

GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
Instrument Procedures Group
(Transcribed/Re-Formatted)
HISTORY RECORD

FAA Control # 98-01-201

SUBJECT: Significant Penetrations of Visual Segment Surface below MDA.

BACKGROUND/DISCUSSION: Change 17 of TERPS contains some significant improvements in assessments of the visual segment from below MDA to landing. There is more that needs to be done, though, to protect flight operations during restricted visibility or nighttime conditions, especially for pilots using unfamiliar airports.

RECOMMENDATION: Where obstacles penetrate a 20:1 surface in the visual segment area, night instrument flight operations should be prohibited to any such runway. Further, for daytime instrument flight operations to any such runway, the pilot should be provided with an accurate, expanded scale topographical type chart which would be useable in flight for avoiding such obstacles. Further, where a 20:1 is not penetrated, but a 34:1 is, and a VDP is published, the proposed expanded scale topographical chart should be required.

COMMENT: This proposal affects TERPS, 8260.3B, and instrument approach procedure cartographic standards and policies.

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Charting and Instrument Procedures Committee
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INITIAL DISCUSSION (MEETING 98-01): Tom Young, ALPA explained this is, in part, a training issue. Change 17 contains significant improvements in assessments of the visual segment from below MDA to landing. However, more guidance is needed to protect flight operations during restricted visibility or nighttime conditions. ALPA put forward the recommendation; where obstacles penetrate a 20:1 surface in the visual segment area, night instrument flight operations should be prohibited. Also, for daytime instrument flight operations where there are penetrations to the 20:1, pilots should be provided with an accurate, expanded scale topographical type chart, usable in flight. Lastly, where there are penetrations to the 34:1 surface, and a VDP is published, the proposed expanded scale chart should be required. AFS-420 to coordinate, review, and report at next meeting. **Action: Item Open (AFS-420)**

MEETING 98-02: The group discussion indicates that TERPS Change 17 satisfies all obstacle clearance requirements. The request by ALPA for detailed charts must be referred to the

charting portion. During the discussion several other points arose. Jim Terpstra, Jeppesen, asked that if, once evaluated, are visual segment obstacle clearance planes maintained? Tom Young, ALPA, stated that during recent meetings with FAA, AFS-420 indicated that the surfaces would be maintained. Mike Werner, AVN-160, briefed that recurring flight inspections of NAVAID's also check obstruction clearance planes. Randy Kenagy, AOPA, expressed concern that implementation of TERPS Change 17 will shut down night IFR operations at airfields with unmarked, unlit, 20:1 penetrations. Note: After meeting research revealed that the Manager, AFS-420 has coordinated with AVN-100 and agreement has been reached for an implementation phase-in period. Criteria will be applied immediately to new runway IFR operations. An 18-24 month period will be allowed to identify those locations where there may be an impact on existing operations. Once identified, there will be a time period allowed to coordinate funding for obstacle removal/marketing/lighting. The issue remains open, pending group consensus for closure. **Action: Item Open (AFS-420)**

MEETING 99-01: Don Pate, AFS-420, briefed that he has met with AVN-100, and an agreement has been reached on implementation policy for Change 17 visual segment analysis. The formal policy letter has not been finalized. Tom Young, ALPA, emphasized that the visual surfaces must be continually scrutinized, especially considering the advent of the "DA" mentality. Issue will remain open pending the AFS-AVN policy letter. **Action: Item Open (AFS-420)**

MEETING 99-02: Bill Hammett, AFS-420, presented a status update paper prepared by Norm LeFevre, AFS-420. Closure of this issue was dependent on an AFS-AVN policy letter for a phased implementation of TERPS, Change 17, Paragraph 251. The letter was forwarded from AFS-1 to AAS-1 and AAF-1 on July 26, 1999. The policy spreads application of the criteria over a three year period; prioritizes airports for application; and provides airport operators time to alleviate adverse operational impact. A copy of the policy was attached to the status paper, and he recommends the issue be closed. The group agreed. **Status: Item Closed.**