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AERONAUTICAL CHARTS

GENERAL

CHART CONVENTION CHANGE: INSTRUMENT APPROACH CHARTS

1. *The naming protocol for instrument approach charts was changed in Amendment 12 dated 25 November 2004 to ICAO Doc 8168, Procedures for Air Navigation Services, Aircraft Operations, Volume II, Construction of Visual and Instrument Flight Procedures. In order to comply with this new convention, the SA CAA will be phasing in the new chart names and minimum boxes as changes to instrument approach charts occur. It is expected that this process will be complete by December 2007.*

1.1 **Procedure Identification Convention**

- (a) *The procedure identification shall only contain the name describing the type of radio navigation aid providing the final approach lateral guidance. Precision approach systems such as ILS shall be identified by the system name. If two radio navigation aids are used for final approach lateral guidance, the title of the procedure shall only include the last radio navigational aid used.*

For example: "NDB RWY 06" or "VOR RWY 34"

- (b) *If additional navigation aids are required for the approach procedure, they shall be specified as a note on the plan view of the chart, but not in the title.*

- (c) *RNAV approaches shall be identified by the term RNAV in the title. The navigation aid upon which the approach is based shall be included, in subscript parenthesis, in the title.*

Note: *The radio navigation aid name does not form part of the ATC clearance.*

For example: "RNAV (GNSS) RWY 12" or "RNAV (VOR/VOR) RWY 01" or "RNAV (VOR/DME) RWY 26" or "RNAV (DME/DME) RWY 35"

- (d) *RNP approaches shall include the term RNAV in the title. The minimum box on the chart shall include OCA/H values for the applicable RNP value.*

For example: "RNAV (GNSS) RWY 03R"

- (e) *Helicopter approaches to a runway shall be identified in the same way as fixed wing approaches, with Category H included in the minimum box. A helicopter approach to a point in space or a helipad shall be identified by the navigation aid type used for final approach guidance, followed by the final approach magnetic track or radial.*

For example: "RNAV (GNSS) 164" or "VOR 232"

- (f) *If only Breakcloud Minima are published on the chart, the approach procedure shall be identified by the last navigational aid providing final approach guidance followed by a single letter, starting with the letter A. When there are two or more breakcloud approaches at an airport (or a nearby airport), the following letter shall be used. The suffix letter used in the title shall not be used again for any procedures at that airport or at any other airport serving the same city.*

For example: "VOR A
VOR B
NDB C"

(g) A single letter suffix, starting with the letter Z following the radio navigation aid type shall be used if two or more procedures to the same runway cannot be distinguished by the radio navigation aid type only.

For example: "VOR Z RWY 21L
VOR Y RWY 21L" or

"ILS Z RWY 04
ILS Y RWY 04
ILS X RWY 04"

(h) The single letter suffix shall be used when:

- (i) Two or more navigation aids of the same type are used to support different approaches to the same runway;
- (ii) Two or more missed approaches are associated with a common approach, each approach shall be identified by a single letter suffix;
- (iii) If different approach procedures using the same radio navigation type are provided for different aircraft categories.

(i) All navigation equipment that is required for the execution of the approach procedure and not mention in the procedure identification shall be identified in notes on the plan view of the chart.

For example: "VOR required" or "VOR and DME required"

"Dual ADF required" when on a NDB approach where two ADFs are required

"When inbound from XXX NDB, change over to YYY NDB at midpoint."

(j) Optional carriage of equipment that may support lower minima shall be evident from the Minimum Box.

1.2 Minimum Boxes

The OCA/H for each aircraft category shall be published in the minimum box on the chart. Where an OCA/H is predicated on a specific navigation aid (e.g. stepdown fixes), or a specific RNAV functionality (e.g. LNAV/VNAV), or an RNP value, this shall be clearly identified.

For example:

OCA/(OCH)	CAT A	CAT B	CAT C	CAT D	CAT H
LNAV/VNAV	560 (250)	560 (250)	630 (320)	630 (320)	560 (250)
LNAV	710 (400)	710 (400)	810 (500)	810 (500)	710 (400)

OCA(OCH)	CAT A	CAT B	CAT C	CAT D	CAT H
VOR/DME	610 (300)	610 (300)	610 (300)	610 (300)	610 (300)
VOR	660 (350)	660 (350)	660 (350)	660 (350)	660 (350)

OCA(OCH)	CAT A	CAT B	CAT C	CAT D	CAT H
RNP 0.1	210 (170)	210(170)	220 (180)	230 (190)	210 (170)
RNP 0.3	290 (250)	290 (250)	290 (250)	290 (250)	290 (250)



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