

Supplementary Instruction CAP 413 Radiotelephony Manual



Safety and Airspace Regulation Group

Future Safety

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CAP 413 Radiotelephony Manual – PBN Approach naming

1 Introduction

- 1.1 The purpose of this Supplementary Instruction (SI) is to detail changes made to the Radiotelephony Manual (CAP 413) in relation to PBN approach naming conventions and the associated RT phraseology.

2. Background

- 2.1 As Performance-based Navigation (PBN) routes and procedures are introduced more widely, ICAO has taken a decision to ensure greater consistency between the naming of instrument approach charts and the PBN specifications on which they are based. Previously, PBN instrument approach procedures (IAPs) were identified as either RNAV (GNSS) or RNAV (RNP) reflecting respectively, RNP Approach and RNP Authorisation Required (AR) Approach operations. ICAO transition planning for chart renaming (Circular 353) aims to delete RNAV and replace it with RNP chart identifications.
- 2.2 Due to the transition timeframe required to achieve this, it is expected that RNAV and RNP chart identifications will co-exist for many years. The UK is scheduled to change PBN AIP chart names, commencing with the September 2020 AIRAC cycle in accordance with AIC Y 140/2019 where RNAV (GNSS) is replaced by RNP and RNAV (RNP) is replaced by RNP (AR). Consequently, existing CAP 413 phraseologies will need to be adapted:
- An RNP IAP chart identification may have 1, 2 or 3 types of minima, which are related to LNAV, LNAV/VNAV and LPV. In basic operation, those 3 minima are not used in phraseology. Nevertheless, for the purpose of clarification or confirmation, ATC or pilots may refer to them.
 - An RNP IAP chart identification may be restricted to specific minima, presented such as (LNAV/VNAV only) or (LPV only). Minima details within brackets will not be pronounced.
 - For RNP AR approaches charted as e.g. RNP RWY 27 (AR) chart identification details within brackets will not be pronounced. Where more than one RNP or RNP AR approach exists for the same runway, suffix convention will be used. (Example 5 at Annex A)

3. Amendment to CAP 413

- 3.1 With effect from 10 September 2020, CAP 413 is amended as shown at Annex A. This change will be incorporated into CAP 413 in due course.

4 Queries

4.1 Any queries or further guidance required on the content of this SI should be addressed to:

ATS Enquiries
Future Safety
Civil Aviation Authority
Safety and Airspace Regulation Group
Beehive Ringroad
Crawley
West Sussex
RH6 0YR
E-mail: ats.enquiries@caa.co.uk

4.2 Any queries relating to the availability of this SI should be addressed to:

ATS Documents
Future Safety
Civil Aviation Authority
Safety and Airspace Regulation Group
Beehive Ringroad
Crawley
West Sussex
RH6 0YR
E-mail: ats.documents@caa.co.uk

5 Cancellation

5.1 This SI shall remain in force until incorporated into CAP 413 or it is cancelled, suspended or amended.

Annex A

Note – Replacement text (Where appropriate) is underlined.

RNP Instrument Approach Procedures

4.86 RNP instrument approach procedures (IAP) are available for use by suitably equipped aircraft and approved operators at certain aerodromes. The phraseology to be used is illustrated in the following examples.

Initial Call

4.87 Requests to fly the RNP IAP should be made using the initial approach fix and runway designator

G-ABCD, request RNP approach [via BEMBO], Runway 27

G -ABCD, Walden Information roger, report Initial Approach Fix (Waypoint identification) Runway 27

4.88 In circumstances where an operator is not approved to conduct RNP IAPs, the AFISO will request the pilot's intentions.

G-ABCD, request RNP approach [via BEMBO], Runway 27

G -ABCD, Walden Information RNP approaches at Walden are only available to authorised operators. Request your intentions

Traffic Information

4.90 AFISOs will provide traffic information on approved aircraft conducting an RNP IAP.

G-EFGH, Walden Information, traffic is a Cherokee ([shortly going to commence] / [has commenced]) an RNP approach Runway 27

Inbound / Outbound Aircraft Interaction

4.92 In certain circumstances, the AFISO may be required to hold the departing aircraft on the ground to enable the aircraft conducting the RNP IAP to complete the approach safely. In these circumstances, the AFISO may advise the aircraft intending to depart when they can expect to depart.

G-EFGH, Walden Information, hold your position, traffic is a Cherokee on an RNP approach Runway 27. Expect departure after ([aircraft type] / [aircraft callsign])

Reporting Equipment Problems

4.93 Phraseology related to problems with equipment is contained in paragraphs 6.54 and 6.55.

Vectoring to Final Approach

6.22 Remove paragraph in total

6.24 In the following example an identified aircraft inbound to Kennington is given radar vectors to the ILS.

**Kennington Radar, BIGJET 347, FL60
Information Golf**

**BIGJET 347, Kennington Radar, vectoring
for an ILS approach runway 28**

ILS runway 28, BIGJET 347

The following paragraphs will also have the references to MLS removed:

- 6.29;
- 6.30;
- 6.33;
- 6.34;

Phraseology linked to use of Global Navigation Satellite System on an RNP Approach

6.49 RNP instrument approach procedures using GNSS are available for use by suitably equipped aircraft at certain aerodromes. The phraseology to be used is illustrated in the following examples:

Procedure Clearance

6.50 Clearance to fly the approach should be requested using the initial approach fix and runway designator:

**G-ABCD, request RNP
approach via BEMBO, Runway 27**

6.51 Where traffic conditions permit, controllers shall clear the pilot to follow the procedure, indicating the runway designator and initial approach fix to be used:

**G-ABCD, cleared RNP approach
Runway 27, report at BEMBO.**

6.55 A RAIM (Receiver Autonomous Integrity Monitor) alert indicates to the pilot that GNSS is unavailable either due to insufficient satellites in view or a detected fault in the equipment. Alternatively, integrated RNP Systems will alert the overall RNP capability through an 'Unable RNP' message or equivalent. In both cases, the pilot will break off the approach and shall inform the controller of the event together with their intentions.

G-CD, RAIM alert, Request NDB Approach

G-CD, Unable RNP, going around

The following textual changes are also required:

- Contents page 3, line 13 remove and replace: RNAV (GNSS) with RNP
- Contents page 5, line 14 remove and replace: RNAV (GNSS) with RNP
- Aerodrome Phraseology page 37 first box, description column, remove and replace: RNAV (GNSS) with RNP
- Aerodrome Phraseology page 37 first box, phraseology column lines 3, 11 and 15 remove and replace RNAV with RNP