

1.8 - Climb or descent limitations are shown as a heavy line above or below the appropriate altitude on the profile diagram. Non-limiting altitudes are shown in italics.

1.9 - All procedures depict tracks, and pilots should attempt to maintain the track by applying corrections to heading for known or estimated wind.

1.10 - The circling restrictions shown apply by day in less than VMC, and at night.

1.11 - The titles on Australian IAL charts conform to a convention to allow commonality of names between the chart title and electronic databases. The convention uses only the navigation aid providing final approach lateral guidance in the title. If another navigation aid is required to fly the procedure but is not needed to provide final approach guidance, this aid will be identified in the top right hand corner of the chart, under the title, in the 'NAVAID RQ' box.

1.11.1 - Where the use of a navigation aid that is not identified as a required NAVAID permits a lower minimum altitude, a separate line in the minima box is provided.

1.11.2 - Where more than one approach of the same type is provided to the same runway, these are identified by an alphabetical suffix commencing at the end of the alphabet: eg, RWY 19 ILS-Z, and RWY 19 ILS-Y identify two different ILS approaches to the same runway.

1.11.3 - Where more than one circling approach is published at the same aerodrome, each procedure is identified by an alphabetical suffix, commencing at the beginning of the alphabet: eg, NDB-A, VOR-B, VOR-C. NOTE that RNP procedures which have become circling retain a suffix indicative of the direction of approach i.e. -N, -E, -S, -W.

1.12 - RNP-AR approach procedures published by Airservices are designed to criteria contained in ICAO Doc 9905. Unless noted on the approach procedure chart, standard RNP values for each segment apply. These values are:

SEGMENT	RNP-AR STANDARD
ARRIVAL	2
INITIAL	1
INTERMEDIATE	1
FINAL	0.3
MISSED APPROACH	1