

June 19, 2015

Ms. Margaret Gilligan  
Associate Administrator for Aviation Safety  
Federal Aviation Administration  
800 Independence Avenue  
Washington, DC 20591

Dear Peggy:

The Performance-based operations Aviation Rulemaking Committee (PARC) is pleased to submit the following recommendations which address two issues that were requested by FAA and Industry. These two items are 1. Standard Terminal Arrival Route (STAR) and Instrument Approach Procedure (IAP) Common Point, and 2. RNP AR temperature effect on intermediate segment.

The PARC Navigation Working Group was assigned these tasks, which they completed in April 2015. The WG recommendations were approved by the PARC SG during the June 5, 2015 telecom discussion. I have attached a single document, which combines both recommendations, to this letter.

PARC has retained a history of meetings and backup substantiation of conclusions on the PARC website. The PARC appreciates your continued support of its activities and invites you to discuss any aspects of these recommendations at your earliest convenience. The PARC respectfully requests the FAA to provide the PARC with a formal response.

Sincerely,



Mark Bradley  
Chairman, PARC

Cc: R. Dunham  
M. Steinbicker  
B. DeCleene  
M. Cramer

In the F2F meeting in Atlanta on April 29 & 30, the Nav WG reviewed all three items related to the STAR – IAP connection that were presented in draft form from AFS-420. The WG supports the draft material with one exception. The WG feels that the FO/FB attribute applied to the common point when ending the STAR with a manual termination leg (FM, VM) should not require flight standards approval. The point should be coded FO on the STAR and FB on the IAP as normal practice. The following are the consensus recommendations of the Nav WG regarding common fixes between a STAR and an approach:

1. Common fixes – the WG concurs that there generally should only be one common fix between a STAR and an associated IAP, however, if a particular location or operation has a need for more, it can be allowed by special approval from AFS.
2. Speed restrictions at the common point – the WG concurs with the telecon results and the draft material from AFS 420 and recommends that when a speed restriction is necessary on the common point, the STAR termination fix must be coded as an AT restriction and the IAP initial fix must be coded as a MAX or AT or BELOW restriction. The speed value must be identical on both. Ex., AT 210 KT on the STAR, AT or BELOW 210 KT on the approach. The proposed draft language is adequate.
3. Common fix FB or FO attribute – the WG recommends that the following be established as normal design without flight standards special approval:
  - a. When a STAR and an approach have a common fix, A, and
  - b. STAR XYZ ends at a fix “A” followed by a manual termination leg (FM or VM originates at A in the STAR coding) and
  - c. IAP PQR RWxx begins with “A” as its IAF (or IF)
  - d. Then the STAR coding for fix A is “flyover”, and
  - e. The Approach coding for fix A is “flyby”.