



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

NOTICE
N 8260.60

Effective Date:
11/14/06

Cancellation Date:
11/14/07

SUBJ: PRECISION OBJECT FREE ZONE

1. PURPOSE. This notice provides guidance for all Flight Standards Aviation Safety Inspectors (ASIs) on the Precision Object Free Zone (POFZ).

2. DISTRIBUTION. We will distribute this notice to the division level in the Flight Standards Service in Washington headquarters, including the Regulatory Standards Division at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards divisions; and to all Flight Standards District Offices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avr.faa.gov>. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at: http://www.faa.gov/library/manuals/examiners_inspectors/8000/

3. BACKGROUND. The Precision Object Free Area (POFA) has been designated as the Precision Object Free Zone (POFZ) by the Airport Obstructions Standards Committee Decision Document #01b, titled POFA and Runway / Parallel Taxiway Separation Standards. The POFZ is a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline. The standard POFZ is 200 feet (60 meters) long and 800 feet (240 meters) wide. The POFZ must be clear when an aircraft on a vertically guided final approach is within 2 nautical miles (NM) of the runway threshold and the reported ceiling is below 250 feet or visibility less than $\frac{3}{4}$ statute mile (SM) (or runway visual range below 4,000 feet). The FAA's Collision Risk Model has determined that the POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. See Appendix 1, Figure 1. The POFZ is applicable at all runway ends including displaced thresholds.

NOTE: The target date for mandatory POFZ compliance from every airport nationally is January 1, 2007.

a. Many pilot errors can be attributed to a loss of "situational awareness." The predominant cause of pilot deviation runway incursions is crossing the "Hold Short" line after acknowledging "Hold Short" instructions. Pilots will be notified of POFZ hold line requirements through the Notice to Airmen Publication (NTAP) and Aeronautical Information Manual (AIM).

b. In order to minimize confusion at both controlled and uncontrolled airports, only one Instrument Landing System (ILS) hold line will be used to protect applicable Terminal Instrument Procedures (TERPS) surfaces, ILS critical area(s) and the

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POFZ. ILS critical areas are generally larger than the POFZ and must be clear when the reported ceiling is below 800 feet or visibility less than 2 SM.

c. In addition, in April of 2005, the Federal Aviation Administration (FAA) revised its airfield marking standards to include an enhancement to the taxiway centerline leading to runway holding positions. The intent of the enhancement is to alert pilots that they are approaching a runway holding position and should go into a “heads-up” mode of operation until they determine the exact location of the holding position. Pilots are required to understand and comply with these markings. Additional guidance on enhanced taxiway centerline markings can be found in Notice N 8000.315, Enhanced Taxiway Centerline Markings at Selected Airports.

4. ACTION.

a. All ASIs should familiarize themselves with this notice so that they can respond to any pilot/aircraft operator inquiries about them.

b. Principal Operations Inspectors for Title 14 of the Code of Federal Regulations (14 CFR) Parts 121, 125, 135 and 141 certificate holders, 14 CFR Part 91 operators and Part 91 subpart K program managers, and Part 142 Training Center Program Managers should convey this notice with the attachment to their respective operators for dissemination to the appropriate personnel.

c. Document the conveyance of the information contained in this notice for each certificate holder or fractional ownership program affected.

d. Use Program Tracking and Reporting Subsystem (PTRS) code 1030, Convey Non-Reg. Info.

e. Enter “N8260POFZ” in the “National Use” field (without the quotes).

f. Once the above information has been provided to the operator’s representative, as appropriate, close out the PTRS.

g. The Regulatory Support Division, AFS-600, shall incorporate this information into the Practical Test Standards and Designated Pilot Examiners Standardization programs as emphasis items as appropriate.

h. The National FAA Safety Team (FAAS Team) Program Manager in conjunction with industry FAAS Team members and the National Resource Center shall use this information to develop and field new safety products, as appropriate.

i. The Flight Technologies and Procedures Division, AFS-400, shall coordinate with appropriate FAA offices of primary responsibility to harmonize this information in the following AIM paragraphs:

(1) Paragraph 2-3-8 (b) 3, add appropriate POFZ language.

(2) Paragraph 5-4-20 b. 2, change word "Object" to "Obstacle" (Also in AIM Appendix 3, Abbreviations/Acronyms, and the Aeronautical Information Publication, paragraph ENR 1.5 10.3.2, and Figure ENR 1.5-8).

(3) Paragraph 2-3-5 a. 3, expand to clarify POFZ.

(4) Paragraph 1-1-9 k 2 (b), add appropriate POFZ language.

(5) Paragraph number to be determined, consolidate language to pilots concerning POFZ at towered versus non-towered airports. A preliminary version of the information contained in this paragraph (attached) shall be published in the NTAP as soon as possible.

5. DISPOSITION. We will permanently incorporate the information in this notice in FSIMS before this notice expires. Questions concerning this notice should be directed to the Flight Operations Branch, AFS-410, at (202) 385-4625.

James J. Ballough
Director, Flight Standards Service

APPENDIX 1. PRECISION OBJECT FREE ZONE

The Precision Object Free Zone (POFZ) is a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline. The standard POFZ is 200 feet (60 meters) long and 800 feet (240 meters) wide. The POFZ must be kept clear when an aircraft on a vertically guided final approach is within 2 nautical miles (NM) of the runway threshold and the reported ceiling is below 250 feet and/or visibility less than $\frac{3}{4}$ statute miles (SM) (or runway visual range below 4,000 feet). The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ (see figure 1).

For approaching aircraft, in the event that taxiing/parked aircraft or vehicle is not clear of the POFZ, air traffic control will provide advisories to the approaching aircraft regarding the position of the offending aircraft/vehicle. In this case the pilot of the approaching aircraft must decide to continue or abort the approach. When the reported ceiling is below 800 feet or visibility less than 2 SM, departing aircraft must do the following. When there is an air traffic control tower (ATCT) in operation, plan to hold at the ILS hold line and hold as directed by air traffic control. When there is no operating ATCT, honor the ILS hold line and do not taxi into position and takeoff if there is an approaching aircraft within 2 NM of the runway threshold.

FIGURE 1. PRECISION OBSTACLE FREE ZONE (POFZ)

