4/20/23 AIM

LDA or GLS or RNAV(GPS) Plan View or RNAV (RNP)AR Clear of Clouds Point (CC) 2.5°-3° Offset Offset Localizer or other Offset Final Approach Course Visual Segment Approximately Offset Approach NTZ 2000 Ft 8500 Ft Runway Angle Offset Approach Runway Extended Centerline Separation ≥ 750 ft and 3000 ft ILS or other Straight-In Final Approach Course Straight-In Approach DA ILS or GLS Runway or RNAV(GPS) or RNAV (RNP)AR CC LDA or GLS or RNAV(GPS) or RNAV (RNP)AR LDA/GLS/RNAV/RNP Stabilized Approach Glide Slope Point (SAP) **Profile View of** Visual Segment Offset Approach 500 Ft Above Runway Offset Approach Runway

FIG 5-4-25 SOIA Approach Geometry

NOTE-

SAP

The stabilized approach point is a design point along the extended centerline of the intended landing runway on the glide slope/glide path at 500 feet above the runway threshold elevation. It is used to verify a sufficient distance is provided for the visual maneuver after the offset course approach DA to permit the pilots to conform to approved, stabilized approach criteria. The SAP is not published on the IAP.

Offset Course DA The point along the LDA, or other offset course, where the course separation with the adjacent ILS, or other straight-in course, reaches the minimum distance permitted to conduct closely spaced approaches. Typically that minimum distance will be 3,000 feet without the use of high update radar; with high update radar, course separation of less than 3,000 ft may be used when validated by a safety study. The altitude of the glide slope/glide path at that point determines the offset course approach decision altitude and is where the NTZ terminates. Maneuvering inside the DA is done in visual conditions.

Visual Segment Angle Angle, as determined by the SOIA design tool, formed by the extension of the straight segment of the calculated flight track (between the offset course MAP/DA and the SAP) and the extended runway centerline. The size of the angle is dependent on the aircraft approach categories (Category D or only selected categories/speeds) that are authorized to use the offset course approach and the spacing between the runways.

Visibility Distance from the offset course approach DA to runway threshold in statute mile.

Arrival Procedures 5–4–51