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AIC
03/2022
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The following circular is promulgated for information, guidance and necessary action.

Seychelles application of ICAO Circular 353 - Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP

1. Introduction

Current PBN approach chart identification is not globally standardised and the chart identification does not match the designation of the RNP approach specifications published in the ICAO Performance-based Navigation (PBN) Manual (Doc 9613). To address this inconsistency, ICAO adopted through State Letter AN 11/19.1, AN 11/19.2-20/43 of 28 September 2020, provisions for a coherent naming convention that reflect the navigation application being used on the approach, either RNP APCH or RNP AR APCH. Seychelles will introduce a transition planning for changes to the identification of instrument approach charts from RNAV to RNP, in accordance with the adoption in the ICAO State Letter and Circular 353.

2. Changes

2.1 The identification of the chart will use a new globally agreed naming convention where area navigation (RNAV) global navigation satellite system (GNSS) RWY XX approach naming convention changes to RNP RWY XX, in accordance with Amendment 6 to the Procedures for Air Navigation Services - Aircraft Operations (Doc 8168, PANS-OPS), Volume II - Construction of Visual and Instrument Flight Procedures. As there are more than one RNP APCH procedures to both runways 13 and 31 at Seychelles International Airport, they are differentiated by letters X and Y in line with current PANS OPS criteria.

Example of instrument approach chart identification changes for FSIA and FSPP:

Navigation specification	Existing chart identification	New chart identification
RNP APCH	RNAV (GNSS) X RWY 13	RNP X RWY 13
-	RNAV (GNSS) Y RWY 31	RNP Y RWY 31
-	RNAV (GNSS) RWY 15	RNP RWY 15
RNP AR APCH	RNAV (RNP) Z RWY 13	RNP RWY 13 (AR)
-	RNAV (RNP) Z RWY 31	RNP RWY 31 (AR)

2.2 A PBN requirements box will be added to the upper right-hand corner of the instrument approach chart to indicate the applicable navigation specification (i.e., RNP APCH, RNP AR APCH, Advanced RNP, RNP 0.3, as appropriate) or other optional or additional requirements such as, RF functionality.

Navigation specification	Examples of additional requirements in PBN requirements box
RNP APCH	RR required
RNP AR APCH	RNP<0.3 Missed approach RNP<1
Advanced RNP	RNP>1 in initial and intermediate segment
RNP 0.3	RF required

2.3 Existing instrument approach charts currently published in the Seychelles AIP will be updated to reflect the above changes by the SCAA PANS OPS Specialist in collaboration with the PANS OPS Office and in coordination with the AIS Office.

3. Timescale for the Transition Planning

As this is a global change, the impact on various stakeholders could be significant. To ensure safe operational implementation, the Seychelles transition planning for chart identification changes must be synchronized with the Africa regional transition planning which in turn, must be synchronized with the global transition planning. Seychelles anticipates the advanced notification of the chart identification changes to be either in the AIRAC cycle of 3rd November 2022, AIRAC 11/2211 or 1st December 2022, AIRAC 12/2212, for both FSIA and FSPP. This will be determined in the approved transition planning document following consultation.

4. Operational Consequences

4.1 Airspace Users

The renaming of instrument approach charts will not affect flight operations in terms of how these procedures are flown. However, the new name should be used during communications with air traffic control units.

Note: During the global transition, airspace users may encounter both old and new chart naming conventions and associated phraseology. In certain regions, the old chart terminology RNAV (GNSS) RWY XX or RNAV (RNP) RWY YY may still be in use.

4.2 ATS Provider

The instrument approach procedures and phraseology used by air traffic control units will have to evolve to take account of the new chart identification.

4.3 Aerodrome Operator

No action will be required by aerodrome operator.

4.4 Safety Assessment

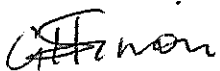
Airspace users and the ATS provider will have to assess the possible impact of instrument approach charts renaming on the safety of their operations and on the services that they provide. Guidance on Hazard Identification and Risk Mitigation are provided in Appendix A to ICAO Circular 353.

5. SCAA Contact

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6. Validity

This AIC will remain in force until 1st December 2022.



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