

November 8, 2018

Mr. Ali Bahrami
Associate Administrator for Aviation Safety
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Ali,

The Performance Based Operations Aviation Rulemaking Committee (PARC) would like to submit this short amendment to the March 21, 2018 submitted recommendation for A-RNP obstacle evaluation area.

The details of the amendment are noted in the following page and the PARC Steering Group approved this amendment to the recommendation during our September Face-to-Face meeting.

The PARC appreciates your continued support of our activities.

Sincerely,



Mark Bradley
Chairman, PARC
404-915-2144

Cc: Mark Steinbicker
Chris Hope
Mike Cramer
Merrill Armstrong
Donna Creasap
TJ Nichols

Introduction

The following excerpt from the minutes of the Navigation Working Group (Nav WG) Quarter 3 Face-to-Face (August 1 and 2, 2018) provides the rationale for this amendment to the March 21, 2018 PARC recommendation for Advanced Required Navigation Procedure (A-RNP) obstacle evaluation areas (OEA):

“During this discussion we realized that there was a misunderstanding within the WG regarding the application of 2xRNP OEA to IAPs requiring advanced RNP. The intent of the recommendation to the FAA had been to apply the 2xRNP OEA to all segments of the approach including the final segment. Some members had not taken the recommendation to apply in the final segment. Once the discussion was finished, the group consensus once again was that the OEA must apply to all segments. Because of the misunderstanding within our own group, the Nav WG will need to follow up with an amendment to the recommendation and send to the Steering Group for transmittal to AVS-1. Mike Cramer and Barry Miller will take this action.”

We need to clarify that for all segments of an operation that requires the Advanced RNP NavSpec the 2xRNP OEA applies for obstacle clearance evaluations.

The following is the amended recommendation,

Amended Recommendation

The Navigation WG recommends the FAA harmonize procedure design criteria obstacle evaluation areas for procedures that require either the A-RNP or RNP AR NavSpecs as follows:

1. Change the obstacle evaluation areas for all segments of a procedure that requires the A-RNP NavSpec to 2xRNP either side of the lateral path from the current value of 3xRNP,
2. Apply RNP AR lateral path and OEA construction methods (down to RNP 0.3) to designs that require the A-RNP NavSpec.

Note: Until the OCS transition from final to missed approach can be harmonized between RNP AR and LNAV/VNAV, RNP approaches using A-RNP will use the current LNAV/VNAV vertical path obstacle clearance surface as the basis for the procedure design. A-RNP procedures will not use the RNP AR vertical error budget (VEB). This maximizes the number of number of aircraft eligible for RNP approach procedure using A-RNP.