




Federal Aviation Administration

Memorandum

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Subject: Policy Clarifications Associated With FAA Order 8260.3B, United States Standard for
Terminal Instrument Procedures (TERPS), Change 21

PURPOSE

This memorandum rescinds the December 7, 2001 AFS-420 memorandum subject "Minimum Segment Altitudes and Required Obstacle Clearance (ROC)" and provides clarification to FAA Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), volume 1, paragraph 3.2.2.b.

BACKGROUND

Published criteria needs to be updated to avoid inconsistencies with policy changes to be introduced by Change 21 (effective date August 27, 2009).

POLICY

Current criteria requires that altitudes established for any terminal or enroute procedure provide at least the minimum required obstacle clearance (ROC) plus adjustments as specified by the applicable criteria. This policy however, does not consider an exception for some radar vectoring chart sector altitudes permitted by FAA Order 8260.3, volume 1, paragraph 10.2.8. The criteria is also not up-to-date regarding use of automated precipitous terrain software algorithms.

FAA Order 8260.3B, Change 19, Volume 1, paragraph 202a, first sentence should be interpreted as follows:

a. This method of applying ROC results in a horizontal band of airspace that cannot be penetrated by obstacles (for exception, see Order 8260.3B, Vol. 1. paragraph 10.2.8). [Remaining paragraph unchanged].

FAA Order 8260.3B, Change 20, Volume 1, paragraph 3.2.2b should be interpreted as follows:

3.2.2 b. Precipitous terrain adjustments. In areas characterized by precipitous terrain, in or outside of designated mountainous areas, consideration must be given to induced altimeter errors and pilot control problems. Evaluate and identify terrain as precipitous or non-precipitous using software implementing the FAA-approved algorithms developed for this purpose.

NOTE: The precipitous terrain algorithms were designed to evaluate instrument approach and feeder segments. Do not use software implementing these algorithms for other TERPS evaluations (e.g. radar vectoring altitude charts, TAA, or other evaluations not addressed in the June 18, 2004 AFS memorandum, subject Automated Precipitous Terrain Adjustments). Use manual methods until otherwise directed by AFS-400.

3.2.2 b. (1) [Unchanged].

3.2.2 b. (2) [Unchanged].

3.2.2 b. (2)(a) Precipitous terrain identified in feeder segments/TAA's in a designated mountainous area. No increase is required, but ROC may not be reduced from 2,000 ft (see volume 1, chapter 17, paragraph 1720).

3.2.2 b. (2)(b) [Unchanged].

If you have any questions, please contact Mr. Harry J. Hodges, Manager, Flight Procedure Standards Branch, AFS-420, at (405) 954-4164.