

AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
Meeting 18-02 – October 23, 2018

RECOMMENDATION DOCUMENT

FAA Control #18-02-341

Subject: Chart an icon to indicate at what altitude above the Departure End Runway (DER) the Obstacle Clearance Surface (OCS) begins on procedures.

Background/Discussion:

Several years ago, a change to criteria required the departure OCS to originate at the DER threshold at DER elevation vice 35 ft. The FAA Aeronautical Information Services (AIS) was asked to verify that all departure crossing restrictions in the FAA inventory had been set to 0'. AIS responded there was no way to track which DPs have been set to 0 ft or which ones remain at 35 ft because there is no DP charting today indicating a crossing restriction and the information can only be found in the procedure development forms that are not made readily available to the public. This leaves no way for USAF pilots to determine the DER crossing restriction for a given airfield where the FAA is the OPR. USAF aircraft can self-certify at a 0 ft crossing restriction but must assume 35 ft. This leads to a loss of 1,063 ft of usable runway and can lead to mission degradation. There is a need for an icon to be charted when a DP undergoes its two-year review that states the DER crossing restriction meets the current criteria of 0 ft. Although there are > 9,000 DPs, if this step was taken during the "two-year" review (day forward process), eventually all procedures would indicate to the pilots they have been updated to current criteria.

Recommendations:

Develop and chart an icon to indicate the height above the DER utilized on DPs. This icon could be incorporated during the two-year periodic procedure review to alleviate any increased workload that would be incurred by FAA Aeronautical Information Services.

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Date: October 23, 2018

Initial Discussion – Meeting 18-02: Kevin Keszler (AFFSA) introduced a [new recommendation](#) to chart the beginning height of the departure obstacle identification surface (OIS) over the departure end of runway (DER). Kevin mentioned that historically the FAA was allowed to begin the departure OIS at up to 35 feet. He indicated his belief there are still procedures currently published where the procedure has never been assessed from the current requirement of beginning the OIS at the DER height. For those procedures, the USAF requests the FAA publish the actual height above DER that was used since this would benefit their operations. Rich Boll (NBAA) believes this change

happened around the 2004 timeframe and wondered how many procedures still exist where the OIS was assessed above the DER elevation. Keven stated that when he worked in the FAA two years ago, he routinely came across procedures that haven't had the OIS start height lowered to DER elevation. George Gonzales, Aeronautical Information Services, stated when the change was made it would not in itself require a procedure to be amended. John Bordy, Flight Procedures and Airspace Group, asked George if AIS could look at and determine how many procedures are affected and if this request is feasible. Rich questioned why procedures haven't been updated since the policy change was issued. John Bordy said obstacle departure procedures require a periodic review every two years but is unsure what the issue is and suggested we allow AIS to conduct research into the issue. John Bordy said George will look at and try to determine how many procedures are affected and if this request is feasible. John also suggested, since this is such a broad request, AFFSA should look into defining a more targeted request where knowing the OIS start height is actually needed (that is, locations the USAF uses).

Action Items:

- George Gonzales will look into the number of procedures affected and feasibility of request.
- Kevin Keszler will look into defining a more targeted request.

Status: Item open.

Meeting 19-01: John Bordy, Flight Procedures and Airspace Group, briefed the issue directly from the [slide](#): discussing a summary and current status. There is no change to the current status; however, Kevin Kessler, AFFSA, agreed that their needs could likely be met if the Air Force could be granted access to FAA procedural data via AJV-A's "Toolbox" application.

Action Item: John Bordy will query if AJV-A can grant the Air Force access to their "Toolbox" application.

Status: Item open.

Meeting 19-02: John Bordy, FAA Flight Procedures and Airspace Group, briefed the issue summary and current status from the [slide](#). Kevin Kessler, Air Force Flight Standards Agency, said they have toolbox access now, along with active procedure files, but would like the item left open until the next meeting to verify they are able to access all the necessary data and will report at ACM 20-01. Rich Boll, NBAA, expressed concern with the periodic review process, and stated he was told by Dan Wacker, Flight Procedures and Airspace Group, that there were departure procedures that hadn't been touched since the 1990s. John stated he was not aware of any of these or to what Dan might have been referring, but will discuss with Dan and report back. Kevin said he was sure the procedures were being reviewed as required, but that if many years pass between airport surveys, significant time might pass before the obstacle departure procedures and takeoff obstacle notes identify new obstacles. Rich said this may have been what Dan was referring to. Kevin says his review of the Terminal Procedures Publication did not turn up any departure procedures denoting the required threshold crossing height, but that several procedure forms documented the crossing height used for evaluation. John will also discuss the procedures with crossing heights with FAA Aeronautical Information Services to determine when all of those can be re-evaluated and remove all crossing height evaluations.

Action Items:

- FAA Flight Procedures and Airspace Group will determine the concerns expressed regarding possible procedures that hadn't been evaluated as recently as their required procedure review period and report
- FAA Flight Procedures and Airspace Group will review procedures evaluated with crossing heights with Aeronautical Information Services to see if a proposed date for bringing all to current standards can be determined
- Kevin Kessler will report on data access availability

Status: Item open.

Meeting 20-02: Jeff Rawdon, FAA Flight Procedures and Airspace Group (FPAG), briefed the issue summary and current status from the [slide](#). Some procedures are still active that were evaluated with departure end of runway (DER) heights up to 35 feet, but that information is not communicated to pilots. Procedures are reviewed every two years, but will not necessarily be revised unless there is a safety concern. Kevin Keszler AFFSA, reviewed the FAA's departure procedure forms, and found only five procedures remaining in the NAS that utilized this evaluation methodology. Any others have since been amended or have had P-NOTAMs issued, and Kevin would like to close the item. Rich Boll, NBAA, discussed requirements to actually amend procedures. He pointed out per Order 8260.19I paragraph 1-1-6 implementation can commence 24 months after the effective date, and said that requirement was removed from Order 8260.46. Susan Walker, FPAG, took an action to research the removal of the effective date from Order 8260.46. TJ Nichols, FPAG, said Rich raised some great points that have gone beyond this issue, adding it may be a good time for a new issue on criteria implementation with more FAA offices involved in the conversation. Jeff added there is more ongoing coordination on criteria updates to match criteria release, and this is an ongoing challenge. Kevin inquired if a new issue will be raised. Jeff said he does not see an actual RD coming out of the issue, but more likely a briefing item. Rich and Lev Prichard, Allied Pilots Association, both feel procedure updates need to be driven by stringent requirements. TJ reiterated there will be discussions with all involved parties on a reasonable implementation timeline, considering resources, to address identified NAS issues. Johnnie Baker, Aeronautical Information Services, took an action to look into the procedure Rich referenced at K1B6 and ensure similar circumstances are not happening at other airports.

Action Items:

- Susan Walker, Flight Procedures and Airspace Group, will research removal of the implementation requirements language from Order 8260.46
- Johnnie Baker, Aeronautical Information Services, will investigate the referenced procedure at K1B6.

Status: Closed.