

ATTENTION ALL USERS (EoR)

Established on RNP AR User Instructions

Established on RNP AR is a procedure applied by Vancouver terminal air traffic controllers to aircraft conducting RNP AR approaches. Established on RNP AR safely permits reduced vertical separation between aircraft, during ATC-monitored simultaneous independent parallel approaches. Refer to Noise Abatement Procedures for additional requirements.

Operational Requirements

- Established on RNP AR will be used during simultaneous parallel runway operations, and ATIS shall indicate when simultaneous parallel runway operations are in effect
- When cleared for an RNAV (RNP) approach, the aircraft is considered “established” on the approach procedure once it is on the defined lateral and vertical path and past the IWP(IF) for the procedure

Due to the nature and proximity of simultaneous independent parallel approaches and procedures that commence at the same IWP(IF), incorrect runway selection will jeopardise separation and will likely require controller-initiated breakout intervention

- The approach shall be flown using autopilot until the aircraft passes the final approach waypoint (FAWP)
- If unable to comply with an ATC clearance or conduct the cleared approach, immediately advise the controller. ***Do not*** attempt to self-navigate or manually correct an RNP AR approach procedure deviation. Immediately advise the controller using the phraseology example below then comply with subsequent ATC instructions:

Pilot: “UNABLE approach, REQUEST (proposed course of action)”

Example: **Pilot:** “NAVCAN123 UNABLE NOTOK TRANSITION, REQUEST VECTORS TO FINAL”

Break-out Instructions

When issued break-out instructions, reaction time may be critical. If expeditious compliance is required, an ATC break-out instruction may include the word IMMEDIATELY.

- ATC shall issue any required break-out instruction by assigning a heading and/or altitude instruction:

Example: **ATC:** “NAVCAN123, turn left immediately heading 220 degrees, climb to 3000”

- Established on RNP AR break-out procedures may be conducted with the autopilot on

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