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CAPACITY & EFFICIENCY

# ICAO Circ 353

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# ICAO Circ 353

A light blue world map is visible in the background of the slide, showing the continents and oceans.

Transition Planning for Change to  
Instrument Flight Procedure Approach  
Chart Identification from **RNAV** to **RNP**



International Civil Aviation Organization

## ELECTRONIC BULLETIN

For information only

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### TRANSITION TO RNP CHART INSTRUMENT APPROACH DEPICTION

1. On 6 January 2017, Electronic Bulletin 2017/05 was published regarding Transition to RNP Chart Instrument Approach Depiction, and informed States that a detailed transition plan was being developed to support the transition from RNAV to RNP chart identification for performance-based navigation (PBN) instrument approach procedures.
2. Revised guidance material to support implementation of the new PBN approach chart identification is now published as Circular 353, *Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP*. This guidance is aimed at enabling the effective management of the transition to the new chart identification and emphasizes the need for coordinated global, regional and State transition planning.
3. The availability of this revised guidance material requires ICAO Regional Offices and Planning and Implementation Regional Groups (PIRGs) to work closely with both their Member States and the ICAO PBN Programme Office so that regional transition plans can be formulated and sequenced globally to ensure a manageable transition. The ICAO PBN Programme Office will act as a central coordination point for this work and has established a website to monitor the development of this transition, which can be accessed at: <https://www.icao.int/safety/charting>.
4. PIRGs will soon begin the process of developing and coordinating their regional transition plans based on Circular 353.
5. States publishing new PBN approaches at an aerodrome should consider publishing the procedures with the new chart identifications, in accordance with the principles established for the transition plans contained in Circular 353, to avoid in the future the need to amend charts published under the old identifications.

Issued under the authority of the Secretary General



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## Circ 353 is based on several guiding principles that are grounded in the need for synchronized transition planning

These values may be outlined as follows:

- ✈ Consideration given to operational requirements and the impact of implementation;
- ✈ Recognition of the needs of all airspace users;
- ✈ Ensuring a balanced approach between different requirements within ICAO regions and at the State level;
- ✈ Ensuring collective benefit of all stakeholders through collaborative planning assured through a coordinated and integrated approach;
- ✈ Communication of operational impact on all affected parties and measures taken; and
- ✈ Assurance of synchronicity between regions and States within each region which makes the factor of 'timing' and scheduling critical.



## These principles imply the need for:

- a) Synchronized transition planning at all levels — global, regional and State transition plan;
- b) Guidance from ICAO to its regions as to how and when to transition from current to end state;
- c) Direction from ICAO regions to States on the principles of transition requirements;
- d) Consultation with stakeholders involved in transition planning to ensure that all stakeholders' needs, issues and concerns are addressed;
- e) State (or other organization) decision-making bodies to publish in their AIP non-compliance with ICAO chart titling plan and to inform their stakeholders should the State not elect to transition to the new chart identification;
- f) Regulators to ensure that the 'package' of chart identification, radio telephony, pilot and flight crew procedures is properly formulated and is consistent with international practices;
- g) Service providers and airline operators to provide effective briefings and knowledge transfer, and to ensure where appropriate that training is provided for operational personnel; and
- h) Development of a timely and effective communication plan.



Introduced a change to the way the PBN Approach Chart Identification :

<b>Navigation Specification</b>	<b>Existing chart title, permitted until 30 November 2022</b>	<b>Chart title required from 1<sup>st</sup> December 2022</b>
<b>RNP APCH</b>	<b>RNAV (GNSS) RWY 23</b>	<b>RNP RWY 23</b>
<b>RNP AR APCH</b>	<b>RNAV (RNP) RWY 23</b>	<b>RNP RWY 23 (AR)</b>

Table 1-1. Summary of chart identification changes  
ICAO Circ 353



1.3.2 The identification must also include a parenthetical suffix when exceptional conditions occur as described in Table 1-2 (this table refers to Table III-5-1-1 in Doc 8168, *Procedures for Air Navigation Services — Aircraft Operations, Volume II — Construction of Visual and Instrument Flight Procedures*).

**Table 1-2. PBN approaches — parenthetical suffices**

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	LNAV/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)

LPV - Localizer Performance with Vertical guidance





## NEW DESIGNATION (with PBN requirements box)

INSTRUMENT APPROACH CHART - ICAO	SBAS C <del>o</del> 40123 W27A	AERODROME ELEV 30 m HEIGHTS RELATED TO THR RWY 27L - ELEV 20 m	APP 119.1 TWR 118.1	DONLON/INTL (EADD) <u>RNP Z RWY 27L</u>
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RNPAPCH

- Chart identification
- PBN requirements box

INSTRUMENT APPROACH CHART - ICAO	SBAS C <del>o</del> 40123 W27A	AERODROME ELEV 30m HEIGHTS RELATED TO THR RWY 27L - ELEV 20 m	APP 119.1 TWR 118.1	DONLON/INTL (EADD) RNP Z RWY 27L <u>ONLY</u>
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RNPAPCH

- (LPV only)

INSTRUMENT APPROACH CHART - ICAO	SBAS C <del>o</del> 40123 W27A	AERODROME ELEV 30 m HEIGHTS RELATED TO THR RWY 27L - ELEV 20 m	APP 119.1 TWR 118.1	DONLON/INTL (EADD) RNP Y RWY 27L (LNAV/VNAV ONLY)
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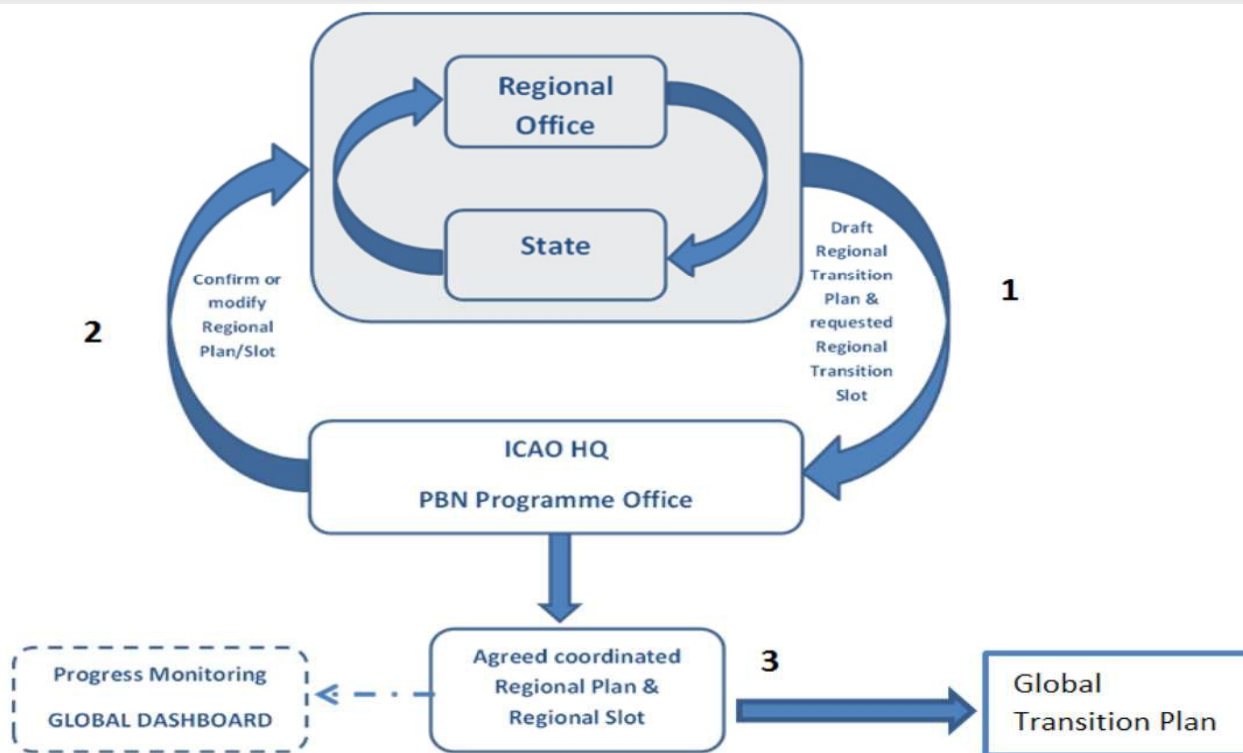
RNPAPCH

- (LNAV/VNAV only)

INSTRUMENT APPROACH CHART - ICAO	SBAS C <del>o</del> 40123 W27A	AERODROME ELEV 30 m HEIGHTS RELATED TO THR RWY 27L - ELEV 20 m	APP 119.1 TWR 118.1	DONLON/INTL (EADD) RNP X RWY 27L (AR)
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RNPAR  
RF required

- (AR)





## What is the situation in my State?

- ✈ How many Instrument Approach Charts RNAV do we have?
- ✈ How long will that take?
- ✈ What's the Plan? - Very important!





## HOW LONG WILL THAT TAKE?

✈ - Difficulty to estimate/predict

✈ - Identification + PBN Box is simple ... but ... ➔

✈ - Many "old" Instrument Approach Charts, require full review

✈ - Design Routine and PBN Projects can not "stop"

Visit ICAO Safety Charting Home at:

<https://www.icao.int/safety/charting/Pages/default.aspx>

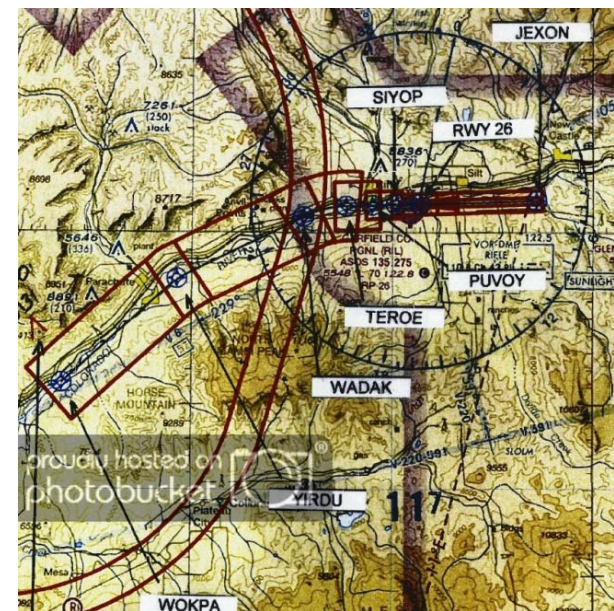


# WHAT'S THE PLAN?

✈ Divide into blocks, phases, group of ⇒ AD or TMA

✈ Start with the simplest

- ✈ Adjust the internal rules
- ✈ Adapt software tools
- ✈ Train pilots and ATC
- ✈ Coordinate with suppliers
- ✈ AIP/AIC to disclose information
- ✈ Coordinate with ANSP



## State Transition PLAN !!



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