

Federal Aviation Agency



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| AC NO: AC 70-1A |
| AIRSPACE |
| EFFECTIVE : 4/7/65 |

SUBJECT : APPROACH PROCEDURES OBSTRUCTION CRITERIA

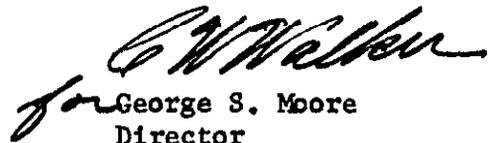
*Cancelled by
Handbooks 7110.8 and
7110.9*

1. **PURPOSE.** This Circular announces an interim policy to supplement criteria applicable to structures adjacent to instrument approach procedure areas.
2. **CANCELLATION.** Advisory Circular AC 70-1, dated December 4, 1962, "Approach Procedures Obstruction Criteria."
3. **REFERENCE.** The United States Manual of Criteria for Standard Instrument Approach Procedures (USMCSIAP). The Advisory Circular will be cancelled upon publication of the revised manual. *7110.8 and 7110.9*
4. **BACKGROUND.** The Agency has recognized the need for revision of criteria contained in the USMCSIAP, to cope with situations arising with the introduction of new aircraft which are larger and faster than those for which the criteria were established. The existing criteria do not consider obstruction clearance requirements immediately beyond those areas prescribed for aircraft maneuvering during execution of instrument flight procedures. This is particularly critical in a situation where tall structures lie just outside the transition or procedure turn areas specified in the USMCSIAP. For some time Agency personnel have recognized the problem and have adjusted flight procedure altitudes by applying a sliding scale criteria applicable to tall structures immediately outside of the boundary of airways and approved off-airways routes. The need exists for uniformity in application as well as for providing this information to persons involved in planning and evaluation of the location of tall structures.
5. **CRITERIA.** Pending complete revision of the USMCSIAP, the following sliding scale will be applied to the periphery of the transition, procedure turn and holding areas in determining the effects of construction on instrument approach procedures:

- a. When such obstructions project above an inclined surface having a slope of 50:1 extending outward and upward from the outer boundary at a level of 500 feet below the minimum altitude, the minimum altitude will be increased by application of the following table:

| <u>Distance From Boundary</u> | <u>Add to MSL Height of Obstruction</u> |
|-----------------------------------|---|
| 0 - 1 Statute Miles | 500 feet |
| 1 - 2 " " | 400 " |
| 2 - 3 " " | 300 " |
| 3 - 4 " " | 200 " |
| 4 - 5 " " | 100 " |

6. FAA ACTION. Agency personnel have been advised to apply the foregoing criteria through the medium of the internal directives system.

for 
George S. Moore
Director
Flight Standards Service

Federal Aviation Agency



AC NO: AC 70-1

AIRSPACE

EFFECTIVE :

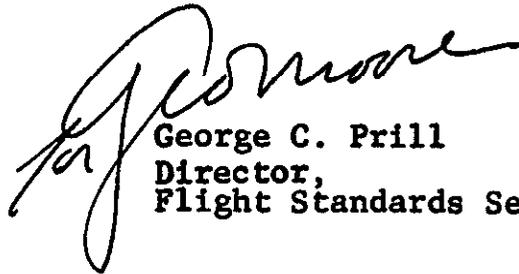
12/4/62

see 70-1A

SUBJECT : APPROACH PROCEDURES OBSTRUCTION CRITERIA

1. **PURPOSE.** This Circular announces an interim policy to supplement criteria applicable to structures adjacent to instrument approach procedure areas.
2. **REFERENCE.** Regulations of the Administrator, Part 609, and the United States Manual of Criteria for Standard Instrument Approach Procedures (USMCSIAP).
3. **BACKGROUND.** The Agency has recognized the need for revision of criteria contained in Part 609 of Regulations of the Administrator and the USMCSIAP, to cope with situations arising with the introduction of new aircraft which are larger and faster than those for which the criteria were established. The existing criteria do not consider obstruction clearance requirements immediately beyond those areas prescribed for aircraft maneuvering during execution of instrument flight procedures. This is particularly critical in a situation where tall structures lie just outside the transition or procedure turn areas specified in Part 609 and the USMCSIAP. For some time Agency personnel have recognized the problem and have adjusted flight procedure altitudes based on criteria contained in Regulations of the Administrator, Part 610.3 (b) (3) (1), which applied a sliding scale to tall structures immediately outside of the boundary of airways and approved off-airways routes. However, application of the criteria was not consistent in all regions, and the need exists for uniformity in application as well as for providing this information to persons involved in planning and evaluation of the location of tall structures.

4. CRITERIA. Pending complete revision of Regulations of the Administrator, Part 609, and the USMCSIAP, the sliding scale contained in Regulations of the Administrator, Part 610 (b) (3) (i) will be applied to the periphery of the transition, procedure turn, and holding areas in determining the effects of construction on instrument approach procedures.
5. FAA ACTION. Agency personnel have been advised to apply the foregoing criteria through the medium of the internal directives system.



George C. Prill
Director,
Flight Standards Service