



Federal Aviation Administration

Memorandum

Date: **MAR 8 2007**

To: Manager, National Flight Procedures Office, AJW-32

From: Manager, Flight Procedure Standards Branch, AFS-420

Prepared by: Jack Corman, (405) 954-0012

Subject: Clarification of Intent and Application of FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), Volume 1, Paragraph 1720

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PURPOSE

This memorandum clarifies the intent of applying paragraph 1720 concerning required obstacle clearance (ROC) in areas of designated mountainous terrain.

CRITERIA INTENT

Paragraph 1720 requires application of 2000 feet of ROC over "*terrain and man-made obstacles*" in designated mountainous terrain. The 2000 feet ROC value accounts for the adverse vertical effects that may be induced by mountainous terrain. The term "terrain" is inclusive of the elevation of the earth's surface plus the height of vegetation; i.e., average tree height values for the area (normally obtained from local county, state, or national authorities). Trees are a contributing factor in generating the adverse vertical effect. "Man-made" obstacles refer to more than the obstacles contained in databases. Experience has shown that man-made obstacles up to 200 feet tall are routinely erected without filing construction notice. The frequency of these constructions prompted the implementation of the adverse assumed obstacle (AAO) policy. Therefore, ROC is also applied to the man-made obstacle or AAO with the highest mean sea level (MSL) value.

Where airports are located near or within designated mountainous terrain, a method to descend to the initial approach altitude must be provided. In these cases, the ROC over terrain + vegetation may be reduced to 1500/1700 feet, as appropriate. Where the reduced ROC is applied, the resulting published (rounded) altitude must provide at least 1000 feet (or appropriate secondary value) ROC over man-made obstacles/AAO.

If you have question on this subject, contact Jack Corman, (405) 954-0012.