

(RNP) RWY XX.” Internationally, operators may find RNP AR IAPs titled “RNP RWY XX (AR).” All RNP AR procedures will clearly state “Authorization Required” on the procedure chart.

c. RNP value. RNP AR procedures are characterized by use of a lateral Obstacle Evaluation Area (OEA) equal to two times the RNP value ($2 \times \text{RNP}$) in nautical miles. No secondary lateral OEA or additional buffers are used. RNP AR procedures require a minimum lateral accuracy value of RNP 0.30. Each published line of minima in an RNP AR procedure has an associated RNP value that defines the procedure’s lateral performance requirement in the Final Approach Segment. Each approved RNP AR operator’s FAA-issued authorization will identify a minimum authorized RNP approach value. This value may vary depending on aircraft configuration or operational procedures (e.g., use of flight director or autopilot).

d. Radius-to-fix (RF) legs. Many RNP AR IFPs contain RF legs. Aircraft eligibility for RF legs is required in any authorization for RNP AR operations.

e. Missed Approach RNP value less than 1.00 NM. Some RNP AR IFPs require an RNP lateral accuracy value of less than 1.00 NM in the missed approach segment. The operator’s FAA-issued RNP AR authorization will specify whether the operator may fly a missed approach procedure requiring a lateral accuracy value less than 1.00 NM. AC 90-101 identifies specific operating procedures and training requirements applicable to this aspect of RNP AR procedures.

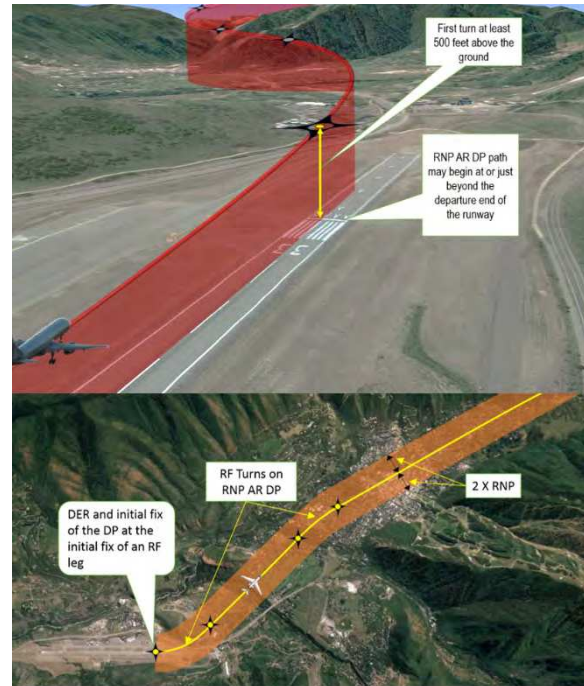
f. Non-standard speeds or climb gradients. RNP AR approaches may require non-standard approach speeds and/or missed approach climb gradients. RNP AR approach charts will reflect any non-standard requirements and pilots must confirm they can meet those requirements before commencing the approach.

g. RNP AR Departure Procedures (RNP AR DP). RNP AR approach authorization is a mandatory prerequisite for an operator to be eligible to perform RNP AR DPs. RNP AR DPs can utilize a minimum RNP value of RNP 0.30, may include higher than standard climb gradients, and may include RF turns. Close in RF turns associated with RNP AR DPs may begin as soon as the departure end of the runway

(DER). For specific eligibility guidance, operators should refer to AC 90-101.

FIG 5-4-26

Example of an RNP AR DP



5-4-19. Side-step Maneuver

a. ATC may authorize a standard instrument approach procedure which serves either one of parallel runways that are separated by 1,200 feet or less followed by a straight-in landing on the adjacent runway.

b. Aircraft that will execute a side-step maneuver will be cleared for a specified approach procedure and landing on the adjacent parallel runway. Example, “cleared ILS runway 7 left approach, side-step to runway 7 right.” Pilots are expected to commence the side-step maneuver as soon as possible after the runway or runway environment is in sight. Compliance with minimum altitudes associated with stepdown fixes is expected even after the side-step maneuver is initiated.

NOTE-

Side-step minima are flown to a Minimum Descent Altitude (MDA) regardless of the approach authorized.

c. Landing minimums to the adjacent runway will be based on nonprecision criteria and therefore higher than the precision minimums to the primary runway, but will normally be lower than the published circling minimums.