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REQUIRED NAVIGATION PERFORMANCE AUTHORISATION REQUIRED (RNP-AR) NEW ATC PROCEDURES, AUSTRALIA

1. INTRODUCTION

1.1 This AIC details recent changes to the procedures ATC apply in controlled airspace to Required Navigation Performance – Authorisation Required (RNP-AR) approaches in Australia.

2. BACKGROUND

2.1 Airservices and Defence, with industry participants, have reviewed the RNP-AR approach procedures as part of the completion of the RNP-AR trial. The review has resulted in changes to ATC procedures. Part of the changes were introduced in November 2013 with the remainder coming into operation on the 6th of March 2014.

2.2 ATC procedure changes clarify the rules when providing descent and tracking aircraft direct to waypoints after vectoring or random tracking (e.g. for traffic management or during weather avoidance). Additional changes remove the requirement for pilots to report established and replace it with appropriate phraseology which assigns terrain clearance responsibility to the flight crew and clears them to conduct the applicable RNP-AR approach procedure.

3. CLEARANCE DIRECT TO A WAYPOINTS

3.1 Aircraft can only join an RNP-AR approach procedure from a published STAR transition or ATS route; or under certain conditions during direct tracking whilst provided an ATC surveillance service. ATC may clear aircraft direct to a waypoint on an RNP-AR approach when that waypoint is an IAF or a LIP (Latest Intercept Point) and:

- a) surveillance is used to determine that the track change is not greater than 30 degrees at the LIP, or 90 degrees at the IAF; and
- b) the IAF is not located at the commencement of an RF (Radius to Fix) leg.

3.2 Recommended practice is for ATC to limit the track changes at the IAF to a maximum of 45 degrees. This is to prevent the FMS/FMC reducing the air speed significantly to contain the intercept turn during large track changes.

3.3 Some Australian RNP-AR approaches include TF (Track to Fix) legs with less than the optimal length between the IAF and a following RF (Radius to Fix) leg. Aircraft may not be established on the procedure in sufficient time to be established within the confines of the approach prior to the next waypoint.

4. DESCENT AND CLEARANCE FOR FINAL (from 6 March 2014)

4.1 ATC will assign a level not lower than the level depicted in the approach segment where the aircraft intercepts the procedure and can provide a clearance for final for the RNP-AR approach before the aircraft is established. The flight crew is responsible for their terrain clearance from this point and are to ensure the aircraft is established on a segment of the cleared RNP-AR approach procedure prior to initiating a descent below the last ATC assigned altitude.

4.2 This procedure may only be used when aircraft are on a direct track to the IAF or the LIP and ATC must use the following phraseology:

'WHEN ESTABLISHED, CLEARED (*chart title*) APPROACH'.

4.3 This phraseology transfers the responsibility for terrain and obstacle clearance from ATC to the flight crew and allows for descent below the last assigned altitude only once the aircraft is established. The phraseology should be read back as it is part of the clearance.

5. FURTHER INFORMATION

5.1 Further information or advice on the changes may be sought from atsintegrity@airservicesaustralia.com.

6. CANCELLATION

6.1 This AIC provides information of an ongoing nature and has no cancellation date.

7. DISTRIBUTION

7.1 By Airservices Australia website only.
