



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

Aviation Safety

800 Independence Ave  
Washington, DC 20591

**MAY 21 2018**

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

Dear Captain Bradley:

Thank you and the PARC for the recommendation to permit multiple intermediate segments on Area Navigation (RNAV) Instrument Flight Procedures (IFP) designed to the Advanced Required Navigation Performance (A-RNP) navigation specification.

The Federal Aviation Administration (FAA) agrees that A-RNP features increase operational flexibility in public-use RNAV (GPS) designs. Expanding the use of multiple intermediate segments to A-RNP IFP would enable RNAV (GPS) IFP criteria to accommodate both new IFP and the replacement of certain Required Navigation Performance Authorization Required IFP where appropriate. The FAA will consider the impact of opening this flexibility to a broader public user base and implement appropriate criteria changes in upcoming revisions of the 8260-series Orders and other documents as necessary as explained in the attached 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

## Criteria change to permit multiple intermediate segments on RNAV (GPS) IAPs using A-RNP features AVS Action Plan

**Recommendation:** The PARC recommends that FAA modify RNAV (GPS) RNP APCH and A-RNP procedure design criteria as follows:

1. Permit the use of multiple intermediate segments on RNP APCH IAPs using A-RNP features, in a similar same manner as RNP AR APCH

**Discussion:** RNP APCH design criteria currently requires a single intermediate segment for RNAV (GPS) instrument procedures. This criteria must be adjusted to allow for multiple intermediate segments, in specific instances, to take advantage of certain A-RNP features, and possibly replace RNAV (RNP) procedures in certain locations. On “normal” RNP APCH procedures in which a single intermediate segment is permitted, the profile view of the chart displays fix(es) and altitudes prior to the FAF. When allowing multiple intermediate segments (such as on RNP AR procedures flown by specifically-trained pilots), fix(es) and altitudes prior to the FAF are not always displayed (especially if RF turn) which creates the possibility of a human factors concern and a pilot knowledge gap concern. FAAO 8260.58 and 8260.19 (also perhaps the AIM/IPH) both require slight modifications to the current criteria verbiage to allow multiple IFs on RNAV (GPS) procedures (using optional A-RNP criteria).

### Task 1: Update guidance in Order 8260.19 & 8260.58

Responsible Office(s)	Responsible Office(s)
AFS-420 & AFS-470	AFS-420 & AFS-470

#### Proposed:

These concepts will be reviewed by AFS 420/470 led teams in forums like US-IFPP and ACF, and within AFS, as well as with certain industry SMEs, to ensure the FAA’s due diligence and SMS processes are exercised in making a NAS change of this magnitude. AFS 410/420/470 SMEs should evaluate the changes necessary and identify any other potential hazards, and ensure appropriate mitigations are in place should the criteria be changed. The teams should identify further documents that also would require modification (e.g. AIM/IPH). External industry partners will have further opportunity to comment on any criteria change through normal document coordination processes. After appropriate and document review, if warranted, update guidance in Order 8260.58() and 8260.19() to explicitly permit optional A-RNP features in RNAV (GPS) procedures, including multiple intermediate segments with 2xRNP OEA.