SUBJECT : WAYPOINTS NAMING FOR PBN PROCEDURES IN FRANCE

1 INTRODUCTION

This aeronautical information circular presents the naming convention for waypoints used in instrument approach procedures published by France.

2 GENERAL

Waypoints used in support of RNAV SIDs, STARs and instrument approach procedures are designated by either a unique, five-letter, pronounceable "name-code" or a five-alphanumeric name-code.

The following principles apply:

a) waypoints are designated by a five-alphanumeric name-code only if they are used for waypoints unique to one aerodrome that has a properly assigned four-letter ICAO location indicator.

A five-alphanumeric name-code consists of no more than three numbers with the alphabetic characters being taken from the airport designator.

This name-code is unique within the terminal area in which it is used.

b) in the following cases a unique, five-letter, pronounceable "name-code", is applied:

    1) final waypoint of a SID;

    2) initial waypoint of a STAR;

    3) waypoints which are not used for en-route and that are either common to more than one terminal control area or used in a procedure common to more than one airport; and

    4) waypoints for ATC purposes.

3 NAMING OF IF, FAF AND MAPT.

A naming convention for waypoints as IF, FAF and MAPT has recently been adopted in order to overcome the confusion between different characteristic points of an instrument approach procedure. This new convention is gradually being implemented as new procedures are created and the existing procedures are reviewed. It is applicable to all the aerodromes on the French Republic territory.

The principle is based on a five alphanumeric character name-code (5ANNC) including the two digits of the runway identification number.

These two digits are placed in the centre and are preceded:

    - systematically by a letter identifying the waypoint (I, F or M) ; and

    - if necessary by one or two letters from the last two letters of the ICAO location indicator of the aerodrome on which the procedure is to be carried out.

After the two digits identifying the runway, a letter is added which is either the suffix of the IAC chart (suffix Z, Y, X ...) or the position of the runway (R, C or L) in case of parallel runways. Sometimes two letters are added: the position of the runway (R, C, L) and the suffix (Z, Y, X, ..). In such case, the letter(s) specific to the aerodrome location indicator immediately after the waypoint identifier disappears so that it always results as a 5 characters waypoint name-code.

Where there is only one PBN procedure to the runway, the location of the suffix is left empty and the identifier of the aerodrome has two characters (e.g. FOB30).

Specific aspects for the MAPT and IF

The above principle applies to the MAPT when it is not the runway threshold. Where the MAPT is located to the runway threshold or the displaced threshold, if any, the missed approach point takes the name of the relevant runway threshold (e.g. RW26).

The IF is an « ATS » point and therefore may be named by a five letter name-code (5LNC) as needed.

Where the IF is common with several procedures e.g.; Z, Y etc., it is preferably coded according to the 5LNC principle.

4   EXAMPLES OF NAME-CODES FOR IF, FAF AND MAPT:

Point	Identifier	AD	RWY	Suffix	Observations/aerodrome/name of the Chart
IF	I	D	05	Z	LFBD RNAV$_{(GNSS)}$ Z RWY 05
FAF	F	D	05	Z	LFBD RNAV$_{(GNSS)}$ Z RWY 05
FAF	F	BH	27		LFBH RNAV$_{(GNSS)}$ RWY 27
IF	I	L	36	L	LFLL RNAV$_{(GNSS)}$ RWY 36 L
IF	I	LC	26		LFLC The IF is common to several procedures for the same runway 26
FAF	F	L	31	L	LFML RNAV$_{(GNSS)}$ RWY 31 L
FAF	F		31	LZ	LFML RNAV$_{(GNSS)}$ Z RWY 31 L
MAPt	RW		24		MAPt is at threshold
MAPt	M	C	26	Y	LFLC, the MAPt isn't the runway threshold, RNAV$_{(GNSS)}$ Y RWY 26
MAPt	M	PB	27		LFPB, the MAPt isn't the runway threshold, only one PBN procedure on that runway.

Examples of Saint Etienne (LFMH) and Saint Yan (LFLN)

Saint Etienne (LFMH)

DF

MAPT
RW36

Arbre/Tree
1372 (51)

BO 299

2864   2500

2090
(769)

1932
(611)

2240
(919)

2353

355° (354.9°T)

7.8

25 NM BA

175°

6400

SAINT ETIENNE

265°

IF   BANUS

FAF
FMH36
4500

2789
(1468)

3218
(1897)

3665

355°
5

265°
4800   3.1   265°
5900   3.4   5900

085°
4800   5

IF

IMH36
4800

MH405
5900

IAF
BANUS
IAS MAX 220 kt

IAF
NAKET
IAS MAX 220 kt   IAS MAX 200 kt

355°
4800   5

085°

2500

IAF
MALAT
IAS MAX 220 kt

4718
(3397)

Saint Yan (LFLN)

DF

MATF
LN510

327°
5.0

1027
(231)

MAPT
RW33R

837
(41)

916
(120)

978
(182)

1185
(389)

1041
(245)

327° (328.2°T)
9.0

SN 430
...

FAF
FN33R
3700

1812
(1016)

327°
5.0

15.6

2900

057°
2900   5.0

IAF
LN500
MAX IAS 210 kt
3700

5700   147°
5000

IF
IN33R
LN500

8 NM LN500

057°

IF
IN33R
LN502

237°

4800

057°

11 NM LN502

5700

25 NM LN502

IN33R
3700   327°
5.0   3700

237°
5.0   3300

IF
3700

25 NM LN504

4100

147°

IF
IN33R   LN504

IAF
LN504
MAX IAS 210 kt
3700

0091

3019
(2223)

IAF
LN502
MAX IAS 210 kt
4100

Baro VNAV non autorisée lorsque
le QNH local est indisponible
*Baro VNAV not authorized when
local QNH not available*

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