

# Circling Cancellation Checklist

<u>Airport Name</u>	<u>Apt Id</u>	<u>Procedure Name</u>	<u>Orig/Amend</u>	<u>City</u>	<u>State</u>
BISHOP	KBIH	LDA RWY 17		BISHOP	CA

Yes

No

- |    |                       |                                  |  |
|----|-----------------------|----------------------------------|--|
|    | <input type="radio"/> | <input checked="" type="radio"/> | Is this a Circling-Only Procedure?   |
| 1. | <input type="radio"/> | <input checked="" type="radio"/> | Is this the only IAP at this Airport?  |
| 2. | <input type="radio"/> | <input checked="" type="radio"/> | Is this procedure a designated MON procedure?  |
| 3. | <input type="radio"/> | <input checked="" type="radio"/> | If multiple IAPs serve a single runway end, is this the lowest circling minima for that runway?<br><b>NOTE:</b> If the RNAV circling minima is not the lowest, but within 50' of the lowest, give the RNAV preference.                           |
| 4. | <input type="radio"/> | <input checked="" type="radio"/> | Would cancellation result in removal of circling minima from all Conventional NAVAID procedures at this airport?<br><b>NOTE:</b> If circling minima exist for multiple Conventional NAVAID procedures, preference to retain ILS circling minima. |
| 5. | <input type="radio"/> | <input checked="" type="radio"/> | Will removal result in all circling minima being removed from all airports within 20 NMs?  |
| 6. | <input type="radio"/> | <input checked="" type="radio"/> | Will removal eliminate lowest landing minima to an individual runway?  |

**Circling meets criteria for cancellation.**



# Federal Aviation Administration

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## Memorandum

Date: April 29, 2019  
To: AJV-W24  
From: Steven Szukala, Manager, Instrument Flight Procedures (IFP) Group, AJV-A4  
Subject: Proposed Cancellation of the Circling Minima on the LDA RWY 17 at BISHOP  
(KBIH) BISHOP, CA on July 18, 2019

*Digitally signed by*  
**BEV L BORDY**  
Apr 29, 2019

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### **Policy:**

Cancellation of Standard Instrument Approach Procedures as Part of the National Procedures Assessment (NPA) Initiative (Docket No.: FAA-2017-0879).

### **Background:**

On June 28, 2018, the FAA established the criteria for determining candidacy for cancellation of circling-only procedures and circling minima (both hereafter referred to as "procedure"). Each procedure is evaluated against criteria in the attached checklist during the established periodic review process. The procedure is determined to be a candidate for cancellation of circling minima if it does not meet any of the aforementioned criteria. In addition to that criteria, the FAA is taking an aggressive approach reducing the National Airspace System (NAS) inventory while rightsizing the NAS. This reduction includes identifying cancellation candidates using usage data, longterm/permanent NAVAID outages and finally Navigation Service Group (NSG) designation contained in the Performance Based Navigation (PBN) NAS Navigation Strategy 2016 document.

### **Purpose:**

Inform stakeholders that the circling minima on the LDA RWY 17 at BISHOP (KBIH) BISHOP, CA has been identified as a candidate for cancellation under the NPA Initiative.

### **Comments:**

FAA invites interested parties to submit written comments, data, or views. The agency also invites comments relating to the economic, environmental, energy, or federalism impacts that might result from the cancellation of this IFP. The most helpful comments explain the reason for retaining the IFP and include supporting data. Comments should only be submitted once.

Comments regarding the aforementioned IFP must be submitted via email to AMC-ATO-IFP-Cancellations@faa.gov on or before the date stated on the Instrument Flight Procedures Information Gateway ([https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/)) for this proposed procedure cancellation. The FAA will consider all comments it receives on or before the closing date for comments before acting on this cancellation. Any substantive adverse user comments during this period permit sufficient time to amend or withdraw the paperwork prior to publication. Evaluation and disposition of user comments are the responsibility of Aeronautical Information Services (AIS) and all comments must be considered before the procedure is forwarded for publication. Valid user comments, which cannot be reasonably accommodated by AIS, will be referred to the RAPT for resolution prior to submission of the procedure for publication IAW FAAO 8260.19.