



Federal Aviation Administration

Memorandum

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

To: Manager, Airports Engineering Division

Manager, Flight Operations Branch

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Subject: TERPS Policy regarding Implementation of Airfield Obstructions Standards Committee (AOSC) Decision Document #1 and Protection of TERPS Surfaces Associated with Vertically-guided Procedures

As the deadline for implementation of AOSC Decision Document #1 approaches, three issues relating to protection of the POFZ and TERPS surfaces have come to our attention which require policy clarification. These issues are addressed below in a question & answer format.

Question #1. When should controls be applied by airports to protect the TERPS surfaces? Are weather minimums similar to those for protection of the POFZ applicable?

Policy: An 800' ceiling and 2 statute mile visibility (800-2) has been established as the benchmark for operations requiring "see and avoid" in the visual segment of an instrument approach. TERPS surfaces for vertically-guided procedures must be protected when the weather is reported less than 800' - 2.

Question #2. Current Regional interpretation of AFS policy ranges from "the TERPS surfaces require protection from the point when approach aircraft is PFAF inbound" to "TERPS surfaces require protection only when the weather is below the POFZ minimums", to "TERPS surfaces always require protection". What is the national policy?

Policy: The TERPS surfaces require protection when the reported weather is less than 800' - 2 from the time the approach aircraft is within 2 NM of the landing threshold until the approach aircraft passes the hold line. In the event that taxiing/parked aircraft or vehicles are not clear of the POFZ or TERPS surface, controllers are to provide traffic advisories only to the arriving aircraft regarding the position of the offending aircraft/vehicles. Air Traffic must formally document this policy by change to Order 7110.65 as a prerequisite to implementation.

Question #3. Is it possible for some locations to grant exclusions for "temporary" encroachment of the TERPS surfaces (i.e. during runway changes, etc.), with minima penalty etc. Will the

policy allow the flexibility to allow aircraft or vehicle penetrations, but only of the TERPS ILS/LPV X surfaces or subsection of the X surfaces?

Policy: An exclusion for ground vehicles essential to airport operations is integrated into the official policy. This includes those necessary for the maintenance of the airport and navigation facilities, but does not include non-essential vehicles such as construction or refueling vehicles. Authorized vehicles operating outside of the movement area that are less than or equal to 10 foot in height are allowed to traverse the POFZ or TERPS surface (without minimums penalty). These vehicles are not to be allowed to park in these areas without being in contact with ATC.

Proposal. For aircraft operations at airports that need additional flexibility in protection of the POFZ and ILS/LPV surfaces (i.e. to reduce or eliminate capacity impacts), we propose the establishment of “tiger teams” to address each airport in detail. The team would consist of stakeholders from Airports, Flight Standards and Air Traffic Division, along with counterparts from the affected region. These teams would meet in AFS-420 in Oklahoma City, OK to establish and formally document airport-specific policy. To facilitate this process, we propose that the AOSC request each Regional Administrator provide a list of airports that require special consideration in implementing AOSC DD#1 within 30 days.

The standard for protecting the POFZ is unchanged from AOSC DD #1. If you have any questions, please contact Thomas Nichols, AFS-420, at (405) 954-4164.