



'RNAV' approach charts renamed 'RNP'



On PBN instrument approach chart titles, the term **"RNP"** is to replace the term **"RNAV"**, which has been used for decades to refer to instrument approach procedures enabled by Global Navigation Satellite Systems (GNSS).

These procedures have a predefined path, which is stored in the aircraft's navigation database, and used by the Flight Management Systems (FMS) to provide lateral and vertical guidance on the approach.

This **chart title change** ensures alignment with the Performance Based Navigation (PBN) Manual which refers only to RNP APCH or RNP AR APCH applications for approach procedures. ICAO prescribed this change as well as the introduction of a PBN requirements Box on instrument approach charts.

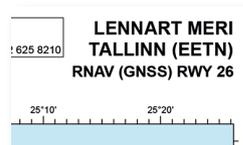
This flyer explains the renaming process as well as its implications.

Approach chart titles are changing:

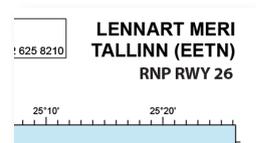
- "RNP" replaces "RNAV"
- "GNSS" disappears
- The specific minima is shown in brackets when no LNAV minima is published: e.g. (LPV only)
- "(AR)" is shown at the end of RNP Authorisation Required approach chart titles.

RNP Approach

Old title

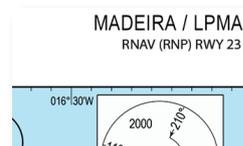


New title

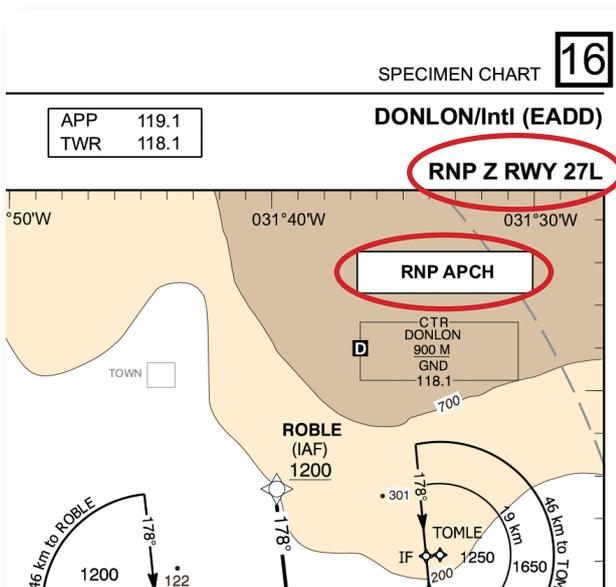
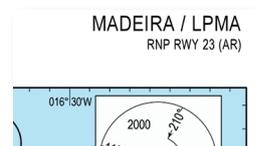


RNP Authorisation Required (AR) Approach

Old title



New title



PBN requirements box:

- On each chart, the box will indicate the required aircraft performance or function, together with any specific navigation specification.
- The aircraft must be certified to this specification, and the crew qualified for the operation.

Why are the chart titles changing?

- In 2014 ICAO set out to align the title of instrument approach charts with the application being flown, as defined in the PBN Manual.
- The Manual identifies two kinds of approach:
 - RNP APCH is normally used; while
 - RNP AR APCH is used for more demanding procedures that require specific authorisation
- Traditionally, charts for these two kinds of approaches have been entitled RNAV (GNSS) RWY 01 or RNAV (RNP) RWY 27 for example.
- These charts will now be renamed RNP RWY 01 and RNP RWY 27 (AR) respectively.

When will the change take place?

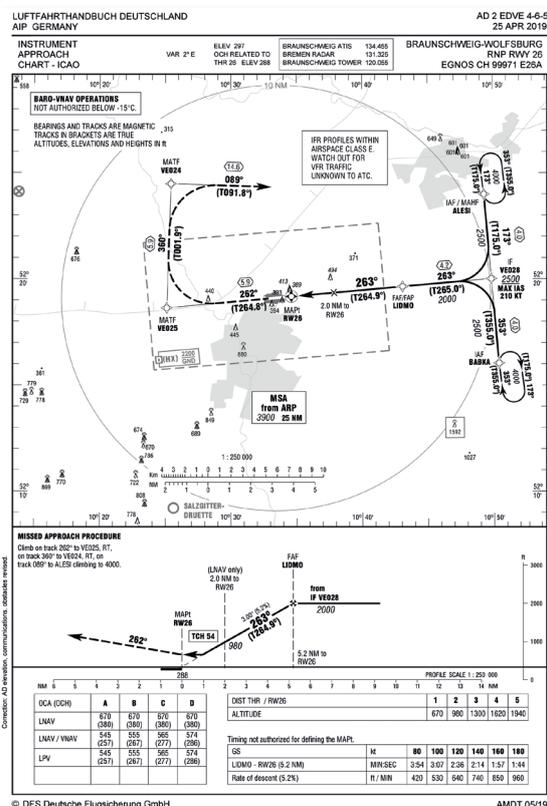
- Some States have already started the change process from RNAV to RNP.
- However, concerns were raised about having a mix of “old” and “new” chart titles representing the same kind of approach.
- As such, a coordinated transition was recommended by ICAO in Circular 353.
- The European Region is now transitioning as agreed with ICAO.

What are the possible issues?

- With the new chart title, ATC clearance for RNP Approach and RNP AR Approach will use the same term: RNP.
- The term “RNP” in the ATC clearance can now refer to either RNP AR Approach or to RNP Approach, meaning that RNP no longer exclusively refers to RNP AR.
- The suffix in the chart title (e.g. ‘Z’ or ‘Y’) and the PBN box will differentiate RNP Approaches and RNP AR Approaches published to the same runway end.
- All runway ends at an aerodrome should apply the same naming convention.
- Despite the coordinated change, crews will be exposed to a mix of titles between aerodromes.
- On the FMS/FMC, the approach will mostly remain RNV or RNAV. There is no current plan to change the FMS/FMC displays.
- Crews are responsible for ensuring compliance with Airworthiness and Operational Approval criteria clearly expressed in the PBN requirements box.

Who is involved?

- The ICAO EUR/NAT office was tasked with coordinating National Transition Plans and developed a Regional Plan with the support of EUROCONTROL.
- States are responsible for developing a National Transition Plan, coordinating with ICAO EUR/NAT and ultimately transitioning.
- When a State initiates the transition, AIS will update instrument approach charts in the AIP and issue an Aeronautical Information Circular (AIC) to alert stakeholders.
- The applicability dates of the PBN Implementing Regulation (EU) 2018/1048 will require a significant number of new RNP approach procedures to be introduced in the near future.
- EUROCONTROL published this flyer to raise awareness on this chart title transition and to minimise confusion for both airspace users and controllers.



Further Information

If you have any further questions, please contact:
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See Also: Amendment 6 to PANS OPS; ICAO Circular 353
and: https://ext.eurocontrol.int/airport_map_tool



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