Canceled by Order 8260.3C [03-14-2016]

Federal Aviation Administration

Memorandum

Date: JUL 7 2005

From: Manager, Flight Technologies and Procedures Division, AFS-400

To: Director of Technical Operations, Aviation System Standards, AVN-1

Prepared by: Flight Procedure Standards Branch, AFS-420

Subject: Policy on Use of 175 Knots Indicated Airspeed (KIAS) Holding Patterns

The AFS-420 memorandum of February 6, 2004, is cancelled. This memorandum is a replacement of that policy guidance.

The Federal Aviation Administration (FAA) Order 7130.3A, Holding Pattern Criteria, establishes maximum holding pattern airspeeds for civil aircraft. Civil aircraft standard maximum holding airspeeds are 200 KIAS for minimum holding altitudes up to 6,000 feet, 230 KIAS for altitudes above 6,000 feet up to 14,000 feet, and 265 KIAS for altitudes above 14,000 feet.

A 175 KIAS holding pattern is non-standard and is highly discouraged. Development of 175 KIAS holding patterns must only be accomplished to avoid obstacles and terrain, and as necessary to meet procedure design requirements.

a. Waiver action is not required when 175 KIAS holding patterns are established as part of an instrument procedure that is restricted for use by Category A and B aircraft only.

b. Waiver action is required when 175 KIAS holding patterns are established on procedures authorized for use by Category C, D, or E airplanes, and/or will be used by any category in en route operations.

NOTE: Regardless of which situation stated above applies, the holding pattern, must be charted with the "175K" cartographic icon.

CANCELED

Screen existing published instrument procedures having a 175 KIAS holding pattern in the approach, missed approach, or en route phase of flight. As a result of this screening:

a. If the holding pattern speed can be increased to standard with an acceptable holding altitude, issue a Flight Data Center (FDC) Notice to Airmen (NOTAM) deleting the 175 KIAS speed restriction and specify the holding altitude, if it is changed. Process a procedure amendment and cancel the NOTAM in a timely manner.

b. If the procedure provides Category C, D, or E minima and the holding pattern speed cannot be increased, send an FDC NOTAM restricting the procedure to Category A and B only; e.g., "Not Authorized for Cat C and D airplanes" (include Cat E, if applicable). Process an amendment to the procedure to authorize Category A and B minima only. If a Category C, D, or E requirement exists, develop a new procedure, where possible, to support the operation.

c. When required to support air traffic control en route operations, 175 KIAS holding patterns may only be authorized for use below 18,000 feet mean sea level (MSL). Screen existing fixes and amend the applicable FAA Form 8260-2(s) to ensure compliance with this policy.

Consistent with our February 6, 2004, memorandum, we again ask you assign the highest priority to screening the affected instrument approach procedures to ensure compliance with this policy as well as provide us an on-going status on the results of your review, perhaps through our weekly meetings at the Criteria Coordination Committee or through some other means. Possibly due to administrative oversight or another reason, we did not receive any results of your previous screenings, and are therefore more than willing to help facilitate this feedback process. Your cooperation and suggestions, in this matter, are greatly appreciated

Please direct all inquiries to Donald Pate, Manager, AFS-420, at (405) 954-4164.

John W. McGraw

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