

# Foreign Facilities Approved for RNP AR Operations

(These procedures have been reviewed and approved by AFS-400)

## Operation Specification C384

Updated: February 14, 2017

**Note:** U.S. Operators are reminded Foreign Aviation Authorities may require their own [prior to FAA] approval as listed in their specific Aeronautical Information Publications (AIP).

Country	City	Airport Name	Ident	RNP AR RWY	Special chart notations/ differences
<b>B</b>					
<b>Brazil</b>	Rio De Janeiro/Galeao - Antonio Carlos Jobim Int'l	Galeao - Antonio Carlos Jobim Int'l	SBGL	RNAV (RNP) X RWY 15	High temp limit not charted.
<b>E</b>					
<b>Ecuador</b>	Quito	Mariscal Sucre International Airport	SEQM	RNAV (RNP) RWY 18	1.) For uncompensated Baro-VNAV systems, these procedures are not authorized below 0°C or above 30°C. 2.) Rwy 18 – increase the required minimum climb gradient on the missed approach to 260 feet per NM to 11,000. 3.) Rwy 18 – on missed approach, limit airspeed to 250 KIAS until QM111 to keep bank angle within 20 degrees. 4.) Caution: depending on tailwinds, bank angle may exceed 20 degrees.
<b>Ecuador</b>	Quito	Mariscal Sucre International Airport	SEQM	RNAV (RNP) Z RWY 36	1.) For uncompensated Baro-VNAV systems, these procedures are not authorized below 0°C or above

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					30°C. 2.) Caution: depending on tailwinds, bank angle may exceed 20 degrees. 3.) Aircrews should coordinate with ATC about whether they are expected to commence a turn in holding at QIT. This coordination must be done early to ensure time to make the descent.
<b>Ecuador</b>	Quito	Mariscal Sucre International Airport	SEQM	RNAV (RNP) Y RWY 36	1.) For uncompensated Baro-VNAV systems, these procedures are not authorized below 0°C or above 30°C. 2.) Caution: depending on tailwinds, bank angle may exceed 20 degrees. 3.) Aircrews should coordinate with ATC about whether they are expected to commence a turn in holding at QIT. This coordination must be done early to ensure time to make the descent.
<b>Ecuador</b>	Quito	Mariscal Sucre International Airport	SEQM	RNAV (RNP) X RWY 36	1.) For uncompensated Baro-VNAV systems, these procedures are not authorized below 0°C or above 30°C. 2.) Caution: depending on tailwinds, bank angle may exceed 20 degrees. 3.) Aircrews should coordinate with ATC about whether they are expected to commence a turn in holding at QIT. This coordination must be done early to ensure time to make the descent.
<b>G</b>					
<b>Guatemala</b>	Guatemala City	La Aurora International Airport	MGGT	RNAV (RNP) Z RWY 02	1.) Flight crews should be aware the final roll out point (FROP) is less than standard distance and should plan accordingly in the event a Go-Around or Missed Approach is warranted. 2.) Due to RNP 0.1 line of minima on missed approach not meeting standard criteria, RNP 0.1 NM Not Authorized (NA).

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Guatemala	Guatemala City	La Aurora International Airport	MGGT	RNAV (RNP) Y RWY 02	1.) Flight crews should be aware the final roll out point (FROP) is less than standard distance and should plan accordingly in the event a Go-Around or Missed Approach is warranted. 2.) Due to RNP 0.1 line of minima on missed approach not meeting standard criteria, RNP 0.1 NM Not Authorized (NA).
Guatemala	Guatemala City	La Aurora International Airport	MGGT	RNAV (RNP) Z RWY 20	1.) RNP 0.1 NM Not Authorized (NA) due to RNP 0.1 line of minima on missed approach not meeting standard criteria.
Guatemala	Guatemala City	La Aurora International Airport	MGGT	RNAV (RNP) Y RWY 20	1.) RNP 0.1 NM Not Authorized (NA) due to RNP 0.1 line of minima on missed approach not meeting standard criteria.
<b>H</b>					
Honduras	Tegucigalpa	Tegucigalpa/Toncontin Int'l	MHTG	RNAV (RNP) RWY 20	1.) Certain segments of this approach contain descent rates greater than 1000 feet per minute (fpm). Per AC120-71 Standard Operating Procedures for Flight Deck Crewmembers: "Descent rates greater than 1000 fpm must be briefed before commencing the approach." 2.) Flight crews should be aware that the final roll out point (FROP) is less than standard distance and should plan accordingly in the event a go-around or missed approach is warranted. 3.) Flight crews must coordinate missed approach holding instructions with ATC prior to commencing the approach.
Honduras	Tegucigalpa	Tegucigalpa/Toncontin Int'l	MHTG	RNAV (RNP) RWY 2	1.) Certain segments of this approach contain descent rates greater than 1000 feet per minute (fpm). Per AC120-71 Standard Operating Procedures for Flight Deck Crewmembers: "Descent rates greater than 1000 fpm must be briefed before

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					commencing the approach." 2.) Flight crews should be aware that the final roll out point (FROP) is less than standard distance and should plan accordingly in the event a go-around or missed approach is warranted. 3.) Flight crews must coordinate missed approach holding instructions with ATC prior to commencing the approach.
<b>J</b>					
Japan	Tokyo	Tokyo International Airport	RJTT	RNAV (RNP) RWY 23	High temp limit of 48° C not charted.
<b>N</b>					
Nepal	Kathmandu	Tribhuvan International Airport	VNKT	RNAV (RNP) RWY 02	1.) With no parallel taxiway, TERPS standard requires visibility of at least <b>1 SM or 1600M Cat D</b> . Visibility charted on this procedure is 1100M or 5/8 SM with an active control tower. 2.) With missed approach less than 1.0 RNP and the final roll out point (FROP) less than standard, it is recommended that aircraft have <b>TOGA to LNAV</b> or the aircrews have procedures/training to manually select LNAV. 3.) Missed Approach requires a speed restriction of 180 KIAS until point KT604. 4.) Minimum allowable low temp is -10° C.
<b>P</b>					

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PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) Z RWY 25L	High temp limit of 34° C not charted.
PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) Y RWY 25L	High temp limit of 34° C not charted.
PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) Z RWY 25R	High temp limit of 34° C not charted.
PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) X RWY 25R	High temp limit of 34° C not charted.
PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) Z RWY 7R	1.) Chart indicates a maximum speed of 210 KIAS in the MAP but the FMS and Coding Table shows it to be a mandatory speed. 2.) MAP RNP 0.3 and should contain note that the MAP is less than RNP 1.0. 3.) High Temp Limit 54° C.
PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) Z RWY 7L	1.) Chart indicates a maximum speed of 230 KIAS in the MAP but the FMS and Coding Table shows it to be a mandatory speed. 2.) MAP RNP 0.3 and should contain note that the MAP is less than RNP 1.0. 3.) High Temp Limit 54° C.
PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) Y RWY 7L	1.) Missed Approach requires RNP less than 1.0. 2.) Do not accept Radar Vectors inside NOLIB 3.) High Temp Limit 54° C. 4.) Early configuration change required due to multiple reductions of airspeed throughout the approach.
PR of China	Hong Kong Int'l	Hong Kong Int'l	VHHH	RNAV (RNP) Y RWY 7R	1.) Missed Approach requires RNP less than 1.0. 2.) Do not accept Radar Vectors inside NOLIB 3.) High Temp Limit 54° C. 4.) Early configuration change

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					required due to multiple reductions of airspeed throughout the approach.
<b>S</b>					
Sweden	Goteborg/ Landvetter	Goteborg/ Landvetter Int'l Airport	ESGG	RNAV (RNP) RWY 3	High temp limit of 48° C not charted.
Sweden	Goteborg/ Landvetter	Goteborg/ Landvetter Int'l Airport	ESGG	RNAV (RNP) RWY 21	High temp limit of 48° C not charted.
Sweden	Goteborg/ Landvetter	Goteborg/ Landvetter Int'l Airport	ESGG	RNAV (RNP) Z RWY 21	High temp limit of 48° C not charted.
Sweden	Stockholm	Stockholm-Arlanda Int'l Airport	ESSA	RNAV (RNP) RWY 01R	High temp limit of 48° C not charted.
Sweden	Stockholm	Stockholm-Arlanda Int'l Airport	ESSA	RNAV (RNP) RWY 26	High temp limit of 48° C not charted.