



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

National Policy

**ORDER
8260.60B**

Effective Date:
12/11/2020

SUBJ: Special Procedures

This order provides the policy, guidance, and standardization for initiating, developing, processing, canceling and managing Special (non-Title 14 Code of Federal Regulations (14 CFR) Part 97) procedures and area navigation (RNAV) visual flight procedures (RVFP). Special procedures and RVFPs are intended for authorized users only, are not published in the Federal Register. Special procedures and RVFPs may be developed based on unique aircraft performance, aircraft equipment, or flight crew training requirements. Special procedures may require the use of landing aids, communications, or weather services not available for public-use.

**ROBERT C
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Chapter 1. General Information

1-1-1. Purpose of this order. This order provides definition, policy, guidance, and standardization for initiating, developing, processing, maintaining, and managing Special (non-14 CFR part 97) procedures and RVFPs.

1-1-2. Audience. The primary audience for this order is Flight Standards (FS), the Air Traffic Organization (ATO), FAA Service Provider, and non-FAA Service Providers that have responsibility to develop, amend, and/or maintain Special procedures, and RVFPs. FAA Service Providers and non-FAA Service Providers will herein be referred to as “service providers” unless otherwise specified.

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

1-1-4. What this order cancels.

- a. Order 8260.60A, Special Instrument Procedures, dated 03/19/2015 and
- b. Order 8260.55, Special Area Navigation Visual Flight Procedures, dated 03/08/2010.

1-1-5. Explanation of changes.

a. General.

(1) Removed all Flight Standards’ routing symbols/codes and updated all organizational titles.

(2) Clarified responsibilities and authorities in this document.

(3) Replaced the term Regional Airspace Procedures Team (RAPT) with Instrument Flight Procedure (IFP) Validation Team (see Order 8260.43, Flight Procedures Management Program).

b. Chapter 3. Incorporated the entire contents of Order 8260.55, Special Area Navigation Visual Flight Procedures.

Chapter 2. Special Procedures Requests/Processing

Section 2-1.

2-1-1. Non-14 CFR Part 97 Procedures. Instrument Flight Procedures (IFPs) that would preclude publication as public procedures in accordance with 14 CFR Part 97; a Special procedure may be developed by either the FAA or a non-FAA Service Provider. Special procedures are reviewed and approved by Flight Technologies and Procedures Division and may have specified aircraft performance or equipment requirements, special crew training, airport facility equipment, waivers from published standards, proprietary criteria and restricted access. Special procedures and RVFPs are not published in the Federal Register.

a. 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 development.

b. Special procedures may require non-government funding for development and maintenance.

c. 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 on a case-by-case basis.

2-1-2. 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 development,
- (2) Develop their own Special procedure (as a non-FAA Service Provider), or
- (3) Select a non-FAA Service Provider for Special procedure development.

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 develop 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 develop their own Special procedure (proponent as 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 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 appropriate service area section. Refer to the Service Center Area Division of Work Map.

e. The Flight Procedures and Airspace Group, after reviewing the submitted documentation, will forward the request to the applicable OSG FPT for review at the IFP Validation Team meeting (if applicable). See Order 8260.43, which specifies the IFP Validation Team's roles and responsibilities.

2-1-3. Roles and Responsibilities. Procedure processing request:

a. Safety Assurance Offices (SAO)/Principal Operations Inspector (POI). When requested by the Flight Procedures and Airspace Group, the SAO/POI performs a preliminary assessment of the proposal to determine the operational feasibility (aircraft type/performance/avionics/training) and makes recommendations to the IFP Validation Team through the Flight Procedures and Airspace Group.

b. Service Provider.

(1) Enters Special procedure request into the IFP Gateway in accordance with Order 8260.43.

(2) Develops and amends procedures using applicable FAA directives or other criteria accepted by the FAA.

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

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

(5) Performs Quality Assurance (QA) review of Special procedures prior to submission to Flight Procedures and Airspace Group for approval.

(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 developed and/or maintained. Contents of this file, as a minimum, must contain all applicable FAA 8260-series forms, maps, and all other relevant documents related to development of the procedure (see paragraph 2-1-4 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 2-1-6.

(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 Notices to Airmen (NOTAM) action, or initiate cancellation of the procedure as appropriate (see paragraph 2-1-7). The service provider must maintain the procedure until the procedure is canceled, or removed from service by NOTAM.

c. Flight Technologies and Procedures Division.

- (1) Provides signature-approving authority for Special procedures.
- (2) Reviews, approves, or accepts non-FAA Service Provider developed criteria to support requests for Special procedures.
- (3) Evaluates and approves Flight Procedure Standards Waivers and equivalent levels of safety (ELoS) in accordance with Order 8260.19.
- (4) Validates IFP/RVFP design using flight simulators (as required).
- (5) Conducts oversight of non-FAA Service Providers in accordance with Order FS 8260.57, Oversight of Non-FAA Instrument Flight Procedure Service Providers.
- (6) Coordinates with other FS Divisions and other FAA Lines of Business (LOBs) on special procedure packages, if needed.
- (7) Develops specific operational and/or training requirements relative to any unique and/or local environmental conditions and documents on Form 8260-7B, Special Instrument Approach Authorization.
- (8) Establishes and communicates an effective date of all Special procedures (including cancellations) on the appropriate 8260-series forms as soon as possible within 224 days of approval. 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.
- (9) Distributes Special procedure packages as appropriate.
- (10) Provides oversight and tracking for issuance, amendment, cancellation, suspension, and revocation of Special procedures. Maintains records of all current, superseded, amended, and canceled Special procedure packages in accordance with Agency directives.
- (11) Coordinates with POI concerning the operator meeting specific procedure requirements. Authorizes issuance of approved Special procedures to additional requesters through the SAO/POI.

Note: Form 8260-7B may be used to authorize additional users for a procedure that has been documented on a previous edition of Form 8260-7, Special Instrument Approach Procedure, (i.e., a new Form 8260-7A, Special Instrument Approach Procedure, does not have to be generated in order to use Form 8260-7B for authorization). See Order 8260.19, Appendix I for details.

d. 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.

2-1-4. 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.

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 forms (see Order 8260.19); including all required signatures.
- (3) Form 8260-2 and Form 8260-2 Data Worksheets (if applicable) in alphabetical order;
- (4) Documentation for waiver and/or approval requests, if any;
- (5) Signed IFP Validation Checklist (see Order 8260.43, Figure B-2);
- (6) Appropriate environmental review process documentation in accordance with Order 1050.1, Environmental Impacts: Policies and Procedures;
- (7) Existing Instrument Approach plate (if applicable) or graphic portrayal of the procedure;
- (8) 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;
- (9) Flight Inspection/Validation forms;
- (10) Missed Approach/Departure Climb Gradient Calculations for manually built procedures;
- (11) DME/DME assessments (if applicable);
- (12) T-NOTAM or P-NOTAM (if applicable)
- (13) Stamped information (INFO) copies of all existing waivers/approvals (if applicable),
and
- (14) Documentation indicating coordination with the affected/controlling Air Traffic Control (ATC) facilities to ensure ATC-acceptance of the procedure. Documentation should include ATC facility name, point-of-contact (POC), telephone number, and email address;
- (15) Documentation of the following:

- (a) Airport/heliport owner/manager acceptance of Special procedure development,
 - (b) The identity of the proponent (if different from the airport/heliport owner/manager),
 - (c) The identity of the operator(s) expected to use the procedure, and
 - (d) Documentation that the proponent and airport/heliport owner(s) have granted permission to the proposed operator(s) to use the procedure.
- (16) Other documentation as requested.

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;
- (2) New Form 8260-7A and/or Form 8260-15 series (as applicable) in accordance with Order 8260.19, Chapter 8.
- (3) New IFP Validation Checklist (as applicable),
- (4) Appropriate environmental review process documentation in accordance with Order 1050.1, Environmental Impacts: Policies and Procedures; and

c. Any package submitted without the information listed in paragraph 2-1-4.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 approved 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 FDC T-NOTAM to initiate the change. An abbreviated Form 8260-7A/8260-15 (as applicable) amendment must be submitted and processed within 224-days (see Order 8260.19 and Order 7930.2, Notices to Airmen).

2-1-5. Service Provider Requirements (Procedure Maintenance Plan).

a. In addition to the completion of applicable 8260-series forms (see paragraph 2-1-4), 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 2-1-5.b(1) through 2-1-5.b(5)].

(1) The service provider must identify a POC as the focal point for the organization's maintenance activities. 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 allotted timeframe and action taken (NOTAM, amendments) to correct safety/criteria compliance issues. Submit a statement of completion (to include no action required) to Flight Procedures and Airspace Group (to include the reviewed chart).

(3) The service provider will develop an Obstruction Evaluation (OE) Study Plan and utilize the automated iOE/AAA program. Document a process for receiving notification and conducting an evaluation on all OE studies in time sensitive manner. Provide information to show that a method is in place to identify OE 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 develop a NOTAM Plan. The Flight Data Center (FDC) NOTAM process is used to disseminate NOTAMs on Special Procedures in accordance with Order 7930.2.

(5) The service provider will develop 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 (FSIMS) [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, whom 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, Section 5-3 (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 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 2-1-8).

2-1-6. 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 2-1-6.b will be met.

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

- (1) Establish transfer date as agreed to by all parties.
- (2) Coordinate transfer of documentation files to include all applicable 8260-series forms (see paragraph 2-1-4 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 that service provider's responsibility. It is the receiving service provider's responsibility to ensure transferred procedures are current and acceptable. The receiving service provider may need to issue NOTAMs against the transferred procedures until identified issues are resolved.

2-1-7. Cancellation of Special Procedures.

- a. When a Special procedure will no longer be maintained and responsibility for the procedure will not be transferred, the procedure 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.
 - (2) Documents from paragraph 2-1-4.a(2) (as applicable).

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

Note 2: The service provider will continue to maintain the procedure until canceled or removed from service by NOTAM, with 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.

2-1-8. Issuance of Special Procedures.

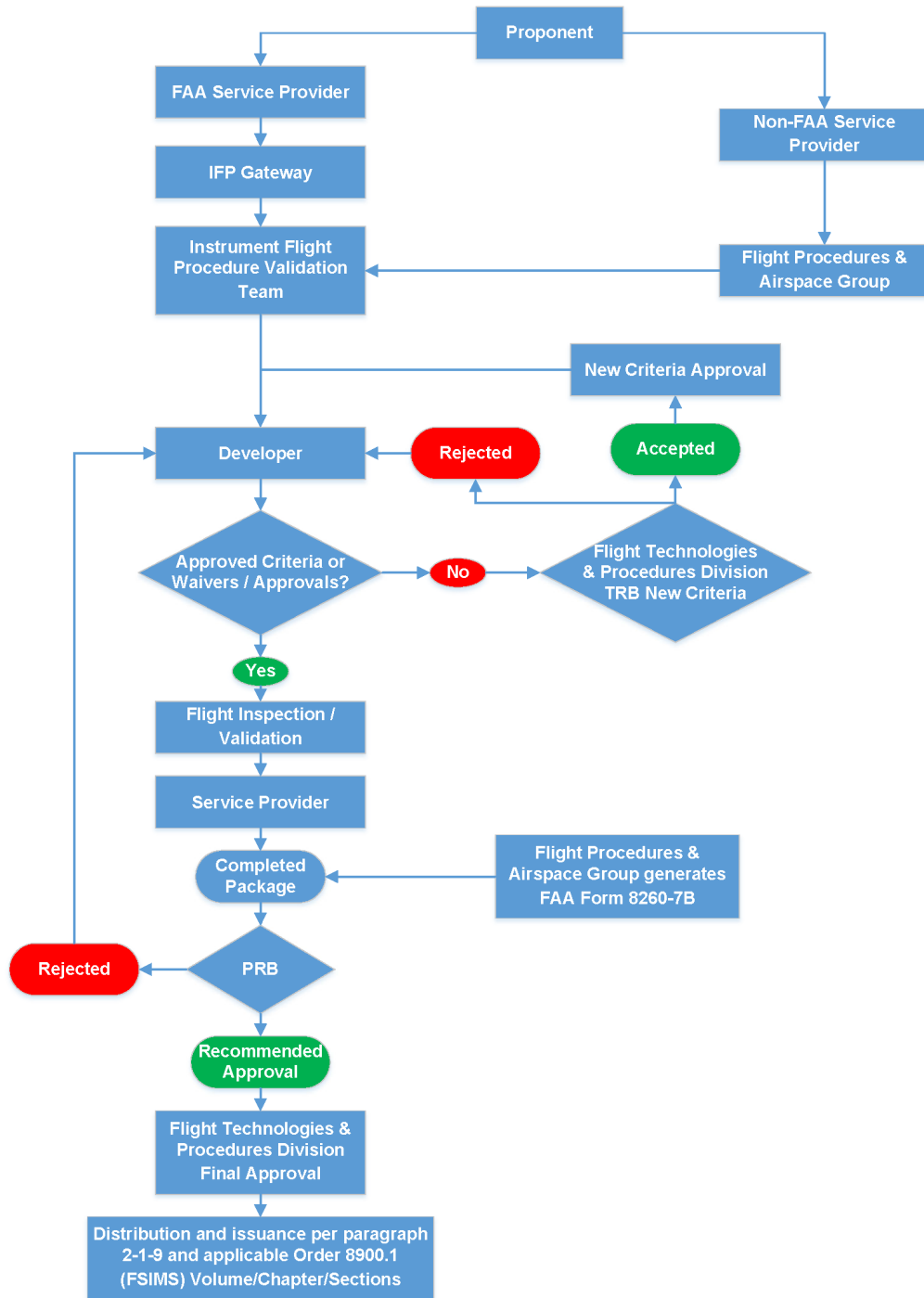
- a. Safety Assurance Offices/POI.
 - (1) Airplane Special procedures issuance process and guidance. See Order 8900.1 (FSIMS) [Volume 3, Chapter 18, Section 5], Part C Operations Specifications – Airplane Terminal Instrument Procedures and Airport Authorization and Limitations.
 - (2) Helicopter Special procedures issuance process and guidance. See Order 8900.1 (FSIMS) [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 (FSIMS) [Volume 12, Chapter 4, Section 4], Part 129 Part C Operations Specifications – Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.

b. Flight Technologies and Procedures Division. See Order 8900.1 (FSIMS) [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).

2-1-9. Charting. Charts must include all relevant information from the applicable 8260-series forms. Charts should adhere to standard charting conventions; but may be tailored as necessary to meet user needs.

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



Chapter 3. Area Navigation (RNAV) Visual Flight Procedures (RVFP)

Section 3-1. Development and Publication Instructions

3-1-1. Design Considerations.

a. Operators must first verify there are no other viable IFP options available to a specific runway, before pursuing the development of an RVFP(s). RVFP procedures that allow the maximum amount of operator participation should be considered. For example, use of radius-to-fix (RF) path terminators in an RVFP may improve path compliance but reduce participation.

b. The proponent must conduct a safety benefit analysis on the proposed RVFP(s). The safety benefit analysis must be included in the preliminary concept request submitted to the Flight Procedures and Airspace Group for review and acceptance. A preliminary concept could include:

- (1) Sample diagram,
- (2) Prototype chart,
- (3) Feasibility Study, and/or
- (4) Other work product (i.e., TARGETS package) or other development software product.

c. 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 Flight Technologies and Procedures Division will ensure procedural design requirements are satisfied.

d. A runway served by an RVFP should be equipped with a visual glideslope indicator (VGSI). The coded advisory vertical path provided should be coincident with the guidance provided by the VGSI.

e. 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.

3-1-2. RNAV Equipment Requirements and Procedure Flyability. Only RNAV systems compliant with AC 90-100, U.S. Terminal and En Route Area Navigation (RNAV) Operations, commensurate with the published Navigational Specifications (NavSpec), are acceptable for use on an RVFP. The operator may use a design tool such as Terminal Area Route Generation Evaluation and Traffic Simulation (TARGETS) during the RVFP design process to evaluate flight paths, DME/DME coverage, etc., and the desired coded flight paths (lateral and advisory vertical) are flyable with the intended equipment. A Flight Simulation/Training Device (FSTD) or an aircraft must be used to validate the procedure design.

3-1-3. Weather Requirements. The ceiling and visibility minimums required to conduct these procedures must equal or exceed the requirements for visual approach operations, as determined by

ATC standards (reference Order JO 7110.65, Air Traffic Control) and any local ATC facility policies. RVFP ceiling and visibility minimums must be coordinated between the lead operator and local ATC facility. It is not necessary for the ceiling height to equal to or exceed an initial fix altitude.

3-1-4. Flight Validation. Flight validation of an RVFP in an actual aircraft is not required. However, if an aircraft is used for flight validation, the RVFP must be flown in visual meteorological conditions (VMC).

3-1-5. Naming Convention. The RVFP naming convention is based on the type of procedure and runway served e.g., “RNAV VISUAL RWY 36.” The names must not conflict with other RNAV procedures to the same runway end. RVFPs must be uniquely identified to permit differentiation on charts/publications, airborne equipment displays, and during ATC communications.

3-1-6. Documentation. All RVFP packages submitted (original and full amendments) to the Flight Procedures and Airspace Group must contain the following:

a. Original and Full Amendments.

(1) Flight Procedures and Airspace Group acceptance documentation of the safety benefit analysis.

(2) All documentation from paragraph 2-1-4.a. (See Order 8260.19, Chapter 8 for instructions), except 2-1-4.a(8), 2-1-4.a(9), and 2-1-4.a(10).

b. Abbreviated amendments (see paragraph 2-1-4.b).

(1) Where circumstances require immediate NOTAM action, FDC T-NOTAM must be issued. An amendment/abbreviated amendment must be submitted and processed within 224-days (see Order 7930.2 as amended).

(2) The service provider must coordinate with the affected ATC facility Airspace and Procedures Specialist for all new fix/waypoint names.

3-1-7. Processing. Proponent/Service Providers seeking to design an RVFP must use the Special procedure process (see Figure 2-1–1).

3-1-8. Maintenance. Only paragraphs 2-1-5.b(4) and 2-1-5.b(6) apply to maintaining RVFPs. It is highly recommended to review RVFPs on a regular basis. The proponent/service provider must coordinate all amendments with the Flight Procedures and Airspace Group in a timely manner.

3-1-9. Issuance of RVFPs.

a. Safety Assurance Offices/POIs.

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

(2) Part 129 Operators' RVFP issuance process and guidance. See Order 8900.1 (FSIMS) [Volume 12, Chapter 2, Section 5], Part 129 Part C Operations Specifications – Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations.

b. Flight Technologies and Procedures Division, see paragraph 2-1-8.

3-1-10. Cancellation. For cancellations, see paragraph 2-1-7.

3-1-11. Charting Requirements for RVFP. The procedure must be charted, following standard charting conventions, and be available in the navigation database. The following items must be included on the chart:

a. Procedure name as documented on Form 8260-19, e.g., RNAV Visual RWY 36 (see Figure 3-1-1). The procedure name coded in the aircraft RNAV system 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.

(1) The Flight Management System (FMS) procedure name in the RNAV system database must be annotated on the chart if it does not exactly match the charted procedure name.

(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.

b. The following Chart Notes:

(1) "RF Required" (either for the whole procedure or individual portions, as appropriate), for procedures with RF path terminators.

(2) Non-coincident VGSI (if applicable).

c. Dashed lines to depict the RVFP flight segments.

d. Ceiling and visibility requirements.

e. Altitude and speed restrictions.

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. A statement requiring pilots to advise ATC, as soon as practical that the airport or preceding traffic is in sight.

3-1-12. RVFP Attention All Users Page (AAUP). An AAUP (see Order 8260.19) must be created for all RVFPs with the following information:

a. Applicable approach procedures (Procedure Name):

(1) If approaches for all runways utilize the same procedures, list them all and include one set of briefing points.

(2) If approaches for all runways do not utilize the same procedures, combine runways with the same procedures. Provide condensed briefing points for each runway or set of runways.

b. Briefing Points:

(1) Operators must train their pilots on RNAV RVFPs. This training must include RVFP phraseology, procedures, and requirements.

(2) The RVFP must be coded in the aircraft RNAV system database and retrievable by name (i.e., line selectable).

(3) Pilots are not authorized to build these procedures manually.

(4) Pilots must brief the procedure prior to acceptance of a clearance.

(5) On initial contact with ATC, request (RNAV VISUAL NAME).

(6) Advise ATC "Airport or Preceding Aircraft in Sight" as soon as possible.

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

(8) Comply with charted mandatory altitudes and speeds.

(9) By accepting an RVFP clearance, pilots also accept the requirements and responsibilities associated with a visual approach clearance (e.g., visibility minimums and cloud clearances).

c. Expanded Procedures.

(1) Weather Information (Specific Guidance).

(2) Glide Path Navigation (Specific Guidance).

(3) Additional Airport Information (Specific Guidance, if applicable):

Figure 3-1-1. FAA Form 8260-19 Sample

FEDERAL AVIATION ADMINISTRATION
 FLIGHT STANDARDS SERVICE
 RNAV VISUAL - SPECIAL PROCEDURE
 SPECIFICATION - NOT FOR COCKPIT USE

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR. If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for en route operations in the particular area or as set forth below.

AIRPORT ID KZZZ	PROCEDURE NAME RNAV VISUAL RWY 36	ORIGINAL/AMENDMENT ORIG	CITY NOWWHERE	STATE OK
AIRPORT ELEVATION 1000	IDZE 1000	SUPERSEDED	DATED	EPOCH YEAR 2020
FACILITY	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	MAG VAR 9E	
		REQUIRED EFFECTIVE DATE ROUTINE		

TERMINAL ROUTES		FROM	TO	LEG TYPE	FO/FB	COURSE	DISTANCE	ALTITUDE
		QNEDE	RNETY	TF	FB	270.54	6.56	5000
		ZCVHR	RNETY	TF	FB	090.00	6.98	5000
		RNETY	TGBNH	TF	FB	359.12	6.00	2000
		TGBNH	RW36	TF	FO	359.12	5.25	

PROFILE:

2. PROFILE STARTS AT RNETY
3. FAC: 359.12
4. MIN ALT: RNETY 5000, TGBNH 2000
8. MSA FROM: RW36 5500

EQUIPMENT REQUIREMENTS NOTES:

RNAV-1 GPS
 NOTES:

ADDITIONAL FLIGHT DATA:

CHART NOTE: RADAR REQUIRED
 CHART: WEATHER MINIMUMS: CEILING 4400 VISIBILITY 8 SM
 CHART NOTE: REQUEST THE RNAV VISUAL RWY 24 ON INITIAL CONTACT WITH SOCAL APP CON.
 CHART NOTE: ADVISE ATC, AS SOON AS PRACTICAL THAT THE AIRPORT OR PRECEDING TRAFFIC IS IN SIGHT. CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

WEATHER MINIMUMS:

3000-5

CHANGES - REASONS:

AIRPORT ID KZZZ **PROCEDURE NAME** RNAV VISUAL RWY 36 **ORIGINAL/AMENDMENT** ORG **CITY** NOWWHERE **STATE** OK

SUBMITTED BY	OFFICE	DATE	
JAMES SMITH			
FLIGHT CHECKED BY	OFFICE	DATE	
JOE PILOT			
DEVELOPED BY	OFFICE	DATE	
JAMES SMITH			
RECOMMENDED BY	OFFICE	DATE	TITLE
CHIEF ENCHARGE			MANAGER
APPROVED BY	OFFICE	DATE	TITLE
			MANAGER

Appendix A. Administrative Information

1. Distribution. This order is distributed electronically only.

2. Background.

a. Special procedures. 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 develop Special procedures tailored to locations, performance characteristics, and specific users.

b. RNAV Visual Flight Procedures. Flight Operations Quality Assurance (FOQA) and Aviation Safety Action Program (ASAP) reports indicate flight crews sometimes descend at excessive rates on approach, resulting in unstabilized approaches. Many of these reports come from flight crews conducting visual approaches to runways not served by “vertically guided approach procedures.” Many of the aircraft involved in these events are equipped with RNAV systems capable of providing lateral, coded advisory vertical path, and airspeed guidance/reference. RVFPs capitalize on the capabilities of RNAV systems, are beneficial because they promote flight path repeatability, may reduce air traffic communications, and enhance safety. RVFPs are different from Charted Visual Flight Procedures (CVFPs) in many ways. First, RVFPs developed under this guidance are for use only by pilots of aircraft equipped with instrument flight rules (IFR)-approved RNAV systems (see AC 90-100). Second, RVFPs are not “public” in nature and are approved via a process similar to that of Special procedures. Third, a lead operator (typically an air carrier) may design an RVFP with assistance and oversight from the Flight Technologies and Procedures Division’s Flight Procedures and Airspace Group. Lastly, RVFPs are not “Special Procedures” by definition but generically can be referred to as “special procedures.” RVFPs are not instrument flight procedures.

3. Definitions.

a. Approved Procedure. An RVFP or special procedure developed and agreed upon by the lead operator, respective ATC facility and Flight Technologies and Procedures Division.

b. Area Navigation Visual Flight Procedure. A procedure that capitalizes on an RNAV System technology to promote stabilized visual approaches to a designated runway.

c. FAA Service Provider. The FAA office that develops and maintains public and Special procedures.

d. Lead Operator. An operator who acts as a proponent for the development, coordination, and implementation of a RVFP.

e. Operators. Individuals or companies (including airlines) that own/operate aircraft. These entities may develop (as a non-FAA service provider) or contract to have Special procedures or a RVFP-developed for them.

f. Proponent. A company, organization, or person requesting a Special procedure.

g. Service Provider. Any organization, company, or person who develops and/or maintains Instrument Flight Procedures or RVFPs.

4. Related Publications.

- AC 90-100, U.S. Terminal and En Route Area Navigation (RNAV) Operations
- AC 90-112, Development and Submission of Special Procedures to the FAA
- Order 1050.1, Environmental Impacts: Policies and Procedures
- Order 1270.1, Freedom of Information Act Program (FOIA)
- Order JO 7110.65, Air Traffic Control
- Order 7930.2, Notices to Airmen (NOTAM)
- Order 8260.19, Flight Procedures and Airspace
- Order 8260.43, Flight Procedures Management Program
- Order 8260.46, Departure Procedure (DP) Program
- Order FS 8260.57, Oversight of Non-FAA Instrument Flight Procedure Service Providers
- Order 8260.58, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design
- Order 8260.61, Charted Visual Flight Procedures
- Order 8900.1, Flight Standards Information Management System (FSIMS)

5. Forms and Reports.

- Refer to Order 8260.19
- Form 8260-19, Area Navigation (RNAV) Visual Flight Procedure

6. Information Update. For your convenience, Form 1320-19, Directive Feedback Information, is included at the end of this revision to note any deficiencies found, clarification needed, or suggested improvements regarding the contents of this revision. When forwarding your comments to the originating office for consideration, please provide a complete explanation of why the suggested change is necessary.

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:

To: Flight Technologies and Procedures Division, AFS-400 Coordination Mailbox
(9-AWA-AFS400-COORD@faa.gov)

(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: *(attach separate sheet if necessary)*

In a future change to this order, please cover 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: _____