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

# Memorandum

Subject: **INFORMATION:** Clarification of FAA Order  
8260.19C, Paragraph 271b and (TERPS)  
Paragraph 122a.

Date: DEC 3 2003

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

Reply to  
Attn. of:

To: Program Director of Aviation System Standards,  
AVN-1

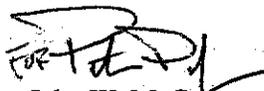
Recently, we received several requests for clarification on the subject paragraphs regarding obstacle survey requirements. These requests center on the question: "What kind of survey is required for a nonprecision approach with vertical guidance, or precision approach procedure?"

Flight Standards provides guidance on instrument procedure design and obstacle evaluation in the form of criteria contained in Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, and application policy in Order 8260.19C, *Flight Procedures and Airspace*. These documents and other associated 8260 series orders define how to evaluate, document, and adjust instrument procedures in order to protect aircraft from the hazards of the obstacle environment. Inherent in obstacle evaluation is the requirement for obstacle data (specifically obstacle composition, location, and elevation).

Providing these evaluation criteria is the responsibility of the Flight Standards Service. Providing the obstacle accuracy requirements for obstacle evaluation is also a Flight Standards responsibility. Obstacle accuracy standards for use in evaluation are contained in Order 8260.19C.

Directing how the necessary obstacle data is obtained is not a Flight Standards responsibility; it is the responsibility of the developer to utilize a source for data that meets the specified accuracy requirement. Different entities engaged in instrument procedure development may use differing sources that are most suitable to their work plans and methods. There are several sources of accurate obstacle data to meet the needs of the procedure developer.

Therefore, the answer to the original question is that Flight Standards does not require a specific type of survey. We require that whatever obstacle data is used, must meet specified accuracy standards.

  
John W. McGraw