## See TERPS CHG 20 Implementation Memo, dated 12/28/07



## Memorandum

Date: November 28, 2000

Subject: **ACTION:** TIL00-012A, Paragraph 252,

Descent Angle/Gradient

From: Manager, Flight Procedure Standards

Branch, AFS-420

Reply to Attn. of:

To: Manager, National Flight Procedures Office, AVN-100

The attached TIL00-012A reflects revised wording of paragraph 1.0 in TIL00-012, for clarification. The intent of this paragraph is to establish acceptable descent angle parameters compatible with current aircraft performance capabilities. These criteria are applicable to all nonprecision approach procedures (without vertical guidance) and supersede previous descent angle/gradient guidance. These criteria do not apply to ILS, MLS, TLS, WAAS, LAAS, PAR, or LNAV/VNAV approach procedures.

This paragraph refers to "original" procedures. For purposes of FAA implementation, original procedures are those new procedures (not amendments) submitted for publication after January 1, 2001.

Paragraph 1.0 establishes preferred ranges of descent angles by aircraft category. This TIL is the basis to design all <u>original</u> straight-in non-vertically guided procedures within the established preferred ranges. This TIL is not; however, to be used as a basis for withdrawing Category D or E minimums from existing procedures.

When reviewing existing straight-in procedures, adjust FAF altitude or location to achieve descent angles within the desired ranges. If adjustment is not possible, do not remove Category D or E minimums. These procedures will be addressed in future implementation policy.

These criteria are effective concurrently with incorporation in IAPA software.

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This TIL expires concurrently with the implementation of TERPS Change 20.

If you have questions, contact Jack Corman, extension 4-0012.

Donald P. Pate

Attachment

cc: Regional AWO's
AFFSA/XOI
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File: 1320-3

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AFS-420:JCorman:dc:405-954-0012:10/13/2000