
AIC

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PROCEDURE NAMING FOR ARRIVAL AND APPROACH CHARTS

1. INTRODUCTION

- 1.1 This circular is published for the guidance and information of all concerned on all procedures published by DCA Malaysia. It is to avoid ambiguity between charts, electronic cockpit displays and ATC clearances.
- 1.2 Recommended guidelines for the procedure naming for arrival and approach charts also available in ICAO Doc 8168 PANS-OPS Volume I and Part III Chapter 1 Doc 8168 Volume II Fourth Edition.

2. PROCEDURE IDENTIFICATION

- 2.1 The flight procedure charts shall be identified by the name of the type of radio navigation aid providing the final approach lateral segment. If two radio navigation aids are used for final approach lateral guidance, the title shall only include the last navigation aid used.
- 2.2 Precision approach system such as ILS shall be identified by the system name (ILS).
- 2.3 All navigation equipment that is required for the execution of the approach procedure and not mentioned in the procedure identification shall be identified in note on the charts. For example :

‘DME Required’ on a VOR/DME arc approach

3. MULTIPLE PROCEDURES

- 3.1 Multiple procedure portrayed on a single approach chart with final and missed approach segment are identical shall contain procedure title of all the types of navigation aids used for the final approach lateral guidance separated by word ‘or’. For example:

ILS or NDB Rwy 35L

4. DUPLICATE PROCEDURES

- 4.1 Duplicate procedure shall be identified by a single letter suffix starting with letter Z following the radio navigation aid type when two or more procedure to the same runway cannot be distinguished by the radio navigation aid type only. For example:

VOR y Rwy 04

VOR z Rwy 04

4.2 The single letter suffix shall be used when:

- a) two or more navigation aids of the same type are used to support different approaches to the same runway.
- b) Two or more missed approaches are associated with a common approach. Each approach shall be identified by a single letter suffix.
- c) different approach procedures using the same radio navigation type provided to different aircraft categories.
- d) two or more arrivals are used to a common approach and are published on different charts, each approach shall be identified by a single letter suffix. If additional radio navigation aids are required for the arrival, they shall be specified on the charts plan view. For example:

ILS Y RWY04 ('CAB VOR Arrival' shown on the plan view).

5. ADDITIONAL NAVIGATION AIDS

5.1 Additional navigation aids if required (such as a fix transitions or transition routes) for the approach procedure, they shall be specified on plan view of the chart.

6. RNAV PROCEDURES

6.1 RNAV approach shall be identified by the term RNAV in the title. The radio navigation aid upon which the procedure is based shall be included in parentheses in the title. The sensor does not form as part of the ATC clearance. For example:

RNAV (GNSS) RWY 32L

7. ADDITIONAL INFORMATION

7.1 The additional information of the flight procedure charts shall contain minimum boxes where OCA/H values for each aircraft category and applicable type shall be published.

8. IMPLEMENTATIONS

8.1 This AIC will become effective when all the charts published in the AIP fully comply with this convention and expected implementation date is November 2007.

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