



# Federal Aviation Administration

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## Memorandum

Date: OCT 25 2010

To: Elizabeth L. Ray, Director of Systems Operations Airspace and Aeronautical Information Management, AJR-3

From: Leslie H. Smith, Manager, Flight Technologies and Procedures Division, AFS-400

Subject: Use of Step-Down Fixes for Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) Mitigation

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### PURPOSE.

Recently, the use of step-down fixes has been suggested as a means to mitigate proposed Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) structures when structure heights penetrate instrument procedure design surfaces.

### BACKGROUND.

Current policy on step-down fix procedure design is found in Order 8260.19D, Flight Procedures and Airspace, Order 8260.3B, United States Standard for Terminal Instrument Procedures (TERPS), and Order 8260.54A, The United States Standard for Area Navigation (RNAV). Procedures with precision glidepaths and vertical descent angles support operational policies such as constant descents and stabilized approaches in accordance with the Commercial Aviation Safety Team (CAST).

### POSITION.

Adding step-down fixes to existing procedures solely for enabling construction of structures within the confines of an instrument procedure Obstacle Evaluation Area results in potential degradation of safety by increasing procedure complexity and adding obstructions in the descent path of aircraft. Therefore, step-down fixes should not be added to existing procedures, as a function of OE/AAA mitigation, without concurrence from the Regional All Weather Operations Program Manager (AXX-220).

This policy supports maintaining the safest possible final approach segment.

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

Effective 03/06/2019