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REPUBLIC OF AUSTRIA

AIC A 6/19

26 SEP

This AIC includes 6 pages.

CHANGES TO INSTRUMENT FLIGHT PROCEDURE APPROACH CHART IDENTIFICATION

1. INTRODUCTION

In accordance with ICAO circular 353, the approach chart identification will be standardized from RNAV to RNP. Current chart identification RNAV (GNSS) RWY XY will be replaced by a new title RNP RWY XY. In addition, charts up to now named RNAV (RNP) RWY XY will be re-named as RNP RWY XY (AR). The procedure approach chart identification will now align with the designation of the navigation specification.

The detailed description of this change can be found in the ICAO Circular 353.

With the effective date 07 NOV 2019 (AIRAC AMDT 225) following changes will be published:

- all currently published procedures named RNAV (GNSS) RWY XY will be re-named to RNP RWY XY
- all RNAV (RNP) RWY XY procedure will be re-named RNP RWY XY (AR)
- PBN requirement box will be added to all approach charts

ICAO has created a global framework for the transition plan. This transition is being harmonized within ICAO EUR Region and a slot period with starting and ending date is allocated.

(see <https://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx>)

Reference: REF ICAO Circular 353-AN/209

2. BACKGROUND

Current PBN approach chart identification is not globally standardized and the chart identification does not match the designation of the RNP approach specifications published in the Performance-based Navigation (PBN) Manual (ICAO Doc. 9613). To address this inconsistency, ICAO published provisions for a coherent naming convention that reflect the navigation application being used on the approach.

In addition, the charts will have a PBN requirement box:

- This will indicate the required aircraft performance together with any specific avionic functionality.
- The aircraft must be certified to this specification and the crew qualified for the operation.

3. EXAMPLES

RNP Approach

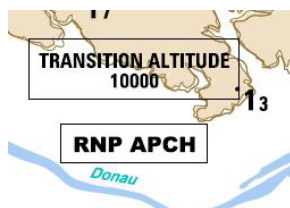
Old chart title (example):

L I N Z
ÖSTERREICH AUSTRIA
RNAV (GNSS) RWY 26

New chart title (example):

L I N Z
ÖSTERREICH AUSTRIA
RNP RWY 26

PBN requirement box (example):



RNP Authorisation Required (AR) Approach

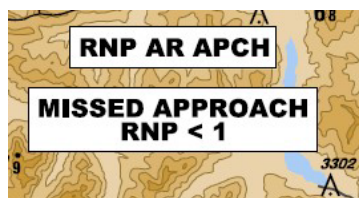
Old chart title (example):

I N N S B R U C K
ÖSTERREICH AUSTRIA
RNAV (RNP) Z RWY 26

New chart title (example):

I N N S B R U C K
ÖSTERREICH AUSTRIA
RNP Z RWY 26 (AR)

PBN requirement box (example):



4. PHRASEOLOGY

A single terminal RNP chart identification may have 1, 2 or 3 types of minima, which are related to LNAV, LNAV/VNAV and LPV. In basic operation, those 3 minima are not used in phraseology.

The term "RNP" in the ATC clearance can now refer to either RNP AR Approach or to RNP Approach, meaning that RNP no longer exclusively refers to RNP AR. For RNP AR approaches charted as e.g. RNP RWY XY (AR) chart identification details within brackets will not be pronounced. In case of RNP and RNP AR approaches for the same runway, suffix convention will be used.

4.1. The following table shows paragraphs in the AIC B 2/19 which will be changed by this AIC due to the implementation of the new RNP phraseology. Since the AIC B 2/19 is generally available in English and German the changes will be - where applicable - displayed in both languages:

BERICHTIGUNGEN zu AIC B 2/19 - SPRECHFUNKVERFAHREN FÜR DEN BEWEGLICHEN FLUGFUNKDIENST	CORRECTIONS to AIC B 2/19 - RADIO COMMUNICATION PROCEDURES FOR THE AERONAUTICAL MOBILE SERVICE
<p>Bedingt durch die weltweite Änderung bzw. Standardisierung der Bezeichnungen für satellitengestützte Anflugverfahren wurden nachfolgende Korrekturen zum AIC B 2/19 nötig.</p> <p>Die folgenden Punkte aus den AIC B 2/19 werden wie folgt geändert:</p> <p>5.7.3. HERABSTUFUNG VON NAVIGATIONSLEISTUNG BEI LUFTFAHRZEUGEN</p> <p>Nur in Englisch vorgesehen</p> <p>5.7.8. INSTRUMENTENANFLÜGE</p> <p>Nur in Englisch vorgesehen</p> <p>5.9. MILITÄR PHRASEOLOGIE</p> <p>Nur in Englisch vorgesehen</p> <p><i>Anmerkung:</i> Der sich im Anflug befindliche Eurofighter muss mit hoher Geschwindigkeit anfliegen, die bei entsprechenden Wetterlagen die Eisbildung auf der Tragfläche verhindert. (Das Verfahren wird nur in einer Höhe von FL65 aufwärts angewendet). Für den Ice Free Approach wird ein Radar Vectoring zu einem ILS oder RNAV RNP Final benötigt (bank bis zu 60° möglich).</p> <p>Anfluggeschwindigkeit FL 120: M 0.9 FL 100: 475 KT 8000 FT: 465 KT</p>	<p>Due to the international adoption and standardization for space-based approach procedures the following correction to the AIC B 2/19 became applicable.</p> <p>The following points listed in the AIC B 2/19 will be changed as follows:</p> <p>5.7.3. DEGRADATION OF AIRCRAFT NAVIGATION PERFORMANCE</p> <p>A: UNABLE/NEGATIVE RNP (specify type)/RNAV (specify type) [DUE TO (reason, e.g. LOSS OF RAIM/RAIM ALERT) EQUIPMENT]</p> <p>5.7.8. INSTRUMENT APPROACHES</p> <p>5.7.8.4. Type of approach</p> <p>G: CLEARED/PROCEED (designator) ARRIVAL/TRANSITION G: CLEARED TO (clearance limit) PROCEED (designator) ARRIVAL/TRANSITION G: CLEARED LOCALIZER APPROACH RUNWAY (number) [GLIDE PATH INOPERATIVE] G: CLEARED [FOR] (type of approach i.e. ILS, NDB, VOR) APPROACH RUNWAY (number) G: CLEARED [FOR] (type of approach) APPROACH RUNWAY (number) FOLLOWED BY CIRCLING TO RUNWAY (number) G: CLEARED RNAV RNP APPROACH RUNWAY (number) A: UNABLE RNAV RNP DUE EQUIPMENT A: NEGATIVE RNAV RNP G: REPORT ESTABLISHED [ON [ILS] LOCALIZER/GLIDE PATH] G: REPORT ESTABLISHED ON FINAL APPROACH TRACK A: REQUEST (type of approach) APPROACH RUNWAY (number) G: (type of approach) NOT AVAILABLE DUE (reason) [(alternative instructions)] G: ARE YOU FAMILIAR WITH (name) APPROACH PROCEDURE RUNWAY (number)</p> <p>5.7.8.4.1. RNAV RNP approaches, when procedure does not lead to a particular runway</p> <p>G: CLEARED RNAV RNP APPROACH (name of aerodrome)</p> <p>5.9. MILITARY PHRASEOLOGIES</p> <p>5.9.5. JET PHRASEOLOGIES</p> <p>A: REQUEST RADAR VECTORS FOR ICE FREE APPROACH ILS/ RNAV RNP RWY (number)</p>

4.2. The following table compares the phraseology for RNAV (RNP) or RNAV (GNSS) approaches used today with the phraseology for the new RNP or RNP (AR) approaches using concrete examples:

A: Aircraft Station / G: Ground Station

RNAV (RNP) or RNAV (GNSS) Approaches	RNP (AR) or RNP Approaches
<p>Approach Chart: <u>LOWI RNAV (RNP) Z RWY 26</u></p> <p>Phraseology: A: (call sign) request RNAV Zulu RWY 26 G: (call sign) cleared RNAV Zulu RWY 26</p> <p><i>Note:</i> The approach is an AR approach which is denoted by the word RNP in parenthesis as well as the notation "Special Authorization Required". The pilot and operator shall make sure that proper authorization has been received by Austro Control GmbH before requesting this approach. From a communications point of view the word in parenthesis shall not be mentioned by the pilot or ATC. The approach is identified by the approach designator "Z" which shall be stated in the request as well as in the clearance. The selection of the appropriate minima is up to the pilot / operator and may in this case be subject to approval by the competent authority.</p>	<p>Approach Chart: <u>LOWI RNP Z RWY 26 (AR)</u></p> <p>Phraseology: A: (call sign) request RNP Zulu RWY 26 G: (call sign) cleared RNP Zulu RWY 26</p> <p><i>Note:</i> The RNP Z RWY 26 is an AR approach which is denoted by the word AR in parenthesis. The requirements for this approach are the same as for the RNAV (RNP) Z RWY 26 approach. It is the pilots and operator's responsibility to ensure that special authorization has been received prior to requesting this approach. In the phraseology the word in parenthesis is again omitted and the approach can be easily identified by the approach designator "Z" which shall be stated in the request as well as in the clearance. The selection of the appropriate minima is up to the pilot / operator and may in this case be subject to approval by the competent authority.</p>
<p>Approach Chart: <u>LOWI RNAV (GNSS) E RWY 26</u></p> <p>Phraseology: A: (call sign) request RNAV Echo RWY 26 G: (call sign) cleared RNAV Echo RWY 26</p> <p><i>Note:</i> This approach does not require any special authorization by Austro Control GmbH which is denoted by the word GNSS in parenthesis. Neither the pilot nor ATC shall mention the word in parenthesis as the approach is positively identified by the designator "E" which will be used upon request and in the clearance to fly the approach. A confusion with the approach in the previous example above is therefore not possible. The selection of the minima is up to the pilot and may depend on the aircraft performance.</p>	<p>Approach Chart: <u>LOWI RNP E RWY 26</u></p> <p>Phraseology: A: (call sign) request RNP Echo RWY 26 G: (call sign) cleared RNP Echo RWY 26</p> <p><i>Note:</i> The RNP E RWY 26 is an RNP approach which does not require any special authorization. This is indicated by the approach chart title as - compared to the example above - the word AR in parenthesis is missing. The approach can be nonetheless identified in radiotelephony by using the approach designator "E" in the request and clearance. A confusion with the AR approach in the example above is not possible as this approach has a different designator. The selection of the minima is up to the pilot and may depend on the aircraft performance.</p>
<p>Approach Chart: <u>LOWL RNAV (GNSS) RWY 26</u></p> <p>Phraseology: A: (call sign) request RNAV RWY 26 G: (call sign) cleared RNAV RWY 26</p> <p><i>Note:</i> This approach is an approach which does not require special authorization as the word GNSS in parenthesis is present in the title. Unlike the approaches into LOWI this approach has no approach designator as it is the only RNAV approach to RWY 26 at LOWL airport. A confusion with a similar approach to this runway is therefore non-existent. The phraseology is the same as for the RNAV GNSS approach in LOWI. The word GNSS in parenthesis is not used in the phraseology. The selection of the appropriate minima is up to the pilot and may depend on the aircraft equipment.</p>	<p>Approach Chart: <u>LOWL RNP RWY 26</u></p> <p>Phraseology: A: (call sign) request RNP RWY 26 G: (call sign) cleared RNP RWY 26</p> <p><i>Note:</i> This approach also does not require special authorization as the title of the approach chart does not indicate AR in parenthesis. It also has no approach designator as there is no other RNP approach to this runway and a confusion is therefore not possible. The pilot and ATC shall refer to the approach as RNP RWY 26. The selection of the appropriate minima is up to the pilot and may depend on the aircraft equipment.</p>

<p>Approach Chart: <u>LOWW RNAV (GNSS) Z RWY 29</u> Approach Chart: <u>LOWW RNAV (GNSS) X RWY 29</u></p> <p>Phraseology: A: (call sign) request RNAV Zulu RWY 29 G: (call sign) cleared RNAV Zulu RWY 29 A: (call sign) request RNAV X-ray RWY 29 G: (call sign) cleared RNAV X-ray RWY 29</p> <p><i>Note:</i> Both approaches do not require special authorization, but they have different IAF hence they have approach designators to ensure that a confusion is not possible. The approach designator has to be included in the request and in the clearance but the word GNSS in parenthesis shall be omitted in radiotelephony communication. The selection of the appropriate minima is up to the pilot and may depend on the aircraft equipment.</p>	<p>Approach Chart: <u>LOWW RNP Z RWY 29</u> Approach Chart: <u>LOWW RNP X RWY 29</u></p> <p>Phraseology: A: (call sign) request RNP Zulu RWY 29 G: (call sign) cleared RNP Zulu RWY 29 A: (call sign) request RNP X-ray RWY 29 G: (call sign) cleared RNP X-ray RWY 29</p> <p><i>Note:</i> Both approaches do not require special authorization, but they have different IAF hence they have approach designators to ensure that a confusion is not possible. The approach shall be referred to as RNP Zulu or X-ray RWY 29 by the pilot and ATC as published on the approach chart. The selection of the appropriate minima is up to the pilot and may depend on the aircraft equipment.</p>
<p>Approach Chart: <u>LOAV RNAV (GNSS) A</u></p> <p>Phraseology: A: (call sign) request RNAV A Vöslau G: (call sign) cleared RNAV A Vöslau</p> <p><i>Note:</i> The approach procedures to uncontrolled aerodromes do not lead to a runway. The approach designator "A" is therefore added to indicate that the approach does not lead to a runway and a circle to land under VFR must be carried out. Unlike the previous examples there is only one approach to Vöslau. The designator has to be added together with the aerodrome name in the request and clearance for this approach. The aerodrome name is imperative, since there are many uncontrolled aerodromes in a small radius which have an RNAV A approach published. The approach does not require any authorization by the competent authority. The word GNSS in parenthesis is again omitted.</p>	<p>Approach Chart: <u>LOAV RNP A</u></p> <p>Phraseology: A: (call sign) request RNP A Vöslau G: (call sign) cleared RNP A Vöslau</p> <p><i>Note:</i> The approach procedures to uncontrolled aerodromes do not lead to a runway. The approach designator "A" is therefore added to indicate that the approach does not lead to a runway and a circle to land under VFR must be carried out. Unlike the previous examples there is only one approach to Vöslau. The designator has to be added together with the aerodrome name in the request and clearance for this approach. The aerodrome name is imperative, since there are many uncontrolled aerodromes in a small radius which have an RNP A approach published. The approach does not require any authorization by the competent authority. The difference in the phraseology to the RNAV A approach is that this approach shall be referred to as RNP A approach.</p>
<p>Approach Chart: <u>LOAV COPTER RNAV (GNSS) 293</u></p> <p>Phraseology: A: (call sign) request COPTER RNAV 293 Vöslau G: (call sign) cleared COPTER RNAV 293 Vöslau</p> <p><i>Note:</i> The approach is only for helicopter hence the procedure name includes the word COPTER. As in the example above the procedure does not lead to a particular runway or helipad and the landing must be conducted under VFR. The final approach course is 293 degrees. The procedure shall be requested and cleared by using the phrase: "COPTER RNAV 293 Vöslau". The word GNSS in parenthesis is omitted and the aerodrome/heliport name as well as the final approach course shall be added to avoid confusion with similar approaches to other uncontrolled aerodromes/heliports. The selection of the minima is up to the pilot and may depend on the aircraft equipment.</p>	<p>Approach Chart: <u>LOAV COPTER RNP 293</u></p> <p>Phraseology: A: (call sign) request COPTER RNP 293 Vöslau G: (call sign) cleared COPTER RNP 293 Vöslau</p> <p><i>Note:</i> The approach is only for helicopter hence the procedure name includes the word COPTER. As in the example above the procedure does not lead to a particular runway or helipad and the landing must be conducted under VFR. The final approach course is 293 degrees. The procedure shall be requested and cleared by using the phrase: "COPTER RNP 293 Vöslau". The aerodrome/heliport name as well as the final approach course shall be added to avoid confusion with similar approaches to other uncontrolled aerodromes/heliports. The difference to the COPTER RNAV 293 approach is that this approach shall be referred to as COPTER RNP 293 approach. The selection of the minima is up to the pilot and may depend on the aircraft equipment.</p>

To summarize the above described examples, it is important to note, that the full chart title will be used in radiotelephony phraseology with the exception of the words printed in parenthesis. If there are multiple RNAV or RNP approaches to a runway an approach designator is printed on the chart title. Since the letter is not in parenthesis it shall always be used in radiotelephony calls when referring to this approach. For uncontrolled aerodromes/heliports an approach designator is also published as the approach does not lead to a runway.

Helicopter procedures are additionally marked with the word "COPTER" and have the final approach course published in the chart title. The clearance for such an approach does not relieve the crew from its obligation to check the correct minima and determine if the aircraft is allowed and certified to fly the approach.

5. FURTHER INFORMATION

Further information related to this ICAO chart title change can be obtained from:

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