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U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **INFORMATION:** Clarification of Precision
Obstacle Free Area (POFA)

Date: JAN - 5 2004

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

Reply to
Attn. of:

To: Director, Airport Safety and Standards, AAS-1

Director, Air Traffic Planning and Procedures
Program, ATP-1

Director, Aviation System Standards, AVN-1

As reflected in Airport Obstruction Standards Committee Decision Document #001 (AOSC/DD #001), the following statement clarifies the criteria standard contained in Order 8260.3B, U.S. Standard for Terminal Instrument Approach Procedures, Volume 3, paragraph 3.3 regarding the Precision Obstacle Free Area (POFA). This guidance is issued in conjunction with implementing actions set forth in AOSC/DD #001 Attachment A, POFA Action Plan.

The requirement to clear the POFA applies when an aircraft on a vertically guided final approach is within 2 nautical miles of the runway threshold and the reported ceiling is below 250 feet and/or visibility less than ¼ SM (or runway visual range below 4,000 feet). If the POFA is not clear, the MINIMUM authorized height above touchdown (HAT) and visibility is 250 feet and ¼ statute mile (SM). The POFA is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFA; however, neither the fuselage nor the tail may infringe on the POFA.

This national standard will be applied uniformly to all airports, with a target compliance date of January 1, 2007. Any airport that fails to meet this national standard by that date will not have its procedures approved at their next subsequent biennial review. With the coordinated efforts of the affected lines of business implementing this policy

and the cooperative compliance of airport and aircraft operators, the POFA standard can achieve its intended purpose of enhancing flight safety.

A handwritten signature in black ink, appearing to read "John W. McGraw", with a long horizontal flourish extending to the right.

John W. McGraw