

January 26, 2005

Mr. Nicholas Sabatini  
Associate Administrator for Regulation and Certification  
Federal Aviation Administration  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

Dear Nick:

The PARC is pleased to submit the enclosed report entitle *Applications and Priorities for RNP Instrument Approach Procedure Implementation*. The PARC recently completed this report that articulates the operational concept for RNP SAAAR in terms of approach applications, benefits and site prioritization. In addition to the review and approval by the PARC, the report has been briefed to and coordinated in other forums such as the ATA's RNAV Task Force and RAA. Details regarding the extensive models, data, and analysis methods used in the generation of this report are posted on the PARC Working Group's website and are intended to be leveraged for future analysis and deliberations.

The PARC recommends that the FAA adopt the three tiers of priorities for RNP SAAAR public approach implementation proposed in this report. To proceed with implementation of *public* RNP SAAAR approaches, PARC recommends the following steps be carried out by the FAA:

1. Complete implementation of RNP SAAAR special procedures for the 9 sites recommended previously by the PARC.
2. The FAA should publish *public* RNP instrument approach criteria, including aircraft evaluation and operational approval guidance, which enable the benefits at the airports in the 3-tiers. The PARC has recently completed the industry requirements for the public criteria, which will be submitted to you shortly.
3. Once the public criteria are published, the FAA should convert the *special* procedures at the nine (9) airports to public procedures, where appropriate.
4. Within the next six months, the FAA should develop an implementation strategy at the regional and airport specific level to implement the 3-tiers of RNP procedures in this report:
  - This strategy should finalize prioritization of procedures within tier 1 and tier 2 and by year.
  - Tier 3 sites should be further evaluated in more detail to determine the appropriate criteria that best enables the benefits at these sites. When possible and appropriate, RNAV criteria may be sufficient to provide the benefits. The PARC is also working on a set of RNAV approach criteria requirements and benefits-driven site analysis.

5. The FAA should further define operational concepts, address implementation issues, and publish the necessary criteria to provide RNP SAAAR approach benefits outlined above. This includes the following:
  - Supporting mixed-equipage operations
  - Enabling RNP procedures for existing and reduced separation during parallel and converging runway operations
  - Improving merging and spacing operations (e.g., for early runway assignment and for reducing variable distances on the downwind to land at major airports)
6. The FAA should integrate the RNP SAAAR operational concept, applications, benefits and site implementation strategy in the revised ***Roadmap for Performance-based Navigation*** planned for publication by the FAA by end of CY 2005.
7. The FAA should extend the effective date of Notice N8000.287 for another year beyond July 8, 2005, in recognition of the operators who still see the need for it to improve benefits beyond what some of the public RNP procedures will provide.

The report represents a significant milestone in implementation of a Performance based NAS. It's positive effect on implementation choices and decisions are due to the efforts of Hassan Shahidi, Suzanne Porter, and other members of the RNP Operational Implementation Benefits Working Group.

PARC appreciates your continued support of our activities and invites you to join us in a discussion of these recommendations at your convenience. Please call me if you have any questions or would like to set up a discussion.

Sincerely,



Dave Nakamura  
Chairman  
Performance-based operations Aviation  
Rulemaking Committee

Cc: PARC Members  
H. Shahidi  
J. McGraw  
J. William