RA 3295 – Required Navigation Performance Approach – Controller Responsibilities

Rationale

A Required Navigation Performance Approach (RNP APCH)[1] provides an Air System with the means of descending below Safety Altitude in Instrument Meteorological Conditions (IMC) to conduct an approach using a Global Navigation Satellite System (GNSS) and / or Satellite Based Augmentation System. Following a published procedure ensures that descent below Safety Altitude in IMC is safe and the Risk to Life associated with controlled flight into terrain is minimized. Controllers are required to understand their responsibilities when controlling Air Systems electing to perform this type of approach.

Contents

Regulation 3295(1)

Required Navigation Performance Approach – Controller Responsibilities

3295(1) Controllers **shall** control Air Systems electing to perform RNP APCH in accordance with (iaw) specified procedures.

Acceptable Means of Compliance 3295(1)

Required Navigation Performance Approach - Controller Responsibilities

1. RNP APCH are pilot-interpreted precision and non-precision approaches and **should** be handled in the same way as other precision and non-precision approaches.

2. Standard Air Traffic Control (ATC) procedures for sequencing and separating Air Systems **should** be applied at all times during RNP APCH. Standard Instrument Flight Rules (IFR) separation **should** be provided for all IFR traffic.

3. Air Systems **should** normally be cleared to an Initial Approach Fix (IAF) where the approach commences via the appropriate Standard Instrument Arrival (STAR) route. Pilots may request vectors, where these are available, for the IAF or may elect to self-position by requesting a direct routing to an appropriate STAR point before the Final Approach Fix (FAF).

4. Once an approach has commenced, the Air Systems **should** be allowed to self-position for the approach. Vectors **should not** be given unless safety is at risk.

5. Controllers **should not** issue, and pilots **should not** accept, vectors to any point inside the FAF at any time. When necessary for operational or traffic reasons, Air Systems may be vectored to a point such that the Air System is established on the final approach track no later than 2 nm before the FAF. Air Systems to be vectored to the final approach track in this way **should** be informed of this requirement as soon as possible.

6. **Altimeter Setting.** RNP APCH Terminal Charts are published using 'altitude' constraints not height. QFE operations are not supported by most GPS databases. Sequencing of altitude-based navigation legs requires the use of (QNH) altitudes. Controllers **should** provide a QNH altimeter setting when a pilot is flying an RNP APCH. Pilots **should** fly the RNP APCH based upon the QNH and expect to fly to Decision Altitude / Minimum Descent Altitude minimums to avoid confusion.

Guidance Material 3295(1)

Required Navigation Performance Approach – Controller Responsibilities

7. Further information can be found in the following documents:

   a. ICAO Doc 9613 - Performance-based Navigation Manual.

[1] Approach applications based on GNSS are classified RNP APCH iaw the Performance Based Navigation (PBN) concept and include existing RNAV(GNSS) approach procedures designed with a straight segment.

Guidance Material 3295(1)

b. CAP 413 - Radiotelephony Manual.

c. CAP 773 - Flying RNAV (GNSS) Non-Precision Approaches in Private and General Aviation Aircraft.

d. RA 1380 - Performance Based Navigation.

e. RA 2380 - Performance Based Navigation Operations.

8. **Point-In-Space (PinS) RNP APCH.** PinS RNP APCH are Helicopter-only approaches. They are shorter, steeper and flown slower than normal RNP APCH. They are designed for Helicopter Landing Sites where there is no ATC and / or Controlled Air Space. The FAF are also lower than the normal RNP APCH.