



# Federal Aviation Administration

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## Memorandum

Date: February 14, 2006

From: Manager, Flight Procedure Standards Branch, AFS-420

To: Manager, National Flight Procedures Group, AJW-32

Prepared by: Jack Corman, Flight Procedure Standards Branch, AFS-420

Subject: Safety Correction to FAA Order 8260.52, United States Standard for Required Navigation Performance (RNP) Approach Procedures With Special Aircraft and Aircrew Authorization Required (SAAAR)

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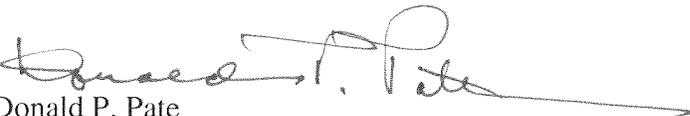
**PURPOSE.** This memorandum specifies bank angle limitations critical to RF leg construction serving specified aircraft.

**DISCUSSION.** When Order 8260.52 was written, industry indicated the maximum command bank angle was 30°. The order limits the maximum designed bank angle to 25° to provide 5° bank angle authority to allow course corrections. We have discovered that the maximum angle for Boeing 747, 757, 767, and 777 aircraft is 25°. Public SAAAR procedures do not exclude these aircraft; therefore, the maximum design bank angle limitation must be lowered from 25° to 20° to preserve the 5° bank angle authority for course correction.

**POLICY.** Order 8260.52, paragraph 1.11.3, Table 1-4 is revised to read:

Table 1-4. Bank Angle Window	
AGL Height*	Bank Angle Window (degrees)
< 500	≤ 3
≥ 500	≤ 20

Please review published procedures to verify compliance with the revised bank angle limitation. If a published procedure is found outside of compliance, notify AFS-420 immediately for further action.

  
Donald P. Pate