



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., SW.
Washington, DC 20591

JUN 13 2017

Captain Mark Bradley
Chairman
Performance-based Operations
Aviation Rulemaking Committee (PARC)
Delta Airlines
1030 Delta Boulevard
Atlanta, GA 30354

Subject: PARC Steering Group Recommendation for Precipitous Terrain

Dear Captain Bradley:

Thank you and the Performance-based Operations Aviation Rulemaking Committee (PARC) for your recommendations regarding changes to precipitous terrain criteria for specific performance-based operations. We agree with the recommendation to remove the restriction that prohibits Required Navigation Performance Procedures with Authorization Required (RNP AR) instrument approach procedures where the final segment overlies precipitous terrain. We also accept the recommendation to not apply a precipitous terrain adjustment to the RNP AR final segment as required for other vertically-guided approaches. Both of these changes were incorporated into FAA Order 8260.58A, Change 1 which became effective on March 20, 2017.

We commit to reviewing the recommendations to remove the prohibition of Lateral Navigation/Vertical Navigation final segments over precipitous terrain in the next version of Order 8260.58A.

We also agree to reconsider the need for additional obstacle clearance in standard terminal arrival (STAR) design, and we will do so by creating a study group comprised of both government and industry representatives which will evaluate all guidance related to precipitous terrain effect on instrument flight procedures and air traffic service routes. We are in the process of identifying the participants and plan on conducting a kick-off meeting by late summer 2017.

If you have any questions, please contact Bruce DeCleene, Manager, Flight Technologies and Procedures Division, AFS-400, at (202) 267-8790.

Sincerely,

John J. Hickey
Acting Associate Administrator for Aviation Safety