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

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 of 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

CANCELED