

AERONAUTICAL INFORMATION CIRCULAR 33/18

INTRODUCTION OF CHARTED COMMUNICATION FAILURE MISSED APPROACH PROCEDURES FOR USE DURING COMMUNICATION FAILURE

Introduction

Missed approach procedures that incorporate a heading or track to an altitude from which air traffic services (ATS) will commence vectors are being introduced at some aerodrome sites within Canada. Since ATS vectors rely on direct controller-pilot communication (DCPC), a communication failure missed approach procedure will be provided within the chart's plan view to mitigate against potential communication failure events.

Purpose of Circular

This aeronautical information circular (AIC) is meant to inform Canadian airspace users of the implementation of this concept at Thunder Bay, Ontario (CYQT). Other Canadian aerodrome sites may also have this concept introduced as future airspace reviews are conducted.

Background

ICAO Annex 4, Chapter 11 provides the standards and recommended practices (SARPS) for providing a description of the missed approach procedure within the profile view of the instrument approach chart (IAC).

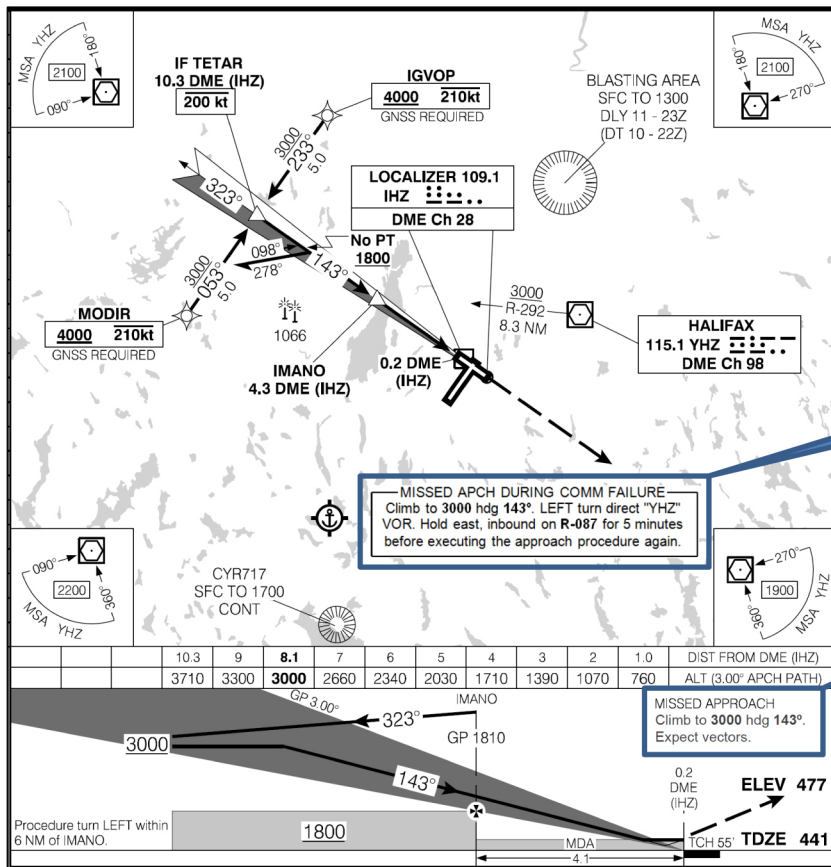
Current Canadian conventional missed approach procedures all terminate at either a radio navigation aid facility or a suitably defined terminal area fix. This often leads to:

- Complex missed approach procedures; and
- Missed approach procedures that double back into the arrival traffic flow, conflict with other site traffic flows, or both.

For these reasons, at many aerodrome sites the preferred missed approach procedure used by ATS is one that incorporates the use of a heading or track to an altitude from which vectors will commence. When this is the case, this type of missed approach procedure will be the one described within the profile view of the IAC in accordance with Annex 4.

Because this type of missed approach procedure relies on vectors and DCPC, a communication failure missed approach procedure that does not rely on vectors or DCPC is required to mitigate against potential communication failures. In these cases, the communication failure missed approach procedure for use during communication failure events will be charted as boxed text within the plan view of the IAC.

An example of this depiction is provided in the following figure.



Communication Failure Missed Approach Procedure

Main Missed Approach Procedure

NOT FOR NAVIGATION

Validity

This AIC is effective 8 November 2018. For further information, please contact:

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