

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 02-02

October 23-24, 2002

Recommendation Document

SUBJECT: Obstacles on Departure Procedures

BACKGROUND/DISCUSSION: The current 8260-15B for a number of airports at and near Houston, TX includes more than 100 obstacles to be depicted on the relevant DPs. This is more obstacles than reasonably be charted on the DP graphic.

RECOMMENDATION: The current obstacle depiction criteria used by charting agencies for DPs should be the standard for obstacles. If the additional obstacles are needed for certain requirements, the obstacles should be available from sources other than paper charts.

COMMENT:

SUBMITTED BY: Jim Terpstra

ORGANIZATION: Jeppesen

DATE: October 23, 2002

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02-02 MEETING: Mr. Jim Terpstra, Jeppesen, states that the current 8260.15B for a number of airports at or near Houston, TX includes more than 100 obstacles to be depicted on the relevant DPs. He states that these are more obstacles than can reasonably be depicted on the DP graphic. Mr. Terpstra recommends that the current obstacle depiction criteria used by charting agencies for DPs should be standardized for obstacles. He states that if additional obstacles are required for certain requirements, the obstacle information should be available from sources other than the paper charts. Finally, he stated that the 8260.15 is probably not the best way to get obstacle information to the public.

It was pointed out that the 8260.19 was vague and that 8260.46A was rewritten and that rewrite was what caused the proliferation of obstacles on the 8260.15s. It was also pointed out that Jeppesen and the FAA list the obstacles textually and not graphically. Mr. Terpstra stated that a great number of obstacles have to be published and that this becomes costly. Tom Schneider and Bill Hammett said that it is a TERPS requirement to publish the obstacles. Mr. Brad Rush stated that this should point out to users that airport managers are allowing obstacles to penetrate TERPS surfaces. **ACTION** Tom Schneider will take this issue to AFS-420 for review. He will report to the ACF the results of the AFS review.

03-01 MEETING: Mr. Jim Terpstra, Jeppesen, briefed the ACF on the background of this issue. He stated that the Houston 8260.15 had more than 100 obstacles on it. He stated that Jeppesen could not chart all 100+ obstacles graphically so they listed them textually on several pages. He stated that airlines decided not to subscribe to those pages. He stated that many of these obstacles feel below airlines level of need. Mr. Tom Schneider reported that the FAA was obligated to identify those obstacles that penetrate the 40:1 surface. Mr. Schneider stated that AFS has reevaluated the requirement and that as a result the 8260.46B is being rewritten so

that procedure designers could “clump” together obstacle information. Ms. Heidi Williams stated that AOPA has had reports of other airports having similar problems resulting from multiple airports on a SID. **CLOSED**
