



Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5)
 Mexico City, Mexico, 16 to 18 July 2019

Agenda Item 5: Review of GREPECAS Programmes and Projects and Subsidiary Groups
5.1 Projects under the PBN Programme (B0-APTA, B0-FRTO, B0-CDO and B0-CCO)

**TRANSITION PLAN OF THE NEW NOMENCLATURE
 FROM RNAV CARTOGRAPHY TO RNP FOR SAM AND CAR REGIONS**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper presents a report on the planning for transition of nomenclature RNAV to RNP in the SAM Region. Additionally, it is informed of the actions that the CAR Region will take in this regard.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Environmental Protection
<i>References:</i>	<ul style="list-style-type: none"> • Doc 9613 — Performance-based Navigation (PBN) Manual • Circular 353 -Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP. • ICAO Electronic Bulletin EB 2018/11 AN 11/45.

1. Introduction

1.1 Current PBN approach chart identification is not globally standardized and the chart identification does not match the designation of the RNP approach specifications published in the Performance-based Navigation (PBN) Manual (Doc 9613).

1.2 Examples of current chart identification conventions used for the RNP APCH specification include RNAV (GPS) RWY XX and RNAV (GNSS) RWY XX. To address this inconsistency, ICAO published provisions for a coherent naming convention that reflect the navigation application being used on the approach, either RNP APCH or RNP AR APCH

1.3 GREPECAS/18 Meeting was provided with high-level information on the transition plan being developed by ICAO for feedback from the regions. ICAO Regions would be requested to consider the transition from RNAV to RNP in the regional plans and ensure sufficient time was allocated to this task to successfully implement the new charts. ICAO would refer the matter to the regional groups in charge of GREPECAS Programme A for the development of a regional implementation strategy as a matter of priority.

1.4 ICAO is aware that numerous aeronautical charts exist which are not compliant with the ICAO provisions, and therefore are causing concerns among users. Lack of standardization has the potential to result in confusion and misreading of requirements. Additionally quality issues have been noticed on aeronautical charts published by the States; this has the potential to result in a significant impact on flight safety.

2. SAM and NACC Regions Analysis

SAM Region Analysis

2.1 The SAMIG/23 Meeting (Lima, May 2019) agreed that the development of the plan of Brazil was linked to many countries of the Region, based on the concept of implementation by clusters, which seeks to avoid massive amendments that would be difficult to manage by AIM providers and flight databases.

2.2 The proposal of an implementation plan set forth in Circular 353 AN/209 (number of procedures, work blocks, time required for the change) is shown in the next Table. It is estimated that 2.9 years will be required for making the changes in the PBN procedure charts. The Proposal is to start working in January 2020.

FIRs	IAC	BLOCK	MONTH (4 WEEK)	PERIOD
FIR AMAZÔNICA	49	01	6.0	JAN/JUN 2020
FIR RECIFE	49	02	6.2	JUL 2020 / JAN 2021
FIR BRASÍLIA	49	03	5.4	FEB/JUL 2021
SRPV-SP	59	04	5.6	AUG 2021 JAN 2022
FIR CURITIBA (1)	63	05	5.9	FEB/JUL 2022
FIR CURITIBA (2)	47	06	3.9	AUG/NOV 2022
TOTAL	316		33	2.9 YEAR

Table – Proposal of Implementation Plan set forth in Circular 353 – Brazil

2.3 Consequently, it is expected to execute the transition linked to amends in charts of Brazilian FIRs, so that neighboring States perform a joint publication. For instance, Suriname, Guyana, Venezuela, Colombia and Peru, along with the Amazon FIR between January and June of the 2020. The group for study and implementation of the South American airspace - GESEA is considering a final plan for the SAM Region, which will be delivered at the end of July 2019.

NACC Region Analysis

2.4 The Planning of the transition to change from RNAV to RNP the cartographic identification of the approaches with instrument flight procedures in the CAR Region will begin with a Letter to the States requesting the development of the Plan for the transition within the only time window that has been considered available by ICAO, applying the ICAO Circ 353.

State	Total PBN APTs	PBN APTs using the new name	% total PBN APTs	Total PBN Approaches	RNP (APCH)	RNP (AR)
Costa Rica	1	1	100.00%	3		2
Cuba	14	6	42.86%	27	11	
Mexico	63	20	31.7%	408	120	1

3. Conclusion

3.1 The Meeting is invited to take note of the presented information.