

	<p><b>REPUBLIC OF NAMIBIA</b></p> <p><b>DIRECTORATE OF CIVIL AVIATION</b></p>	<p><i>Director: Civil Aviation Private Bag 12003 Ausspannplatz WINDHOEK</i></p>
<p>Tel: +264 61 702082 Fax +264 61 702088</p> <p>e-mail: <a href="mailto:aip@dca.com.na">aip@dca.com.na</a></p> <p>AFTN: FYWHYNYX</p>	<p><b>AERONAUTICAL INFORMATION CIRCULAR</b></p>	<p><b>AIC</b> Series A 06/16 13 July 2016</p>

**REQUIRED NAVIGATION PERFORMANCE APPROACH (RNP APCH)  
ATC TERMINAL AREA PROCEDURES, NAMIBIA**

**INTRODUCTION**

1. This AIC details procedures which ATC apply in terminal airspace to Required Navigation Performance Approaches (RNP APCH) in Namibia.

**BACKGROUND**

2. The ATC procedures in this AIC clarify the rules when providing descent and tracking direct to waypoints after vectoring or random tracking (e.g. for traffic management or during weather avoidance). Appropriate phraseology used then assigns terrain clearance responsibility to the flight crew (via the RNP APCH) and clears them to conduct the applicable RNP APCH procedure.  
This procedure refers to a terminal control area of responsibility.

**CLEARANCE DIRECT TO WAYPOINTS**

3. Aircraft can join an RNP APCH procedure from a published STAR, or from an ATS route; or during direct tracking whilst being provided an ATC Approach service. In the Approach area of responsibility, ATC may clear an aircraft direct to the IAF of the RNP APCH, provided the intercept angle is not greater than 90 degrees at the IAF.
4. Recommended practice is for ATC to limit the track changes at the IAF to a maximum of 45 degrees. This is to prevent the FMS/FMGC reducing the airspeed significantly to contain the intercept turn during large track changes.

**DESCENT AND CLEARANCE FOR THE APPROACH**

5. ATC will assign a level not lower than the level depicted in the approach segment where the aircraft intercepts the procedure. ATC can provide clearance for the approach before the aircraft is established. The flight crew is responsible for terrain clearance from this point and are to ensure the aircraft is established on a segment of

the cleared RNP APCH procedure prior to initiating a descent below the last ATC assigned altitude.

6. This procedure will be used when aircraft are on a direct track to the IAF and ATC will use the phraseology:

**'CLEARED RNP (*chart title*) APPROACH, [REPORT ESTABLISHED].**

e.g **'V5-ANN, CLEARED RNP RWY 08 APPROACH, REPORT ESTABLISHED'**

7. This AIC contains information of an ongoing nature and has no cancellation date. The information will be incorporated in AIP possibly 10 November 2016.