EASA Safety Information Bulletin

SIB No.: **2011-03**
Issued: **24 March 2011**

Subject: **Advisory Vertical Guidance**

Ref. Publications: EASA AMC 20-27, NPA 2009-4 (AMC 20-28)

Description: Certain equipment provide Advisory Vertical Guidance to pilots of General Aviation aircraft as an aid to flying Non Precision Approaches (NPA).

The Advisory Vertical Guidance capability may be based on Global Navigation Satellite System (GNSS), GNSS augmented by Space Based Augmentation Systems (SBAS) such as European Geostationary Navigation Overlay Service (EGNOS) or Wide Area Augmentation System (WAAS), barometric altimetry (BARO) or other means.

Note:
Advisory Vertical Guidance is derived from data published in the Aeronautical Information Publication (AIP) and is used to calculate a vertical approach path. This approach path is then compared to actual data taken from on board sensors to indicate to the pilot the aircraft's position relative to that vertical path. The computed path and type of sensors used were not considered as the ones providing guidance when the approaches were designed. Many airborne systems were also not approved for vertical guidance.

Recommendations: Although EASA acknowledges the potential safety benefits of Advisory Vertical Guidance, this EASA Safety Information Bulletin (SIB) reminds the flight crew to use the primary barometric altimeter as the primary reference for compliance with all altitude restrictions. The use of Advisory Vertical Guidance is at the pilot's own discretion. The pilot continues to be responsible for maintaining adequate obstacle clearance.

In addition, this EASA SIB informs pilots that:

- Advisory Vertical Guidance optional capabilities have not been assessed for airworthiness and/or operational credit and as such do not provide approved guidance.

- Advisory Vertical Guidance use is not recommended in those installations where the advisory vertical guidance is not adequately displayed (e.g. primary field of view, interpretation, readability, annunciation) or where improper annunciations could lead to confusion versus the approved vertical guidance.

- Advisory Vertical Guidance provided by systems using barometric altimetry may be subject to temperature and pressure setting variations. These may cause the indicated approach path to deviate below the published step-down fixes for the approach.

- Flying Approach Procedures with Vertical Guidance (APV) to charted LNAV /VNAV (Lateral/Vertical NAVigation) or LPV (Localiser Performance with Vertical Guidance) minima is not authorised unless the Aircraft Flight Manual (AFM) or Pilots Operating Handbook (POH), whichever is applicable, clearly states that the aircraft and its systems are capable to perform such approaches and appropriate operational approvals have been obtained.

Applicability: General Aviation aircraft equipped with systems which provide Advisory Vertical Guidance.

Note:
For operations conducted under EU-OPS rules, the requirements for Continuous Descent Flight Technique (CFDA) of EU-OPS, Subpart E apply

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