



ICAO

Circular 353

Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP



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Published in separate English, Arabic, Chinese, French, Russian
and Spanish editions by the
INTERNATIONAL CIVIL AVIATION ORGANIZATION
999 Robert-Bourassa Boulevard, Montréal, Quebec, Canada H3C 5H7

For ordering information and for a complete listing of sales agents
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***Cir 353, Transition Planning for Change to Instrument Flight Procedure Approach Chart
Identification from RNAV to RNP***

Order Number: CIR353
ISBN 978 92 9258455 9

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FOREWORD

The advent of performance-based navigation (PBN) is having a major impact on all aspects of the aviation industry and associated professionals involved in PBN planning, implementation and execution. As part of a continuing effort to streamline inconsistencies resulting from the emergence of PBN, changes to the identification of instrument flight procedure approach charts from RNAV to RNP were introduced. The procedure approach chart identification will now align with the designation of the navigation specification. This document provides guidance for the development of transition plans to support the change in the procedure approach chart identification. This document replaces Circular 336 AN/195, *Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction*, which has been withdrawn (refer to ICAO Electronic Bulletin 2017/05 dated 6 January 2017).

This document does not specify new due dates for implementation of the instrument approach procedure charting change. Such dates will be communicated to States via the ICAO PBN Programme Office in synchronization with the ICAO regional offices after full consultation with States and regions.

If air traffic management (ATM) system-wide transition issues are to be avoided, synchronized transition planning is critical to achieving the chart identification change. For this reason, this change should not be undertaken in isolation on an airport-by-airport basis, but rather as part of an organized, synchronized and well-communicated regional transition plan. Synchronized transition planning, particularly within each ICAO region, is required to ensure that the transition period defined at the global level does not increase the levels of confusion currently experienced by flight crew, air traffic controllers and all other ATM stakeholders. As such, this document is intended for ICAO regions, States, regulators, air navigation services providers (ANSPs) and operational personnel.

This document is based on several guiding principles that are grounded in the need for synchronized transition planning referred to above. These values may be outlined as follows:

- a) consideration given to operational requirements and the impact of implementation;
- b) recognition of the needs of all airspace users;
- c) ensuring a balanced approach between different requirements within ICAO regions and at the State level;
- d) ensuring collective benefit of all stakeholders through collaborative planning assured through a coordinated and integrated approach;
- e) communication of operational impact on all affected parties and measures taken; and
- f) assurance of synchronicity between regions and States within each region which makes the factor of 'timing' and scheduling critical.

These principles imply the need for:

- a) synchronized transition planning at all levels — global, regional and State transition plan;
- b) guidance from ICAO to its regions as to how and when to transition from current to end state;
- c) direction from ICAO regions to States on the principles of transition requirements;

(iii)

- d) consultation with stakeholders involved in transition planning to ensure that all stakeholders' needs, issues and concerns are addressed;
- e) State (or other organization) decision-making bodies to publish in their AIP non-compliance with ICAO chart titling plan and to inform their stakeholders should the State not elect to transition to the new chart identification;
- f) regulators to ensure that the 'package' of chart identification, radio telephony, pilot and flight crew procedures is properly formulated and is consistent with international practices;
- g) service providers and airline operators to provide effective briefings and knowledge transfer, and to ensure where appropriate that training is provided for operational personnel; and
- h) development of a timely and effective communication plan.

It is emphasized that the interim naming proposal that was indicated in Circular 336 is removed in this circular.

Mindful that aeronautical charts are covered in a wide range of ICAO material, this circular should not be read in isolation; ICAO's Annex 4 — *Aeronautical Charts*, Annex 15 — *Aeronautical Information Services*, complemented by the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), the *Procedures for Air Navigation Services — Aircraft Operations* (Doc 8168) and the *Aeronautical Chart Manual* (Doc 8697), Third Edition, 2016, are also relevant.

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GLOSSARY

ACRONYMS AND ABBREVIATIONS

AFIS	Aerodrome flight information service (AFIS)
AFM	Aircraft flight manual
AIC	Aeronautical information circular
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIS	Aeronautical information service
ALARP	As low as reasonably practical
ANSP	Air navigation services provider
APCH	Approach
ARINC	Aeronautical Radio, Incorporated
ASBU	Aviation system block upgrade
ATC	Air traffic control
ATCO	Air traffic control officer
ATIS	Automatic terminal information service
ATM	Air traffic management
ATS	Air traffic services
CANSO	Civil Air Navigation Services Organisation
CAT	Category
CFIT	Controlled flight into terrain
DME	Distance measuring equipment
EUR	European
FMS	Flight management system
GNSS	Global navigation satellite system
GPS	Global positioning system
HIRA	Hazard identification and risk assessment
IAP	Instrument approach procedure
IATA	International Air Transport Association
IFATCA	International Federation of Air Traffic Controllers' Associations
IFPP	Instrument Flight Procedures Panel
IFR	instrument flight rules
IRU	Inertial reference unit
LNAV	Lateral navigation
LPV	Localizer performance with vertical guidance
MCDU	Multifunction control and display unit
MID	Middle East
MoU	Memorandum of Understanding
NAVAID	Navigation aid
NSA	National Supervisory Authority
OPS	Operations
PANS	Procedures for Air Navigation Services
PBN	Performance-based navigation
PIRG	Planning and implementation regional group
RF	Radius to fix

RNAV	Area navigation
RNP	Required navigation performance
R/T	Radiotelephony
RWY	Runway
SMS	Safety management system
SOPs	Standard operating procedures
STAR	Standard arrival
TMA	Terminal manoeuvring area
VNAV	Vertical navigation

DEFINITIONS

Note.— Where an asterisk appears beside a term, the term has already been defined as such in annexes and Procedures for Air Navigation Services (PANS).

Change management. A formal process to manage changes within an organization in a systematic manner, so that changes which may impact identified hazards and risk mitigation strategies are accounted for, before the implementation of such changes.

Defences. Specific mitigating actions, preventive controls or recovery measures put in place to prevent the realization of a hazard or its escalation into an undesirable consequence.

Hazard*. A condition or an object with the potential to cause or contribute to an aircraft incident or accident.

Navigation application. The application of a navigation specification and the supporting NAVAID infrastructure, to routes, procedures, and/or defined airspace volume, in accordance with the intended airspace concept.

Note.— The navigation application is one element, along with communications, ATS surveillance and ATM procedures which meet the strategic objectives in a defined airspace concept.

Navigation function. The detailed capability of the navigation system (such as the execution of leg transitions, parallel offset capabilities, holding patterns, navigation databases) required to meet the airspace concept.

Navigation specification. A set of aircraft and aircrew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specification:

Area navigation (RNAV) specification. A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV e.g. RNAV 5, RNAV 1.

Required navigation performance (RNP) specification. A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP e.g. RNP 4, RNP APCH.

NOTAM. Notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Performance-based navigation (PBN). Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in designated airspace.

PBN (requirement) box. Chart note published on the instrument approach procedure in a box which includes the identification of the PBN navigation specification used in procedure design and any optional requirements that are not included in the core navigation specification.

Procedure chart identification. The chart shall be identified by the name of the city or town or area which the aerodrome serves, the name of the aerodrome and the identification of the instrument approach procedure as established in accordance with the *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS, Doc 8168), Volume II, *Part I — Section 4, Chapter 9*.

Risk mitigation. The process of incorporating defences, preventive controls or recovery measures to lower the severity and/or likelihood of a hazard's projected consequence.

RNP operations. Aircraft operations using an RNP system for RNP navigation applications.

RNP route. An ATS route established for the use of aircraft adhering to a prescribed RNP navigation specification.

RNP system. An area navigation system which supports on-board performance monitoring and alerting.

Safety management system (SMS)*. A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.

Safety risk*. The predicted probability and severity of the consequences or outcomes of a hazard.

Chapter 1

INTRODUCTION

1.1 OVERVIEW

1.1.1 Purpose

1.1.1.1 The purpose of this circular is to provide guidance on the transition from the area navigation (RNAV) global navigation satellite system (GNSS) RWY XX approach naming convention to RNP RWY XX, in accordance with Amendment 6 to the *Procedures for Air Navigation Services — Aircraft Operations* (Doc 8168, PANS-OPS), Volume II — *Construction of Visual and Instrument Flight Procedures*. In particular, this circular provides the framework for a global transition plan, the framework for developing a regional transition plan by the ICAO regional offices, and provides guidance to the States on how to develop a transition plan. In each case, all stakeholder requirements need to be considered, as well as hazards, risks and mitigations of transition planning and implementation.

1.1.1.2 A global timeline for conversion is established. Within this global time frame, each region inherits its own period of transition, and each State receives—from its regional transition plan—a dedicated time slot during which the region will transition to the new chart identifications. Each State should plan to complete the transition in accordance with this slot. No regional transition plan should extend beyond the target date of the global timeline.

1.1.2 Target audience

1.1.2.1 This publication will be useful to civil aviation authorities that oversee instrument procedure design and charting/publication organizations (both internal and external). It will also assist all stakeholders, including ICAO regional offices, international organizations, air operators, air navigation service providers, data houses, procedure design organizations, air traffic control officer (ATCO) and pilot training organizations, charting organizations and aircraft manufacturers with applicable aspects of the conversion.

1.1.2.2 This circular includes practical considerations for the establishment of the global transition plan. ICAO regional offices and their stakeholders may use this circular as a guide for developing a regional transition plan with their stakeholders. Similarly, civil aviation authorities and stakeholders may use this circular as:

- a) a guide to the development of individual State transition plans; and
- b) as a checklist to ensure all aspects of transition are addressed.

1.1.3 Structure

Chapter 1 — *Introduction*: Explains the background to the charting change, context and clarification of Amendment 6 to the PANS-OPS (Doc 8168) and the requirement for connected global, regional and State transition planning.

Chapter 2 — *Key Considerations*: Explains main elements which must be considered when effecting the charting change. These include change management, impact assessment, safety management and transition planning, which

must factor in timely stakeholder consultation and effective communication planning.

Chapter 3 — *ICAO global framework for transition planning*: Provides at a global level identification of stakeholders and consultation (roles and responsibilities), and a roadmap for transition (activities, sequencing and interdependence with key considerations applied *globally*).

Chapter 4 — *Framework for ICAO regional transition planning*: provides at a regional level guiding principles, identification of stakeholders and consultation (roles and responsibilities), and a roadmap for transition (activities, sequencing and interdependence with key considerations applied *regionally*).

Chapter 5 — *Example of State transition planning*: Provides at the State level Identification of stakeholders and consultation (roles and responsibilities) and a roadmap for transition (activities, sequencing and interdependence with key considerations applied *nationally* and *locally*).

Appendix A — *Hazard identification and risk mitigation*.

Appendix B — *Sample State activities and responsible actors*.

Appendix C — *Sample State interdependencies and sequencing*.

1.2 BACKGROUND

1.2.1 Current PBN approach chart identification is not globally standardized and the chart identification does not match the designation of the RNP approach specifications published in the *Performance-based Navigation (PBN) Manual* (Doc 9613). Examples of current chart identification conventions used for the RNP APCH specification include RNAV (GPS) RWY XX and RNAV (GNSS) RWY XX. Approaches requiring the RNP AR APCH specification currently bear the chart identification of RNAV (RNP) RWY XX. To address this inconsistency, ICAO published provisions for a coherent naming convention that reflect the navigation application being used on the approach, either RNP APCH or RNP AR APCH. The rationale and recommendations made are summarized below.

1.2.2 The *PBN Manual* (Doc 9613) stipulates that RNP specifications include requirements for on-board performance monitoring and alerting and that RNAV specifications should have no such requirement. The manual has two navigation specifications for use in the final approach segment. Both of these require on-board performance monitoring and alerting, and are therefore designated, respectively, as RNP APCH and RNP AR APCH in the *PBN Manual* (Doc 9613), Volume II — *Implementing RNAV and RNP Operations*, Part B, Chapters 5 and 6, respectively. In the *PBN Manual's* (Doc 9613) first and subsequent publication in 2008 and 2013, the chart identification for RNP APCH and RNP AR APCH retained the pre-PBN chart identification convention whereby the chart identification for both was indicated as "RNAV...". One of the main motivations being that this term (or its abbreviation 'RNV') was harmonized with a majority of existing avionics displays. However, As part of a continuing effort to ensure coherency of PBN across ICAO provisions, this chart identification discrepancy was one of various discrepancies and clarifications that ICAO sought to improve, and it did so by including a change to the chart identification convention in Amendment 6 to the PANS-OPS.

1.2.3 During the consultation process leading to Amendment 6, a need was also identified for a PBN box to be included on the chart to indicate the applicable navigation specification (i.e., RNP APCH, RNP AR APCH, Advanced RNP, RNP 0.3) or other optional or additional requirements, for example, RF functionality. Additional information on the safety management process is included below.

1.3 SUMMARY OF CHART IDENTIFICATION CHANGE

1.3.1 Table 1-1 depicts the change in chart identification for RNP APCH and RNP AR APCH navigation specifications. For each State, the existing chart identification is permitted until a specified date which is the end of the State transition period; the new chart identification depiction is required thereafter. This document does not provide specific dates; such dates will be communicated to States via the ICAO PBN Programme Office in synchronization with the ICAO regional offices after full consultation with States and regions.

Table 1-1. Summary of chart identification changes

<i>Navigation specification</i>	<i>Existing chart identification</i>	<i>New chart identification</i>
RNP APCH	RNAV (GNSS) RWY 23	RNP RWY 23
RNP AR APCH	RNAV (RNP) RWY 23	RNP RWY 23 (AR)

1.3.2 The identification must also include a parenthetical suffix when exceptional conditions occur as described in Table 1-2 (this table refers to Table III-5-1-1 in Doc 8168, *Procedures for Air Navigation Services — Aircraft Operations*, Volume II — *Construction of Visual and Instrument Flight Procedures*).

Table 1-2. PBN approaches — parenthetical suffixes

<i>Condition</i>	<i>Suffix</i>	<i>Examples</i>
Procedure has only an LPV line of minima	LPV only	RNP RWY 23 (LPV only)
Procedure has only an LNAV/VNAV line of minima	LNAV/VNAV only	RNP RWY 23 (LNAV/VNAV only)
Procedure has both LPV and LNAV/VNAV lines of minima but no LNAV minima	LPV, LNAV/VNAV only	RNP RWY 23 (LPV, LNAV/VNAV only)
Procedure has only an LP line of minima	LP only	RNP RWY 23 (LP only)

1.3.3 When changing the chart identification, additional procedure requirements must be provided as chart notes if not published earlier. PBN items must be separated out and published in a PBN requirements box that includes the identification of the navigation specification used in procedure design and any optional requirements as specified in Table 1-3. An example is shown in Figure 1-1.

Table 1-3 Examples of PBN requirements box

<i>Navigation specification</i>	<i>Examples of additional requirements in PBN requirements box</i>
RNP APCH	RF required
RNP AR APCH	RNP <0.3 Missed approach RNP <1
Advanced RNP	RNP <1 in initial and intermediate segment
RNP 0.3	RF required

Note.— The list of requirements associated with navigation specification is identified in the *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168)* and in the *PBN Manual (Doc 9613)*.

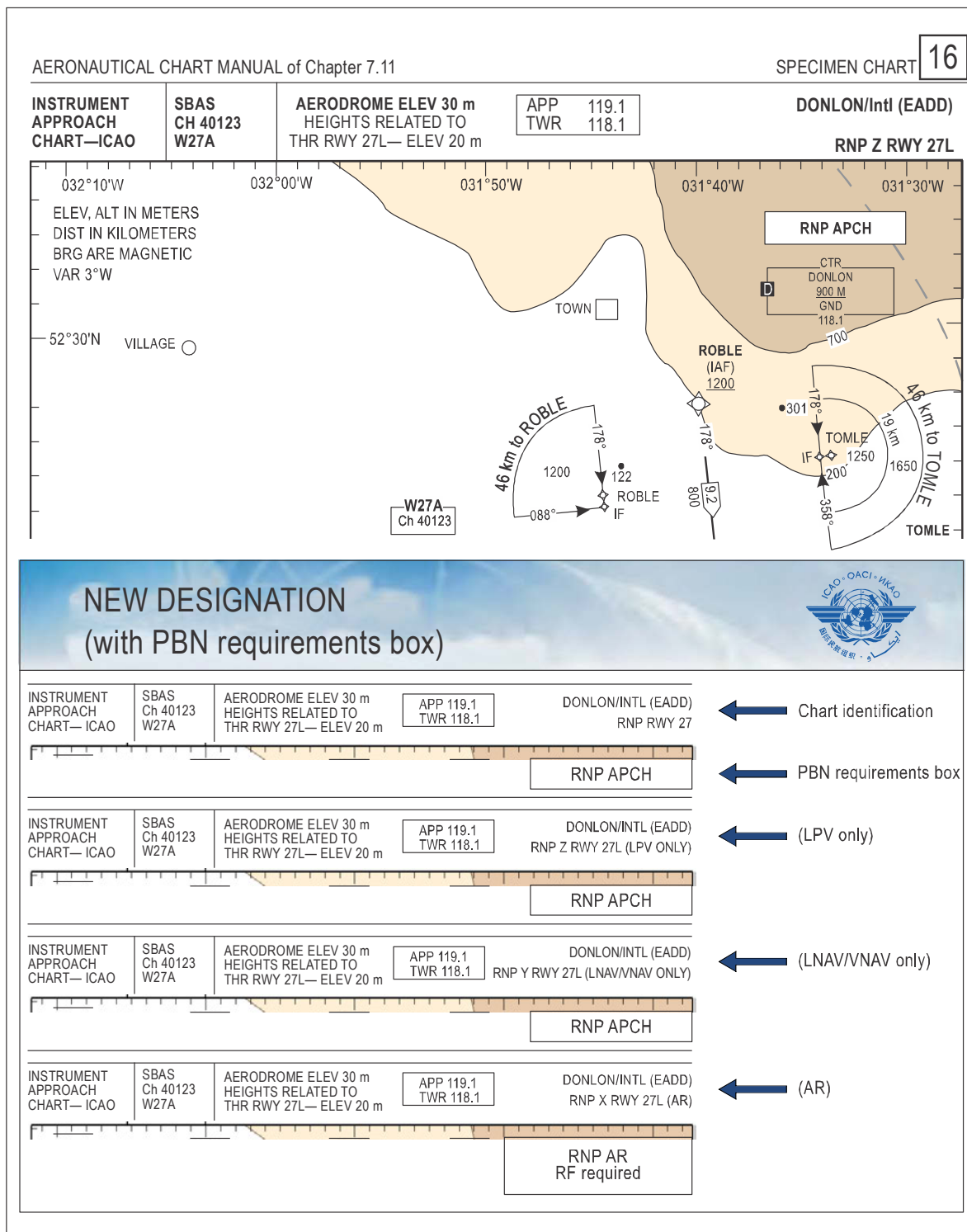


Figure 1-1. Example of new PBN chart designation (with PBN requirements box)

1.4 SUMMARY

1.4.1 This chapter has provided an overview of the procedure chart identification change required by Amendment 6 to the PANS-OPS (see Table 1-4).

Table 1-4. Required charting changes

Procedure chart identification	Existing PBN approach with procedure chart identification starting with RNAV will be renamed to start with RNP as shown in Table 1-1.
Chart — PBN requirements box	PBN requirements box has to be added to each PBN approach chart.

1.4.2 The next chapters address key considerations to be accounted for when making this change and the need for transition planning.

Chapter 2

KEY CONSIDERATIONS

2.1 INTRODUCTION

Consideration must be given to key elements when implementing the charting change. These relate to change management, impact assessment, safety management and transition planning, which includes consultation and communication planning.

It cannot be overemphasized that, to ensure safe operational implementation, local chart identification changes must be synchronized with the State transition plan (Chapter 5) which must be synchronized with the associated regional transition plan (Chapter 4) which, in turn, is synchronized globally (Chapter 3).

In terms of transition planning, the key transition plan is the **regional** transition plan: this is the coordinating mechanism to ensure that pilots operating within a broad regional ATM system are exposed, for a very limited period only, to a mix of old and new chart identification.

2.2 CHANGE MANAGEMENT

In aviation, the proper management of change to the systems is critical, as even the smallest adjustment can have significant consequences. For this reason, change management takes a structured, coordinated and synchronized approach globally, regionally and within a State, to ensure that the change is smoothly and successfully implemented without creating unforeseen consequences. The complexity of aviation requires such structure and planning to ensure that aviation safety is not jeopardized.

2.3 POTENTIAL IMPACT OF AMENDMENT 6 TO THE PANS-OPS

The change of the procedure chart identification from RNAV to RNP has economic, regulatory and operational impacts that must be managed by a robust safety management system to ensure implementation and safety. While Table 2-1 below provides a high-level indication of the impact of these changes, numbered 1 to 7, safety considerations and mitigations as well as the need for consultation, are also dealt with in the paragraphs that follow.

Table 2-1. Potential impact of chart identification change and PBN requirements box input

Item and associated requirement	Potential impact: economic, regulatory or operational
1) Chart identification and PBN requirements box: Requirement: comply with Amendment 6 of PANS-OPS.	Economic: (Re-) publication of charts in AIP complying with requirements of Amendment 6. Changes to automation software may be required.
2) Pilot procedures: Requirement: provide training and information for pilots.	Economic: Knowledge and training (e.g., pilot bulletins, simulator training sessions and computer-based training sessions).
3) Air traffic control (ATC) procedures: Requirement: provide training and information for ATCs providing approach, tower services or aerodrome flight information service (AFIS).	Economic: Knowledge and training (e.g., ATCO bulletins and training) prior to chart change.
4) Procedure design software: Requirement: if necessary, amend procedure charting software to reflect charting change.	Economic: Software adaptations.
5) Charting houses: Requirement: change charts as per numbers 1 and 2. States to issue changes to aeronautical information publication (AIP), which would require charting houses to react.	Economic: Reissue of charts closely coordinated between the State's aeronautical information service (AIS) organization and charting houses. Software adaptations may also be needed to capture chart identification and PBN requirements boxes.
6) Aircraft flight manual (AFM): Requirement: if necessary, amend the AFM to reflect RNP approval.	Economic: Amendment of AFM by air operators, if applicable. Operational: Regulator may have to issue clarification.
7) Changes to the on-board multifunction control and display unit (MCDU): Requirements: None.	Economic: If airline operators or equipment manufacturers decide to make changes to their flight management systems to reflect the change from RNV to RNP, the economic impact of this is likely to be considerable. Thus, this change is likely to be introduced only by forward fit over several decades. Operational: If airline operators or equipment manufacturers decide against making changes to their flight management systems to reflect the change from RNV to RNP, the MCDU will not reflect the change so it will not be aligned with the procedure chart identification or the ATC clearance.

2.3.1 Safety management

Annex 19 — *Safety Management* establishes SARPs for the implementation by States of State safety programmes (SSP), including requirements for service providers to implement safety management systems (SMS). The *Safety Management Manual (SMM)* (Doc 9859) provides guidance materials on the implementation of SSP and SMS. The focus of safety management is on managing aviation safety risks and ensuring that any new hazards that are introduced by a change are identified, the associated risks assessed and, if necessary, mitigated to a tolerable level. By using the safety risk management process outlined in Doc 9859, States will ensure that the risks introduced by a change will be successfully managed from a safety standpoint.

2.3.2 Overview of the issues

The following paragraphs identify in general terms the potential hazards, risks and mitigations related to procedure chart identification change. Appendix A (Hazard identification and risk mitigation) provides further details of the identified hazards and suggested mitigations that could be applied. States should use the information contained in Appendix A to support the conduct of a safety risk assessment, as described in Doc 9859 – *Safety Management Manual*, as part of the safety risk management activities under their State safety programme (SSP).

2.3.2.1 Flight deck issues

2.3.2.1.1 It should be noted that current flight management system (FMS) procedure labels seldom reflect the charted approach naming convention for both conventional and PBN approaches. As well, FMS procedure labels vary among manufacturers. Pilots are already trained to find the required guidance to fly the correct procedure in the FMS.

2.3.2.1.2 While changing the procedure chart identification (from RNAV to RNP) appears simple, pilots will need to be particularly vigilant in distinguishing between the existing and the new chart identification convention and in understanding each procedure chart identification's significance. Attention is drawn to the following:

- a) Currently, *all* PBN approach chart identifications start with the expression "RNAV", and the RNP AR APCH is distinguished from the RNP APCH by the expression "RNP" appearing between brackets in the chart identification immediately after RNAV for RNP AR APCH (e.g., RNAV RWY XX (RNP)).
- b) In the target system, all PBN approach chart identifications will start with the expression "RNP", and the RNP AR APCH will be distinguished from the RNP APCH by the abbreviation "AR" between brackets at the end of the chart identification for the authorization required approaches (e.g., RNP RWY XX (AR)).
- c) Today an RNP AR APCH chart is identifiable because it is the only approach procedure chart identification bearing the letters RNP. In the future system, all PBN approaches will start with the letters "RNP" and the distinguishing "AR" feature will come from insertion of AR between brackets.

2.3.2.1.3 The above may be exacerbated by the fact that MCDUs aboard most aircraft show, and will continue to show, the old term "RNV" for both RNP APCH and RNP AR APCH.

2.3.2.2 ATM issues

2.3.2.2.1 The mix of procedure chart identifications described in paragraph 2.3.2.1 is mirrored in the ATM system. From an ATM perspective, the situation to avoid is one whereby a controller within an ATCU is clearing an aircraft to execute an RNP APCH at Airport A using the *existing procedure chart identification*, for example, "Cleared RNAV Y RW23", while simultaneously clearing another aircraft to execute an RNP APCH at Airport B using the *new chart*