

AERONAUTICAL INFORMATION CIRCULAR 17/21

RNAV AS PRIMARY APPROACH ON ATIS

Introduction

Through extensive consultation and collaboration with airline and industry partners, NAV CANADA continues to prioritize the implementation of Performance Based Navigation (PBN) area navigation (RNAV) based instrument approach procedures at many airports across the country.

As such, and as indicated as a goal in NAV CANADA's Communication, Navigation and Surveillance (CNS) Operations Plan, NAV CANADA has adopted the practice of advertising RNAV approaches, where available and in suitable weather conditions, as the primary instrument flight rules (IFR) approach on the Automatic Terminal Information Service (ATIS).

Notifying Air Traffic Control on Initial Contact of Requested Approach Procedure

Pilots should plan their approach based on the information on ATIS. Therefore, if an RNAV approach is advertised as the primary approach, ATC will expect the aircraft to be set up for the advertised RNAV approach unless the pilot indicates another approach is required for operational reasons.

Based on this, ATIS messages shall direct aircrews to inform ATC on initial contact of the requested approach procedure. ATC makes use of different control methods depending on the type of approach-failing to communicate the requested approach on initial contact may result in inefficient flight profiles, increased track miles flown, and additional crew and ATC workload. When pilots confirm on initial contact with ATC their requested approach, this assists ATC in planning and sequencing considerations, and reduces radio transmissions.

The intent of this inclusion to the ATIS message is for pilots to advise ATC of the requested approach on the **ACTIVE** IFR runway advertised on the current ATIS message. If planning to fly any approach procedure other than the one advertised on ATIS, pilots are reminded of the requirement to advise ATC regardless of the reason (training, weather, equipment, preference, etc.).

ATIS Message Format

At airports where Terminal Control service is provided, the ATIS message shall request pilots to inform the Arrival controller on initial contact of their requested approach. At airports without a designated Terminal or Arrival controller, the ATIS message shall stipulate an ATC unit and frequency for pilots to inform ATC of their requested approach procedure.

ATIS message examples:

Visual Metrological Conditions (VMC) weather conditions (Cloud ceiling 500 feet or more above minimum IFR altitude and visibility 3 miles or better):

IFR APPROACH RNAV Z RWY XX, **INFORM ARRIVAL OF REQUESTED APPROACH ON INITIAL CONTACT**. LANDING AND DEPARTURES RWY XX

or

IFR APPROACH RNAV Z RWY XX, **INFORM WINNIPEG CENTRE ON FREQUENCY 119.0 OF REQUESTED APPROACH ON INITIAL CONTACT**. LANDING AND DEPARTURES RWY XX

Instrument Metrological Conditions (IMC) weather conditions (Cloud ceiling less than 500 feet above minimum IFR altitude or visibility less than 3 miles – Include “ILS”

IFR APPROACH RNAV Z OR ILS RWY XX, **INFORM ARRIVAL OF REQUESTED APPROACH ON INITIAL CONTACT**. LANDING AND DEPARTURES RWY XX

or

IFR APPROACH RNAV Z OR ILS RWY XX, **INFORM WINNIPEG CENTRE ON FREQUENCY 119.0 OF REQUESTED APPROACH ON INITIAL CONTACT**. LANDING AND DEPARTURES RWY XX

In IFR weather conditions, pilots must not assume that ATC is expecting the flight to be setup for an ILS approach. Notifying ATC of the requested approach as per the ATIS message instruction is essential.

Sample Phraseology

“Generic Airlines 123 ...FL 200 for 16,000, information Delta, **request RNAV Y Runway 32**”

“Generic Airlines 123 ...FL 200 for 16,000, information Delta, **request ILS Runway 32**”

The requested approach information must be included in the very first radio transmission with the unit/frequency identified in the ATIS message that will sequence the arrival to final and issue the approach clearance.

Further Information

For further information, please contact:

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