

management specification (MSpec), or letter of authorization (LOA). There are no exceptions. Operators can find comprehensive information on RNP AR aircraft eligibility, operating procedures, and training requirements in AC 90–101, Approval Guidance for RNP Procedures with AR.

b. Unique characteristics of RNP AR Operations Approach title. The FAA titles all RNP AR instrument approach procedures (IAP) as “RNAV (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.