimum; do not use notes to describe the route. Notes may include wording such as “procedure not authorized at night” or “simultaneous visual approaches may be in use to Runway 18.”

**p. Supplementary NAVAID/Waypoint Information and Additional Landmarks Chart.** List NAVAIDs and geographical references (other than those already listed in the “From” and “To” blocks) that may assist the pilots. Annotate the one NAVAID to be used for supplemental navigation information. When waypoints are used to aid in the identification of a landmark, list the geographical name and associated waypoint five-letter name.

**q. Vertical Guidance NAVAID and Angle.** List the visual or electronic NAVAID that provides vertical guidance and angle, e.g., “ILS glide slope 3.00 degrees” or “VGSI indicator 3.00 degrees.”

**r. Description of Route.** The purpose of this information is to assist the cartographer in drawing the chart. This block of information will not be printed on the chart unless requested.

**s. Communication.** This will normally be the same as listed for an instrument approach procedure and should not be annotated on this form. However, if additional communications are required, they must be annotated in this block and will then be printed on the chart.

**t. Graphic Depiction.** The Graphic Depiction is for reference only and not to be used as source. The purpose of this block is to assist the charting specialist. It can contain any or all data listed on the form from the “Visual Arrival Route” section to the “Communication” section. Do not include in this drawing any data not listed in these sections of the FAA Form 8260-40. This drawing will be published as is in the National Flight Data Digest (NFDD) and should be as neat as practical.

**u. Administrative Information.** The items below are for informational and administrative purposes only. Document the responsible individual as outlined below, their organization’s office identification, and the date signed. Do not publish this information on the CVFP.

(1) *Flight Inspected by.* Enter the name of the pilot who conducted the flight inspection/validation.

(2) *Developed by.* Enter the name of the individual responsible for the design of the CVFP being submitted. This individual must sign in the “developed by” space, and enter the date signed. Enter the office or function of the person responsible, such as ATL TRACON.

(3) *Approved by.* Enter the name of the Aeronautical Information Services manager responsible for the approval of the CVFP. The signature in this block certifies that the procedure:

(a) Was developed in accordance with appropriate policies, directives, standards, and criteria.

(b) Is approved for further processing.

(4) *Changes-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.

Figure B-1. FAA Form 8260-40

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
CHARTED VISUAL FLIGHT PROCEDURE (CVFP)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

AIRPORT ID      CVFP NAME      ORIG/AMDT      CITY      STATE      SUPERSEDES      AMDT NO.      DATED      EFFECTIVE DATE

**VISUAL ARRIVAL ROUTE:**

+ -

FROM (Visual Landmarks)      TO (Visual Landmarks)      COURSE (if desired)      ALTITUDE (if needed) Show if for Class B

**WEATHER MINIMA:**

CEILING:      VISIBILITY:

**NOTES:**

**SUPPLEMENTARY NAVAID / WAYPOINT INFORMATION AND ADDITIONAL LANDMARKS:**

**VERTICAL GUIDANCE NAVAID AND ANGLE:**

**DESCRIPTION OF ROUTE:**

**COMMUNICATION:**

**FEDERAL AVIATION ADMINISTRATION**  
**FLIGHT STANDARDS SERVICE**  
**CHARTED VISUAL FLIGHT PROCEDURE (CVFP)**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.  
 Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

| AIRPORT ID | CVFP NAME | ORIG/AMDT | CITY | STATE | SUPERSEDES | AMDT NO. | DATED | EFFECTIVE DATE |
|------------|-----------|-----------|------|-------|------------|----------|-------|----------------|
|------------|-----------|-----------|------|-------|------------|----------|-------|----------------|

**GRAPHIC DEPICTION:** (For reference only, not to be used as source.)

|                |   |   |
|----------------|---|---|
| Remove Graphic | + | - |
| Insert Graphic |   |   |

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
CHARTED VISUAL FLIGHT PROCEDURE (CVFP)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

AIRPORT ID      CVFP NAME      ORIG/AMDT      CITY      STATE      SUPERSEDES      AMDT NO.      DATED      EFFECTIVE DATE

**FLIGHT INSPECTED BY:**

**ORGANIZATION:**

**DATE:**

FLIGHT INSPECTION  
SIGNATURE:

**DEVELOPED BY:**

DEVELOPED BY  
SIGNATURE:

**APPROVED BY:**

APPROVED BY  
SIGNATURE:

**CHANGES - REASONS:**

## Appendix C. Additional Guidelines

**1. Purpose.** This appendix is associated with chapter 2 and provides additional information related to the development and processing of CVFPs. Previously, internal ATO orders and directives (including FAA Order 7110.79D) governed these processes. However, with the publication of this order, Flight Standards (specifically the Flight Technologies and Procedures Division) is now the Office of Primary Responsibility (OPR) for CVFPs. This appendix has, therefore, been developed to note the internal ATO guidelines and processes that have historically been used for CVFPs. ATO is authorized to make exceptions, as needed or required, to the additional development and processing guidelines listed in this appendix. Aeronautical Information Services must advise the Flight Technologies and Procedures when the information listed in this appendix is no longer valid.

### 2. Additional Development and Processing Guidelines.

**a.** All new and revised CVFPs require environmental review in accordance with FAA Order 1050.1, Environment Impacts: Policies and Procedures. Close coordination is required with the local airport authority and the Service Center Operations Support Group (OSG) Environmental Specialist to ensure compliance with applicable policies.

**b.** Chart format and symbology must be in accordance with the criteria established by Aeronautical Information Services, consistent with applicable charting standards (see IAC Specification IAC-4).

**c.** Any newly developed CVFP should contain documentation explaining why a PBN solution would not work in this situation.

**d.** Training for new and revised CVFPs is the responsibility of ATC facility management in accordance with applicable directives.

**e.** Any request for the creation, amendment, or cancellation of a CVFP should be submitted using the IFP Information Gateway (see FAA Order 8260.43, Flight Procedures Management Program).

**f.** Forward the original package, including completed FAA Form 8260-40, FAA Form(s) 8260-2, Sectional Aeronautical Chart(s) depicting the CVFP, and an environmental checklist, to the Service Center, OSG Air Traffic and Flight Procedures Team (FPT) representatives for coordination and review.

**g.** The Service Center, OSG Air Traffic Representative should review proposed and amended CVFPs to ensure compatibility with paragraphs 2-1-1 and 2-1-2 of this order.

**h.** The Service Center, OSG Air Traffic Representative must ensure that CVFPs are contained within controlled airspace, including Class B airspace, as appropriate.

**i.** After approval of a new or amended procedure by the Service Center OSG and the Instrument Flight Procedures (IFP) Validation Team (see FAA Order 8260.43), the FPT will

review the procedure package for completeness and criteria compliance and transmit the CVFP package to Aeronautical Information Services IFP for processing.

**j.** Aeronautical Information Services IFP will forward completed FAA Form 8260-40 and FAA Form 8260-2 to Aeronautical Information Services Aeronautical Data Team for processing. Forward a copy to the Air Traffic Service Center OSG.

**k.** Proposed obstructions in close proximity to the potential CVFP ground track should be studied for effect by the Air Traffic Obstruction Evaluation Group (OEG).

**l.** Review existing CVFPs biennially. Amend or cancel CVFPs as needed, based on the review. The results of the review should be documented and placed with the CVFP source documents.

### Directive Feedback Information

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

**Subject:** FAA Order 8260.61A, Charted Visual Flight Procedures

**To:** [9-AWA-AFB-120-Directives@faa.gov](mailto:9-AWA-AFB-120-Directives@faa.gov) and/or [9-AWA-AFS400-COORD@faa.gov](mailto:9-AWA-AFS400-COORD@faa.gov)

*(Please mark all appropriate line items)*

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

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

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

Submitted by: \_\_\_\_\_ Date: \_\_\_\_\_

Telephone Numb/er: \_\_\_\_\_ Routing Symbol: \_\_\_\_\_