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

Aviation Safety

800 Independence Ave
Washington, DC 20591

MAY 14 2018

Captain Mark Bradley
Performance Based Operations
Aviation Rulemaking Committee (PARC)
Delta Airlines
1030 Delta Boulevard
Atlanta, GA 30354-1989

Dear Captain Bradley:

Thank you and the Performance Based Operations Aviation Rulemaking Committee (PARC) for the recommendation to align Advanced Required Navigation Performance (A-RNP) and Required Navigation Performance Authorized Required (RNP AR) design standards.

We agree with the justifications provided by the PARC Navigation Working Group and will revise the applicable directives to apply RNP AR path and Obstacle Evaluation Area construction concepts to A-RNP legs. This includes applying the RNP AR obstacle evaluation methodology to account for horizontal/vertical accuracies. The note "Use of FD or AP required" will also be charted when Radius-to-fix leg(s) are used. This is further explained in the enclosed action plan.

If you have any questions, please contact Chris Hope, Acting Manager, Flight Technologies and Procedures Division, at (202) 267-8976.

Sincerely,

Ali Bahrami
Associate Administrator for Aviation Safety

Enclosure

Reduction of "A-RNP OEA Width" AVS Action Plan

Recommendation: The PARC recommends that FAA harmonize A-RNP and RNP AR procedure design criteria as follows:

1. Change the A-RNP obstacle evaluation areas to 2xRNP either side of the lateral path,
2. Apply RNP AR path and OEA construction methods (down to RNP 0.3) to A-RNP procedure design.

Discussion: The Obstacle Evaluation Area around an A-RNP path is set at 3xRNP (2xRNP primary and a 1xRNP secondary), a very limiting requirement. This leads to issues with turns where turn radius is limited to 3xRNP to avoid overlap of OEAs in course reversals and similar constructions. The Nav WG has worked on these two issues together since if the A-RNP OEA can be reduced, it will also eliminate the RF turn radius minimum as a problem. There is a great deal to be gained if the OEA for A-RNP can reasonably be made the same as RNP AR for RNP values greater than 0.3, where AR procedures are being promulgated simply to allow use of RF legs in the IAP design.

Task 1: Update guidance in Order 8260.58A

Responsible Office(s)	Expected Completion Date
AFS-420	Tentative: 9/30/2018

Proposed: Update guidance in Order 8260.58A to apply RNP AR OEA and obstacle evaluation criteria to A-RNP segments.