



# Federal Aviation Administration

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## Memorandum

Date: APR 25 2006

To: Director, Aviation Systems Standards, AVN-1

From: / Manager, Flight Technologies and Procedures Division, AFS-400

Prepared by: Jack Corman, Flight Procedure Standards Branch, AFS-420

Subject: Correction to RNP SAAAR Clarification Memo #4

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**PURPOSE.** This memorandum corrects a paragraph in the AFS-420 memorandum dated February 3, 2006, subject: Clarification #4 to FAA Order 8260.52, United States Standard for Required Navigation Performance (RNP) Approach Procedures with Special Aircraft and Aircrew Authorization Required (SAAAR).

**DISCUSSION.** The intent of paragraph 7 is to provide guidance to develop RNP SAAAR missed approach segments that are consistent with performance-based navigation and serve the broadest scope of SAAAR aircraft possible. The guidance in the revised paragraph below is effective until the next change to order 8260.52.

**REVISION.** Paragraph 7 is corrected to read as follows:

7. Order 8260.52, paragraph 4.0 is revised as follows to provide clarification of its intent.

#### 4.0 GENERAL.

These criteria are based on the following assumptions:

- Aircraft climb at a rate of at least 200 ft/NM (3.29%) in the missed approach segment.
- The OEA expansion where FAS RNP levels less than RNP-1 are continued into the MAS is based on IRU drift rates of 8 NM per hour.
- For RNP levels less than 1, turns are not allowed below 500 ft measured AGL
- A 50-ft height loss is inherent in MA initiation.

Construct the missed approach segment using one of the following methods in order of precedence:

- a. RNP SAAAR standard missed segment (see paragraph 4.2). The construction is a continuation of the final approach course. The OEA expands at a 15° splay relative to course from the width of the FAS RNP value to an RNP value of 1.0. *(This construction accommodates single thread equipage – serves broad scope)*
- b. RNAV missed segment. Where turns are required before the RNP SAAAR standard missed approach segment would reach full width, construct the missed approach segment under order 8260.38A, Civil Utilization of Global Positioning System (GPS) using fly-by turns, fly-over turns, or direct routing. The OEA splay begins at DA; however the 40:1 OCS slope begins at the end of section 1A (see paragraph 4.3). *(This construction accommodates single thread equipage – serves broad scope)*
- c. RNP SAAAR missed segment with RNP<1.0. Straight or turning (using RF legs) missed approach constructed under paragraph 4.2.1. Design RF turns that require speed limitations using a maximum bank angle of 15°. *(This construction requires dual thread equipage – serves narrower scope)*.