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PBN instrument approach charts renaming

1. Introduction

In the context of performance based navigation (PBN), two navigation specifications are used to establish instrument approach procedures: (Required Navigation Performance for Approach) RNP APCH and (Required Navigation Performance with Authorization Required Approach) RNP AR APCH. These two specifications are of the "RNP" type, meaning that they require the aircraft to be equipped with a navigation performance monitoring and alerting system. However, in many countries these approach procedures have historically been identified by the designation "RNAV (GNSS/GPS) RWY xx" for RNP APCH procedures and "RNAV (RNP) RWY xx" for RNP AR APCH procedures on instrument approach charts (IACs). In Switzerland, many IACs are affected.

The word "RNAV" (for "area navigation") was initially used to generically refer to a type of navigation which does not depend on the location of radio electric aids on the ground. This term is also, in the context of PBN, one of two types of navigation specifications available, as opposed to "RNP". Unlike "RNP" type PBN procedures, "RNAV" ones do not require the aircraft to be equipped with a navigation performance monitoring and alerting system. For approach-related flight phases, the navigation specification is always RNP type because navigation performance monitoring and alerting are essential.

Renaming the IAC according to a "RNP RWY xx" nomenclature prevents any ambiguity with regards to the type of navigation specification required to undertake the PBN approach. Approach procedures which do not require authorization (RNP APCH) will be referred to as "RNP RWY xx". PBN approaches with required authorization shall be identified as "RNP RWY xx (AR)" when Switzerland implements such procedures.

When several PBN approach procedures are published at the same runway end, the use of a suffix is required to distinguish them, for example: RNP Z RWY 02 and RNP Y RWY 02 (AR). The approach clearance, if required, is provided according to the name of the chart without using the terms between brackets.

2. ICAO Coordination

ICAO organizes and coordinates the renaming of PBN approach charts worldwide, in order to avoid putting too heavy a burden on data houses once the procedures are renamed in the AIP of concerned States.

This coordination is also intended to reduce the risk of confusion for pilots who will have to use both types of identification during the transition phase. Besides, it also ensures that air traffic controllers in the same terminal airspace use only one type of clearance for all PBN approach procedures they are responsible for.

The practical arrangements for this transition are set out in ICAO circular n° 353 ("Transition planning for change to instrument flight procedure approach chart identification from RNAV to RNP").

ICAO's objective is to complete a worldwide renaming by 1st of December 2022, in accordance with the provisions of ICAO document 8168 volume II (PANS-OPS, Part III, Section 5, §1.4.2).

At the end of 2018, the ICAO EUR/NAT regional office requested Member States, including Switzerland, to identify all the PBN procedures named according to the old nomenclature and to determine the number of AIRAC cycles needed to carry out their renaming. After analysing the States' responses, ICAO has released a transition plan for the EUR/NAT region on May 2019.

Switzerland's transition plan covers 1 AIRAC cycle WEF 26 MAR 2020.

3. Chart identification changes

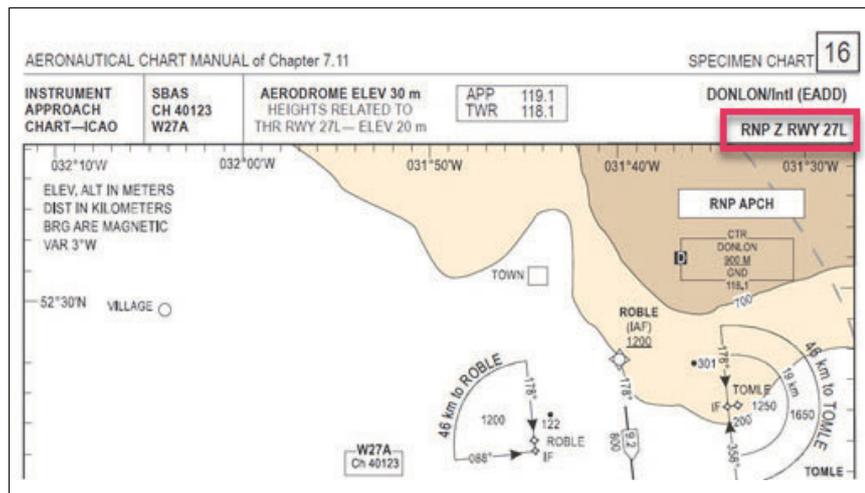
New chart identification is depicted below:

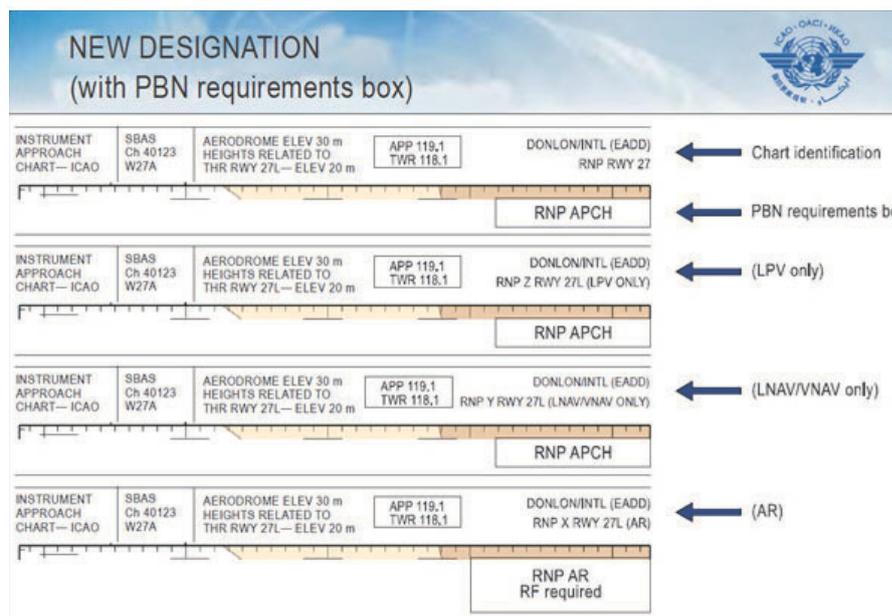
Navigation specification	Existing chart identification	New chart identification
RNP APCH	RNAV (GNSS) RWY XX	<i>RNP RWY XX</i>
RNP AR APCH	RNAV (RNP) RWY YY	<i>RNP RWY YY (AR)</i>

The identification must also include a suffix when exceptional conditions occur as described in the following table (Source: ICAO Doc 8168, Volume II, Part III, Section 5, Chapter 1, Table III-5-1-1):

Condition	Suffix	Examples
Procedure has only an LPV line of minima	LPV only	RNP RWY 23 (LPV only)
Procedure has only an LNAV/VNAV line of minima	NAV/VNAV only	RNP RWY 23 (LNAV/VNAV only)
Procedure has both LPV and LNAV/VNAV lines of minima but no LNAV minima	LPV, LNAV/VNAV only	RNP RWY 23 (LPV, LNAV/VNAV only)
Procedure has only an LP line of minima	LP only	RNP RWY 23 (LP only)

Examples of new PBN chart designation, extracted from ICAO Circular 353, are shown below:





4. Operational consequences

a. Airspace users

The renaming of PBN approaches neither affects flight operations nor how these procedures are flown. However, the new name RNP RWY xx should be used during exchanges with air traffic services units.

b. ATS providers

The phraseology used by air traffic services units, including AFIS providers, will have to evolve to take into account with the new identification.

c. Aerodrome operators

No action is required from aerodrome operators for the AIP update.

d. Safety assessment

Airspace users and ATS providers are invited to assess the possible consequences of PBN IAC renaming on the safety of their operations and on the services they provide by referring, as necessary, to ICAO circular n°353, in particular its appendix A.

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