

# RNP-AR: New Arrival Procedures at Toronto

OPSGROUP Team  
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Everyone loves an aviation acronym, don't they? So this post is about an acronym that causes a lot of confusion. **Is an RNP-AR the same as an RNAV, and what if you add GNSS on the end?**

It is also about **CYYZ/Toronto Pearson** airport because they have just implemented the **'biggest' deployment of ICAO EOR standard** at any major international airport in the world.

**OK, so what *exactly* have they done?**

If you haven't heard the term EoR before, then it just means **"Established on RNP-AR"** and means they can use reduced separation standards.

So in simple terms, they've started using RNP-AR approaches. Which is great because **reduced separation standards** means reduced track miles for you, which means reduced fuel costs and time and all that joylessness at the end of a long and tiring flight.

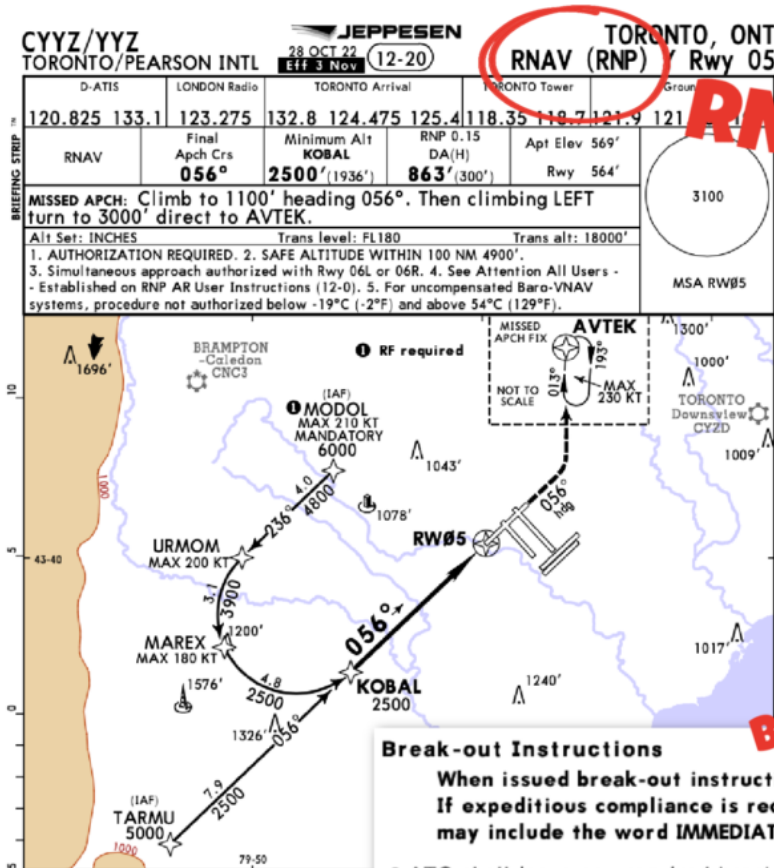
**So, RNP-AR approaches are way better.**

Nav Canada says this - *"The EoR separation standard allows aircraft to be considered established on final as soon as they're on the RNP-AR procedure, which is now in use for both ends of Toronto Pearson's north runway (05-23). As a result, some aircraft approaching from the south will have the opportunity to fly up to 1,000 feet higher when aircraft to the north are established on an RNP-AR procedure, thereby providing aircraft with the opportunity to reduce their noise over communities located south and downwind of the airport."*

And here's a little video to learn even more about the project.

But before you disappear, here are some of Toronto's charts and a little discussion on these approaches in case you're seeing them for the first time ever.

## The Charts.



RNP(AR) and the ones to watch for if you don't have approval

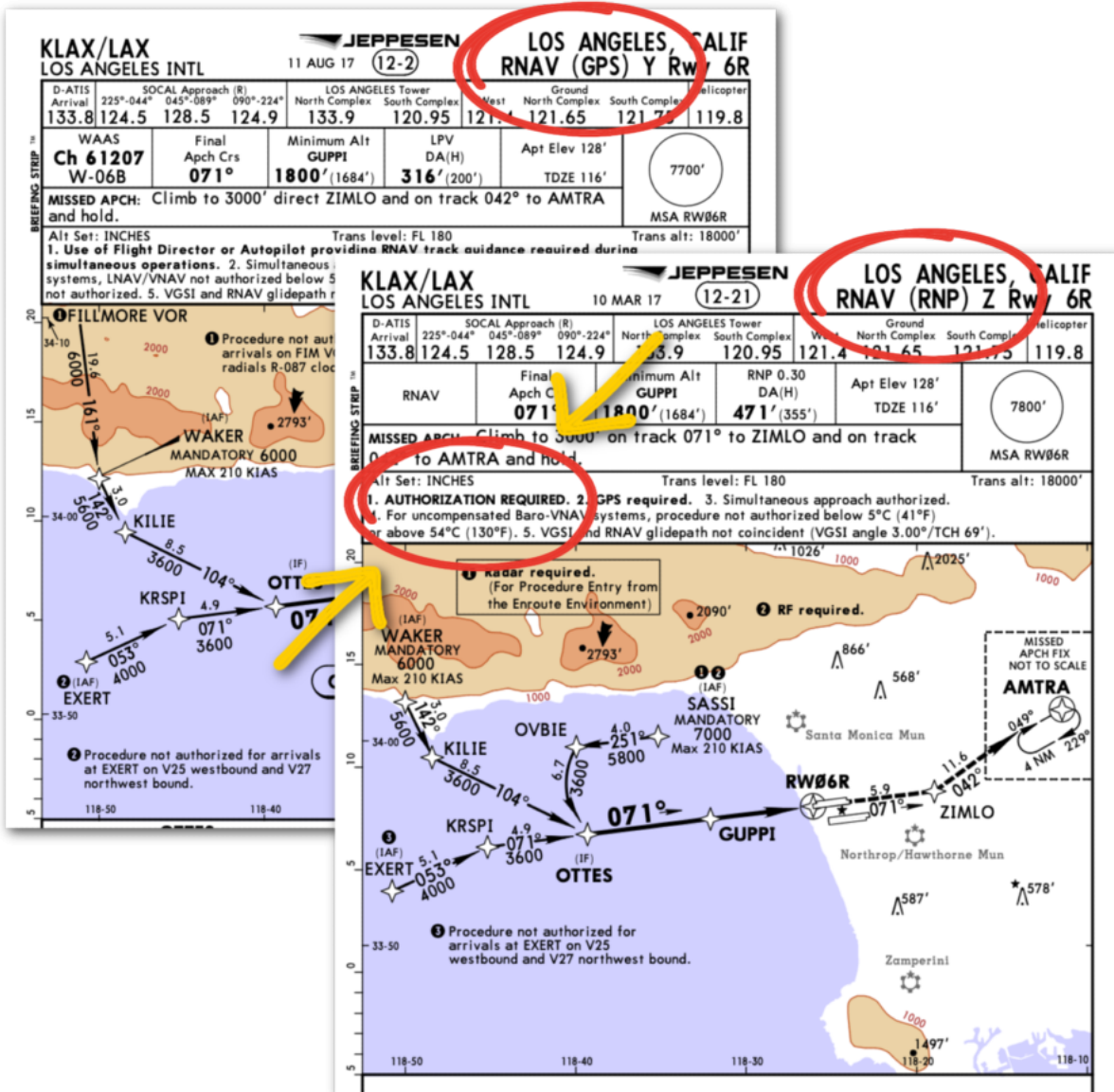
## General RNP-AR Info.

Because a lot of folk find the RNP, RNAV, RNAV RNP, RNAV GNSS, RNP AR terminology just a little confusing (it is!), here is a link to a post talking all about it.

A mini summary:

- **RNAV is the original name.** The system doesn't require alerting (when you go outside the required tolerance)
- **RNP is the new name,** and the system requires alerting
- In the US they call RNAV approaches **GPS approaches**, and RNAV (RNP) when they need authorisation
- **RNAV/RNP (GNSS) requires GPS.** If it doesn't, it might use something like DME/DME to back-up accuracy

- **AR means authorisation required**, which means you need training and approval to fly them
- They all come under **PBN** which stands for Performance Based Navigation



The difference (in the US)

### CYYC/Calgary

Calgary is next in line to get them (probably).

There is a 'period of public comment' open now until Feb 3rd 2023, so get your voice heard if you have comments on these plans.