

AERONAUTICAL INFORMATION CIRCULAR 13/16

AREA NAVIGATION AS PRIMARY APPROACH ON AUTOMATIC TERMINAL INFORMATION SERVICE

Introduction

With the continued successful expansion of performance-based navigation (PBN), area navigation (RNAV) approach procedures are becoming the predominant and preferred approach type at many airports across Canada. As such, NAV CANADA has begun advertising an RNAV approach on automatic terminal information service (ATIS), as the primary approach at several airports across the country.

Purpose and Benefits

An ATIS broadcast is used by air traffic control (ATC) to reduce frequency congestion and provide essential, accurate and current information, such as local weather, active runways, approaches in use, and more. It is expected that pilots will also use the information to plan their arrival and approach.

Having RNAV as the primary approach can provide the following benefits:

- Avoids instrument landing system (ILS) glide path (GP) interruption and/or flight profile guidance interference from ground traffic.
- Provides for seamless transition from area navigation standard terminal arrival (RNAV STAR) to RNAV approach.
- Takes advantage of global navigation satellite system (GNSS) space-based systems and advancing aircraft avionics capabilities.
- Reduces the length and complexities of ATC clearances.

Notifying Air Traffic Control

As per Aeronautical Information Management (AIM) guidance, pilots should plan their arrival based on the information on ATIS. Therefore if RNAV is advertised as the primary approach, ATC will expect the aircraft to be set up for the RNAV approach.

If planning to fly any procedure **OTHER THAN** that advertised on ATIS, pilots are reminded of the requirement to advise ATC regardless of the reason (training, weather, equipment, preference, etc.).

Sample Phraseology

- Planning RNAV approach on ATIS:
“AC123 ...FL 200 for 16,000 information D”
- Planning approach NOT on ATIS:
“JZ789 ...FL 200 for 16,000 information D, request ILS RW 32”

At airports where terminal control service is provided and the pilot plans an approach that is not on ATIS, the request should be made on initial contact with the arrival/terminal controller. At other airports, the request should be made as soon as practical after the pilot receives the ATIS.

RNAV will only be advertised as the primary approach to an airport if conditions permit (weather, approach availability, GNSS integrity, etc.)

Further Information

For further information, contact:

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A handwritten signature in black ink, appearing to read 'James Ferrier', with a long horizontal flourish extending to the right.

James Ferrier
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