



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

**NOTICE
N 8260.59**

Effective Date:
10/19/06
Cancellation Date:
10/19/07

**SUBJ: OBSTACLE IDENTIFICATION SURFACE VERSUS OBSTACLE
ACCOUNTABILITY AREA**

- 1. PURPOSE.** This notice provides guidance for Flight Standards Inspectors concerning the difference between the Obstacle Identification Surface and the Obstacle Accountability Area.
- 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.

a. The proposed Change 10 to the Federal Aviation Administration's Airports Advisory Circular (AC) 150/5300-13, Airport Design, will establish an obstacle limitation surface using one of the obstacle limitation surfaces depicted in International Civil Aviation Organization (ICAO) Annex 14. It will be called the obstacle identification surface (OIS). The OIS is for departure runway ends supporting air carrier operations. The particular ICAO obstacle limitation surface used is the take-off climb surface described in paragraph 4.2.22 of the annex. The OIS is described in paragraph 5.d.(2) of Change 10, and provides guidance for airport proponents to survey existing and future obstacles that are likely to impact air carrier one-engine inoperative takeoff planning. The OIS is intended to encourage airport sponsors and local zoning authorities to manage the proliferation of proposed obstructions encroaching on many runways. Future FAA Airport Improvement Program grants will likely require airport planning and design to satisfy the provisions of the OIS. Implementation of the OIS takes effect on January 1, 2008.

b. AC 120-91, Airport Obstacle Analysis, describes an obstacle accountability area (OAA) for safely avoiding existing obstacles during aircraft departure. It provides acceptable methods and guidelines for developing takeoff and initial climb-out airport obstacle analyses and in-flight procedures to comply with the intent of the regulatory requirements of Title 14 of the Code of Federal Regulations (14 CFR) Part 121, §§ 121.177, 121.189, and Part 135, §§ 135.367, 135.379, and 135.398 and other associated one-engine-inoperative requirements relating to turbine engine powered airplanes. The methods and guidelines presented in this AC are neither mandatory nor the only acceptable methods for ensuring compliance with the regulatory sections.

- 4. ACTION.** FSDO Inspectors should become familiar with the information in this notice. At appropriate occasions, when discussing aircraft ground operations with operators, ensure they

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understand the difference between the OIS and the OAA. Operators should also understand that the OAA applies to safely avoiding existing obstacles in aircraft departure performance planning, while the OIS applies to airport planning, zoning, and land use management concerning proposed obstructions.

5. TRACKING. None.

6. DISPOSITION. We will incorporate this notice into “The Flight Technology Handbook for Flight Standards Inspectors” in the near future. Questions concerning this notice should be directed to the Flight Procedure Standards Branch, AFS-420, at (405) 954-4164.

ORIGINAL SIGNED BY

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