

AERONAUTICAL INFORMATION CIRCULAR 12/21

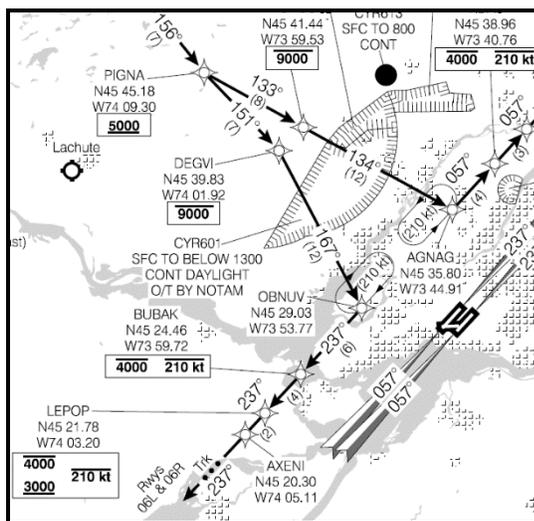
PROCEDURAL CHANGES TO AIR TRAFFIC CONTROL CLEARANCES FROM AN OPEN STAR TO FINAL APPROACH COURSE

Purpose

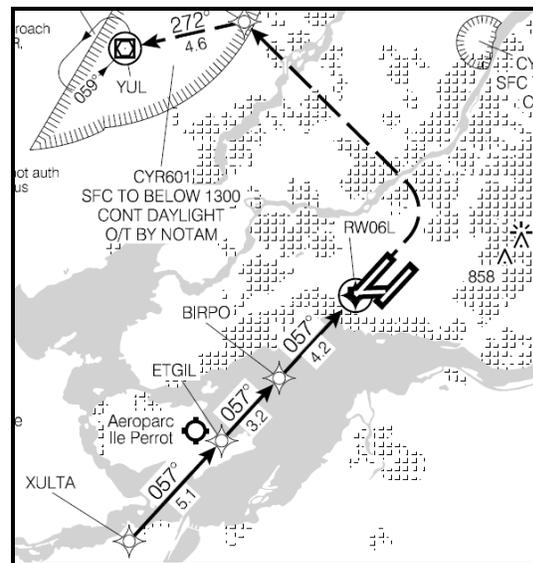
The purpose of this aeronautical information circular (AIC) is to alert pilots about procedural changes and mitigations related to air traffic control (ATC) clearances when flying an open STAR. In the past, ATC has sometimes cleared pilots to link up or "close" an open STAR to an instrument approach procedure when an RNAV transition for that instrument approach procedure had not been published. This practice has led to undesirable results and confusion. Therefore, it will no longer constitute an acceptable ATC clearance.

Background

Some airports have published procedures without common interface waypoints between the STAR and the approach. For example, at Montréal/Pierre Elliot Trudeau International Airport (CYUL), there is no published transition between the open "LAFLEUR Arrival" and the "RNAV (GNSS) RWY 06L Approach".



LAFLEUR Arrival



RNAV (GNSS) RWY 06L Approach

In such instances, ATC has sometimes instructed pilots to link up the two procedures by using a phraseology such as "FABRICAIR ONE TWO THREE, CLEARED LEMOP DIRECT XULTA, RNAV RUNWAY ZERO SIX LEFT APPROACH."

Issues Arising from Such ATC Clearances and Instructions

Given that transitions (or STAR/approach interface waypoints) have not been published to allow pilots to link these procedures, compliance with such ATC clearances requires pilots to self-navigate to the instrument approach procedure. This may require flight management system (FMS) manipulation that pilots are not trained for or a substantial number of inputs into the FMS. Both increase the possibility of:

- Erroneous inputs
- Wrong timing of base turn
- Unexpected aircraft behaviour when intercepting the final approach course
- Loss of separation

ATC Procedural Changes

Consequently, after consultation with commercial stakeholders, air traffic controllers will no longer clear aircraft to self-navigate directly from an open STAR to an instrument approach for which no transition has been published. Additionally, pilots must not request or accept such clearances.

Instead, where there are no common STAR/approach interface waypoints, air traffic controllers will provide vectors to final approach course.

NAV CANADA's *Manual of Air Traffic Services* will reflect these procedural changes.

Expiry

This AIC expires on 4 November 2021.

Further information

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