



Federal Aviation Administration

Memorandum

Date: NOV 16 2010

To: Chas. Frederic Anderson, Director, National Aeronautical Navigation Products,
AJV-3

From: Leslie H. Smith, Manager, Flight Technologies and Procedures Division, AFS-400

Subject: Clarification of Remote Altimeter Setting Source (RASS) Application To Missed
Approach Surface Elevations

PURPOSE: This memorandum explains the intended application of RASS additives on determination of the missed approach surface origin elevation for both vertically guided and non-vertically guided approach procedures.

DISCUSSION: The origin elevation of the missed approach surface for vertically guided and non-vertically guided approach procedures is dependent on the decision altitude (DA) or minimum descent altitude (MDA) respectively.

Vertically guided procedures. For non-barometric vertical navigation (BaroVNAV) based vertically guided procedures, the missed approach (section 1a) beginning elevation is the elevation of the "W" surface at the DA distance from the landing threshold point (LTP). For BaroVNAV based vertically guided procedures, the missed approach surface begins at a specified number of feet below the DA at the DA distance from LTP.

Non-vertically guided procedures. The missed approach surface originates at the missed approach point (MAP) at a specified number of feet below the MDA.

In all cases, the missed approach surface must protect the lowest possible achieved DA/MDA value. For locations with a local weather reporting, the lowest published DA/MDA value is used. For locations with a remote altimeter setting station as the primary altimeter source, the published DA/MDA includes a RASS additive to protect for possible barometric pressure differences between the airport and the RASS location. If the expected maximum pressure difference occurs, the realized aircraft altitude will be equal to the DA/MDA without the RASS adjustment.

POLICY CLARIFICATION. At locations where the primary altimeter source is remote (*more than 5 nautical miles from the airport/heliport reference point or MAP for helicopter point-in-*

space approaches), the elevation of the missed approach surface origin is based on the lowest DA or MDA value (rounded up to a publishable value) WITHOUT the RASS additive.

If you have any questions, please contact Mr. Harry Hodges, Manager, Flight Procedure Standards Branch, AFS-420, at (405) 954-4164.