

IFP PROVISION AND SAFETY OVERSIGHT WORKSHOP

(Amman, Jordan, 7–9 December 2025)



State safety regulatory
framework for the provision of
IFPDS

State's obligation to provide IFPD services

- Provision of Services – Chicago Convention (Art. 28)
- Under the Chicago Convention, States are responsible for ensuring the provision of air navigation services, including the development and maintenance of instrument flight procedures, in a manner that ensures safe, efficient, and orderly air navigation.

The State's obligation to oversee IFPSP

- ICAO Annex 19 – Safety Management requires States to establish and maintain a State Safety Oversight (SSO) system, ensuring that all aviation service providers, including IFPDS providers, comply with applicable safety requirements.

Safety Oversight of Instrument Flight Procedures (IFPs)

A function performed by a State to ensure that individuals and organizations involved in the design, validation, publication, maintenance, and operational use of Instrument Flight Procedures comply with national safety regulations and international criteria.

The State's regulatory framework should clearly define how Instrument Flight Procedure Design Services (IFPDS) are to be implemented, including roles, responsibilities, and oversight mechanisms.

Regardless of how the service is delivered, the State retains full responsibility for all instrument flight procedures associated with aerodromes and airspace under its jurisdiction.

States shall oversee the IFP process according to the State's regulatory framework.



State Obligations and responsibilities

State Safety Oversight

Each State shall ensure that an instrument flight procedure design service provider intending to design an instrument flight procedure for aerodromes or airspace under the authority of that State meets the requirements established by that State's regulatory framework.

The State shall:

- develop and publish such requirements as are necessary to implement the ICAO provision.
- ensure that it is able to verify adherence to those requirements.
- have the power to enforce the requirements of such a provision through a certificate, authorization, or other means of approval.

Essential Responsibilities

- Establish rules
- Perform surveillance
- Resolve safety concerns

- Establish rules
 - Regulations
 - Implementing Rules
 - Directives/Requirements
 - Personnel Licensing Program

- Perform surveillance
 - Surveillance Program
 - Monitoring
 - Investigations/Inspections/Audits/Assessments

- Resolve safety concerns
 - Mechanism/system with a time frame
 - Enforcement Program
 - The authority and responsibility to suspend or revoke the IFP design privileges

State Obligations and responsibilities- Provision of IFPDS

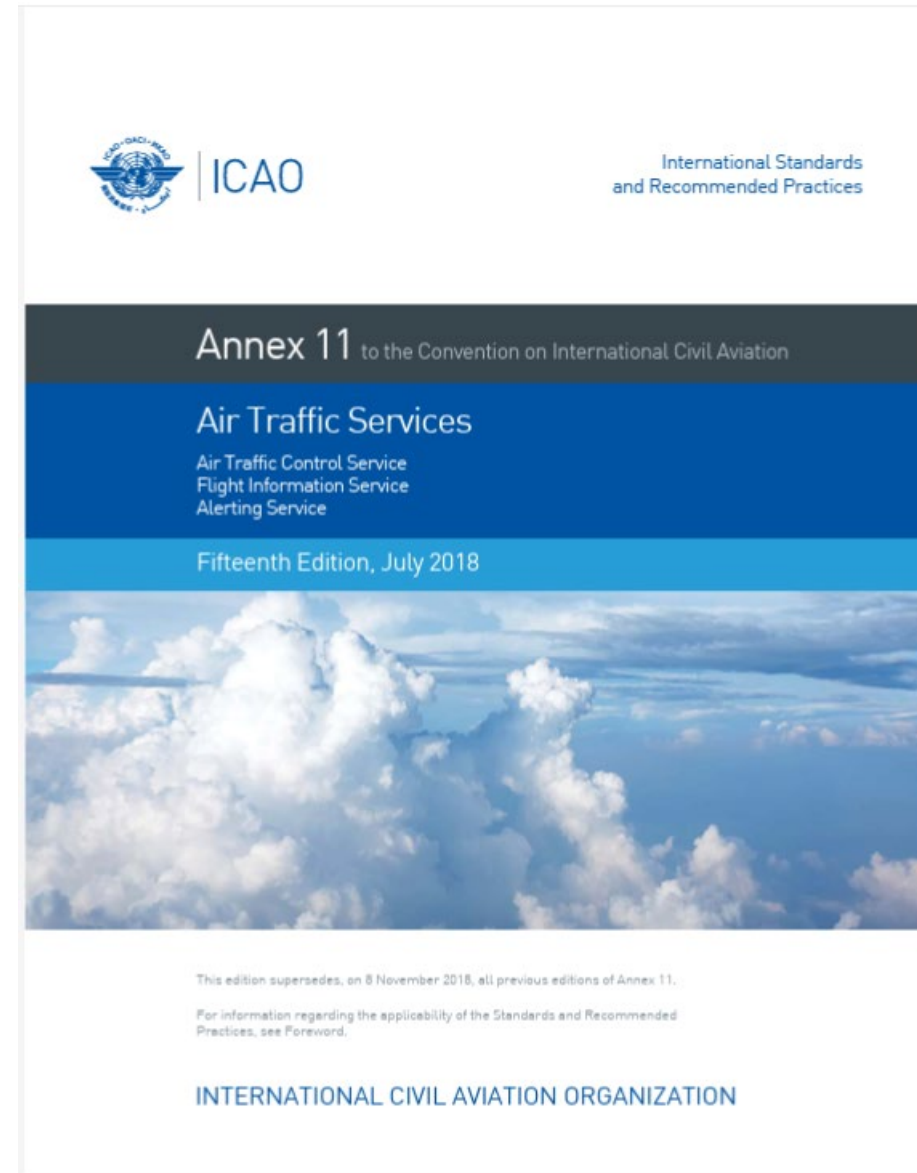
Scheme for the Provision of IFPDS

Annex 11 — Air Traffic Services, STD 2.34: States shall ensure that an instrument flight procedure design service is in place in accordance with Appendix 7.

Appendix 7 of Annex 11 stipulates that States may choose to implement IFPDS in the following manner:

- a) provide an IFP design service; and/or
- b) provide a joint service (ICAO contracting States); and/or
- c) delegated service to external agency/ies.

The manner in which the IFPDS is implemented should be described in the State's regulations.



This edition supersedes, on 8 November 2018, all previous editions of Annex 11.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

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State Obligations and responsibilities

Design Criteria

- Instrument flight procedures shall be designed in accordance with State-approved design criteria.

Procedures for Air Navigation Services — Aircraft Operations, Volume II — Construction of Visual and Instrument Flight Procedures (PANS-OPS, Doc 8168) provides a globally applicable set of criteria for IFPD that should be transposed in the State's regulations.

- Deviations from PANS-OPS, Volume II criteria should be promulgated in the State's regulations and published in the State Aeronautical Information Publication (AIP) in accordance with Annex 15 — *Aeronautical Information Services*.



Annex 11 to the Convention on International Civil Aviation

Air Traffic Services

Air Traffic Control Service
Flight Information Service
Alerting Service

Fifteenth Edition, July 2018



This edition supersedes, on 8 November 2018, all previous editions of Annex 11.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.



Doc 8168

PROCEDURES FOR AIR NAVIGATION SERVICES

Aircraft Operations

Volume I – Flight Procedures
Sixth Edition, 2018



This edition incorporates all amendments approved by the Council prior to 29 August 2018 and supersedes on 8 November 2018, all previous editions of Doc 8168, Volume I.

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Doc 8168

PROCEDURES FOR AIR NAVIGATION SERVICES

Aircraft Operations

Volume II – Construction of Visual and Instrument Flight Procedures
Seventh Edition, 2020



This edition incorporates all amendments approved by the Council prior to 19 May 2020 and supersedes on 8 November 2020, all previous editions of Doc 8168, Volume II.

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Doc 8168

PROCEDURES FOR AIR NAVIGATION SERVICES

Aircraft Operations

Volume III – Aircraft Operating Procedures
First Edition, 2018



This first edition of Doc 8168, Volume III, was approved by the President of the Council, on behalf of the Council on 28 August 2018 and becomes applicable on 8 November 2018.

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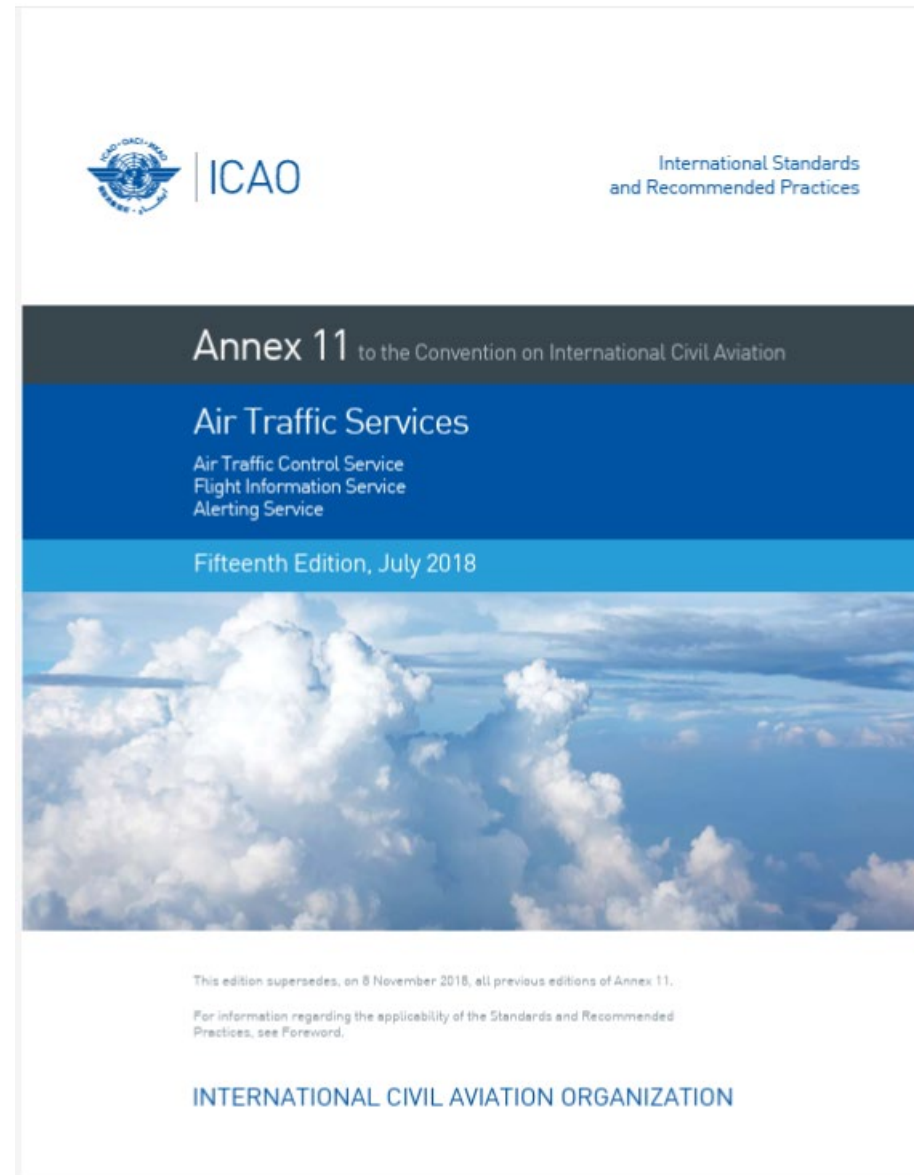


State Obligations and responsibilities

QUALITY ASSURANCE

A State shall ensure that an instrument flight procedure design service provider utilizes a quality management system at each stage of the instrument flight procedure design process.

This requirement can be met by means of a quality assurance methodology, such as that described in PANS-OPS (Doc 8168), Volume II. Guidance for implementing such a methodology is contained in the Quality Assurance Manual for Flight Procedure Design (Doc 9906).



The Quality Assurance Manual for Flight Procedure Design (Doc 9906)

The Quality Assurance Manual for Flight Procedure Design (Doc 9906) consists of six volumes:

Volume 1 — Flight Procedure Design Quality Assurance System;

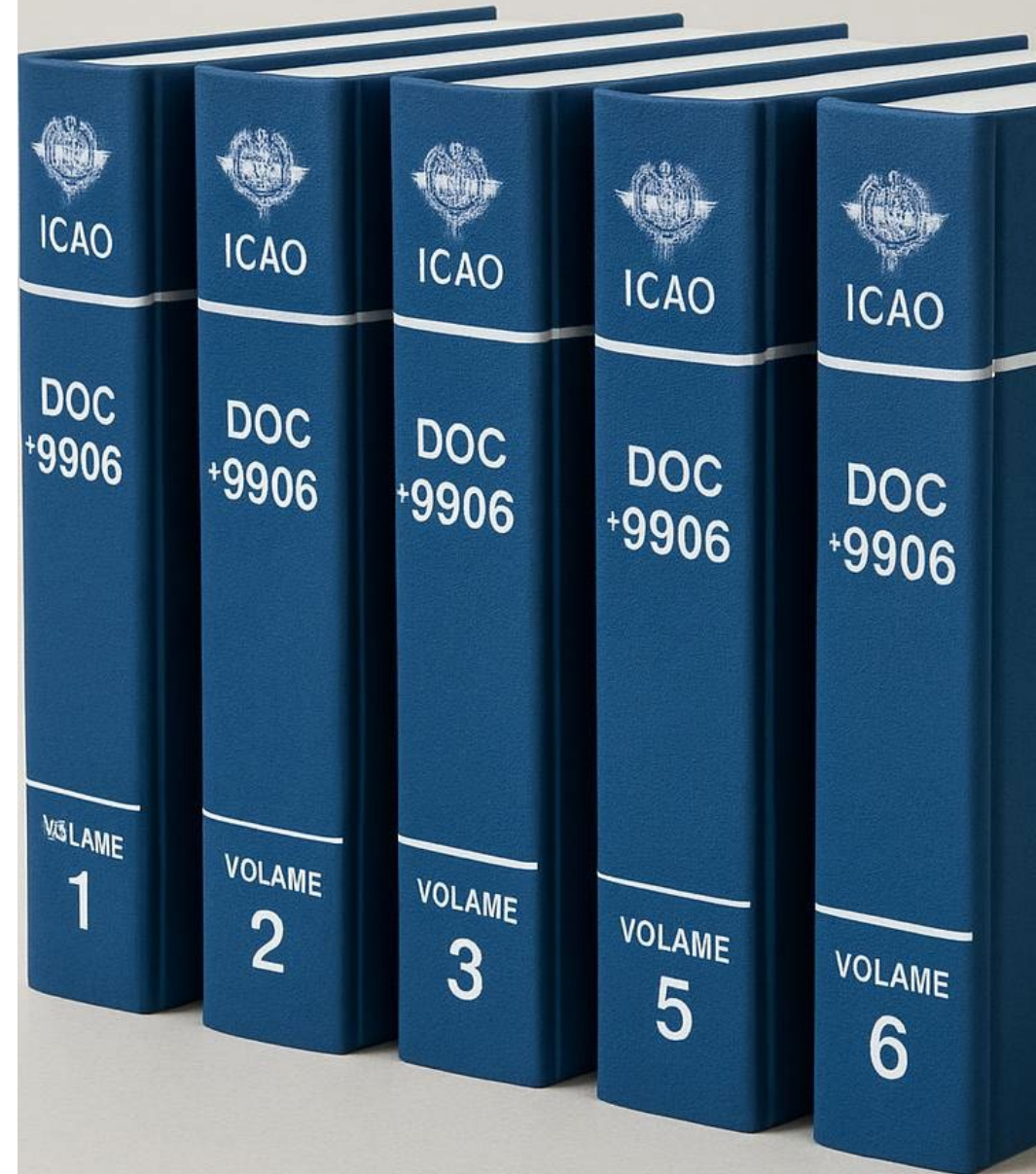
Volume 2 — Flight Procedure Designer Training (Development of a Flight Procedure Designer Training Programme);

Volume 3 — Flight Procedure Design Software Validation;

Volume 4 — Flight Procedure Design Construction (to be developed);

Volume 5 — Validation of Instrument Flight Procedures; and

Volume 6 — Flight Validation Pilot Training and Evaluation (Development of a Flight Validation Pilot Training Programme).

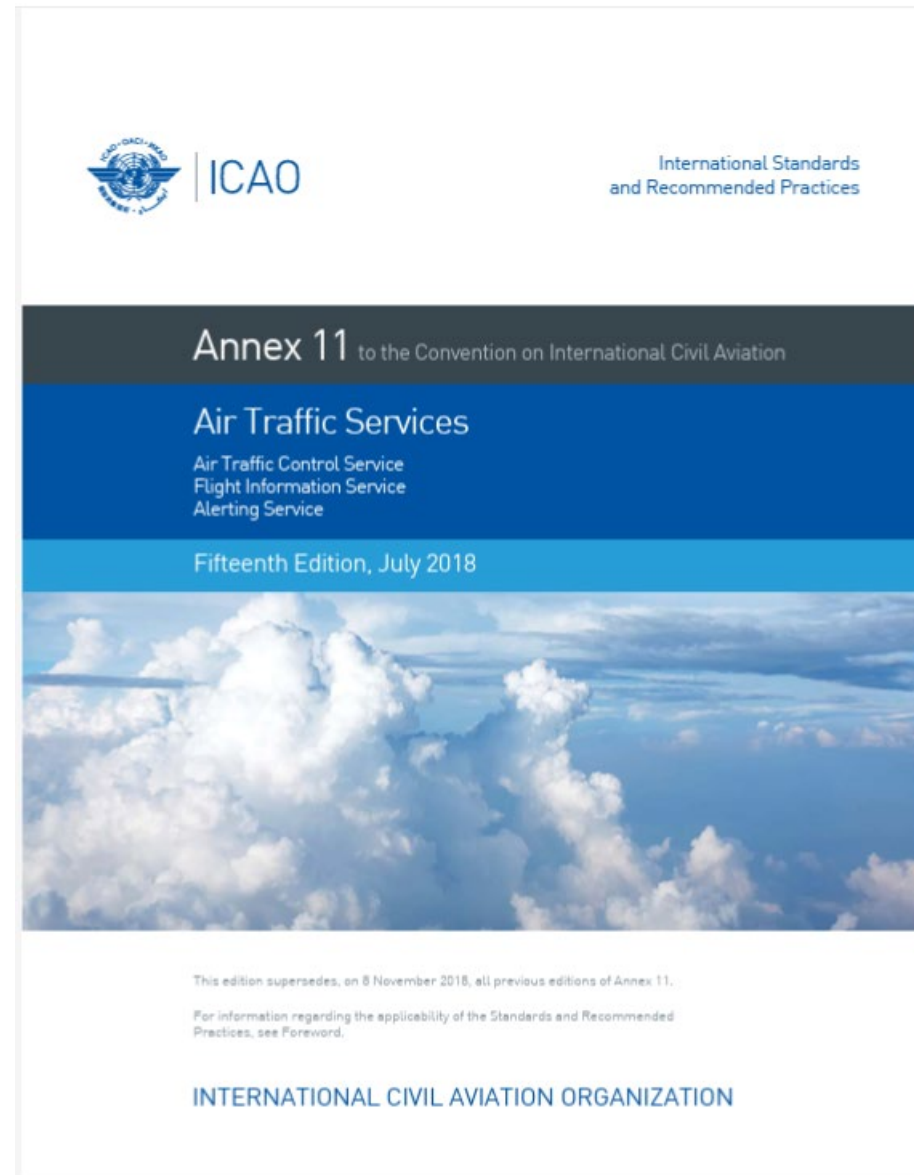


State Obligations and responsibilities

Continuous Maintenance & Periodic Review

A State shall ensure that maintenance and periodic review of instrument flight procedures for aerodromes and airspace under the authority of the State are conducted. Each State shall establish an interval for periodic review of instrument flight procedures not exceeding five years.

A periodic review of IFP is required **at least once every 5 years**, as per ICAO Annex 11 Appendix 7. A periodic review validity starts once the periodic review is approved and published in the AIP.



State Obligations and responsibilities

Continuous Maintenance & Periodic Review

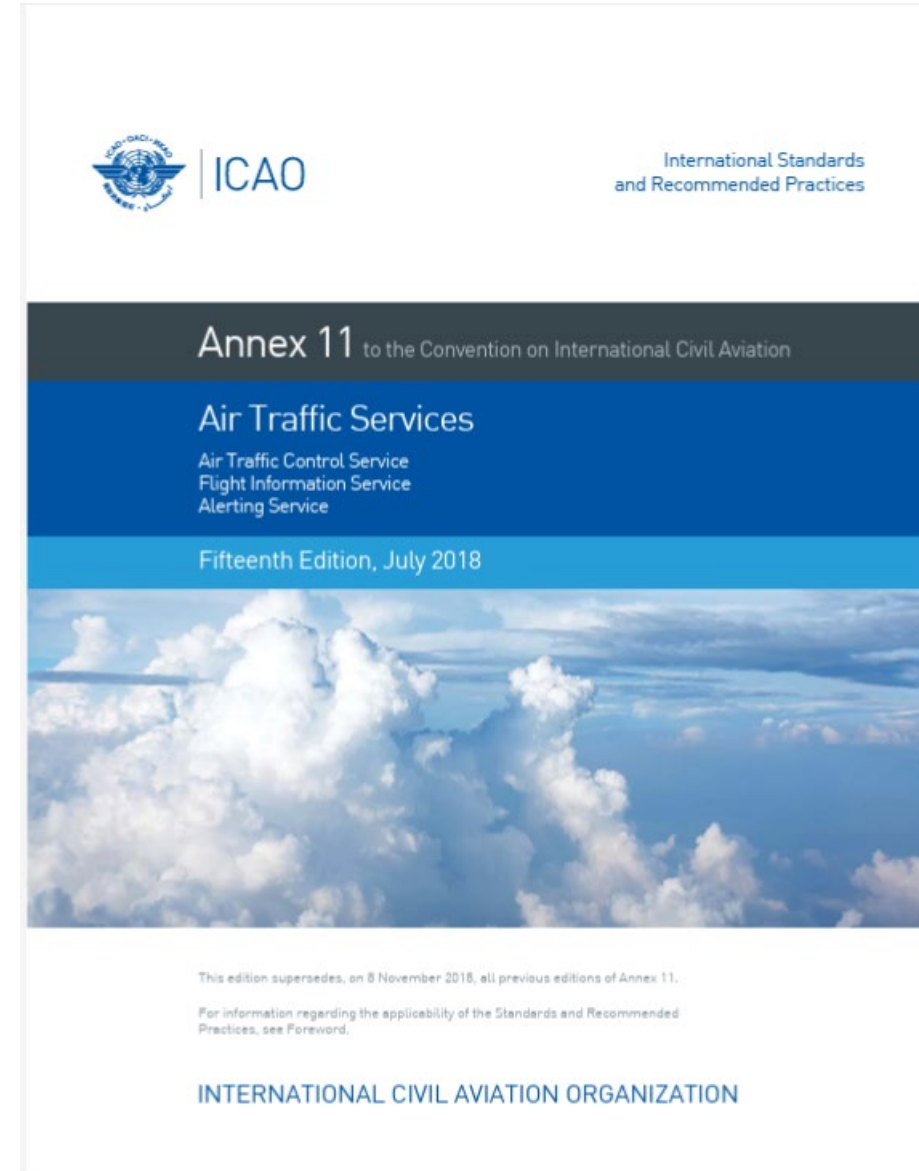
All published Instrument Flight Procedures must undergo continuous maintenance and periodic review to assess:

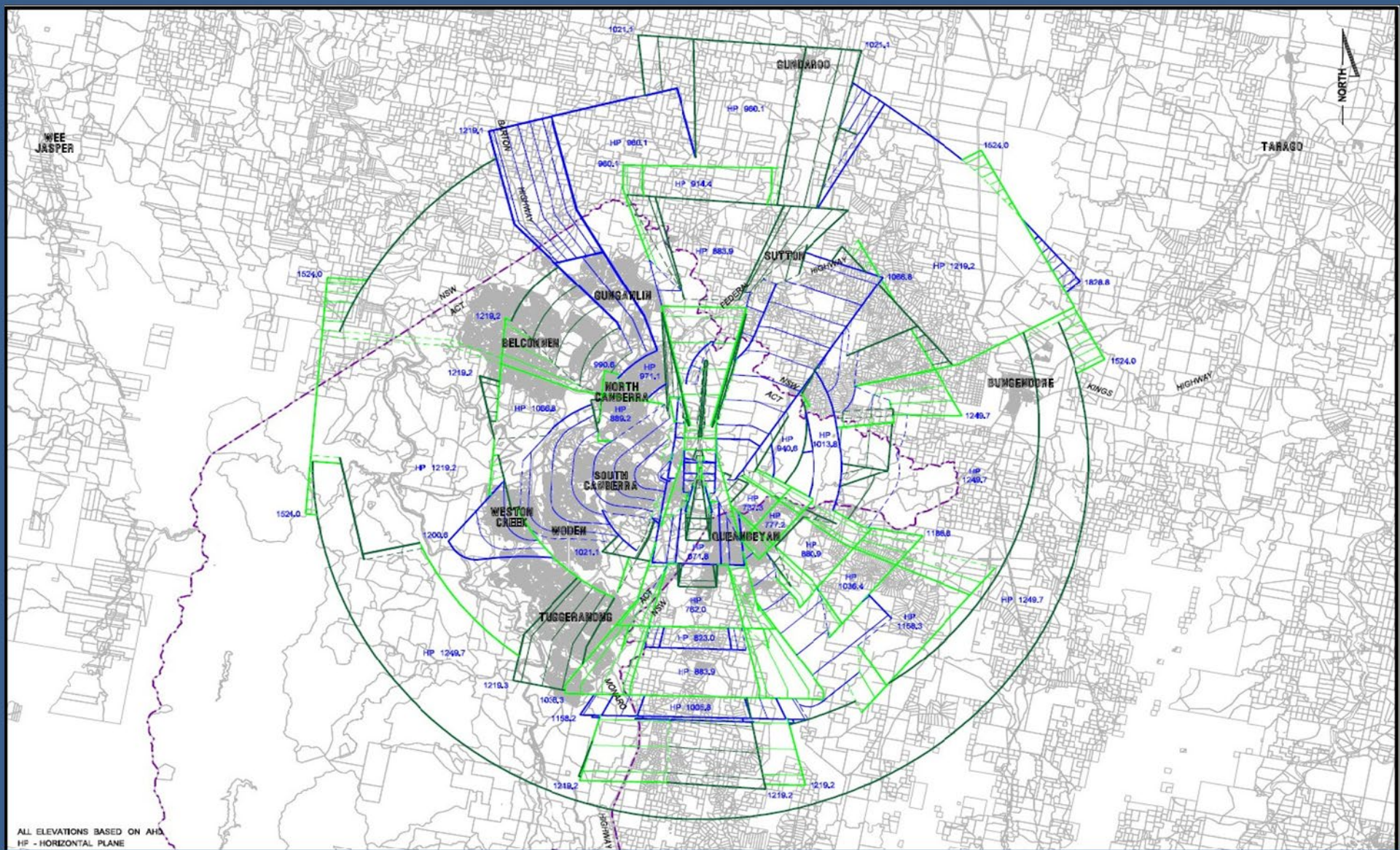
Obstacle Data Changes – Ensure MOC is maintained.

Aerodrome & Navaid Updates – Amend IFP if impacted.

Design Criteria Revisions – Align with current standards; update files even if depiction unchanged.

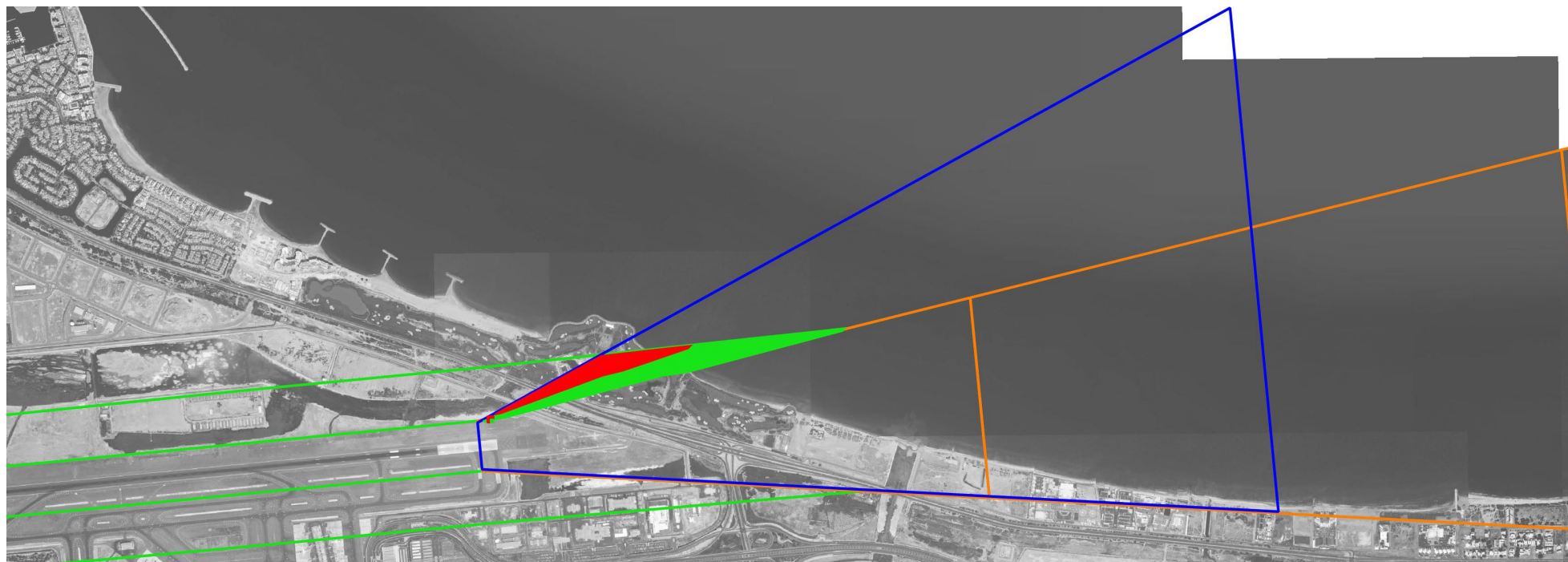
User Requirement Shifts – Fleet, routes, ATM, airspace.







Google earth



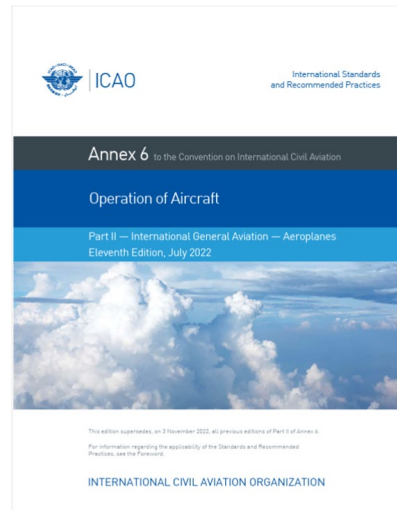
4.4.8 INSTRUMENT FLIGHT PROCEDURES

4.4.8.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the aerodrome is located to serve each instrument runway or aerodrome utilized for instrument flight operations.



2.17 INSTRUMENT FLIGHT PROCEDURES

2.17.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the heliport is located, or by the State which is responsible for the heliport when located outside the territory of any State, to serve each final approach and take-off area or heliport utilized for instrument flight operations.



2.2.4.9 INSTRUMENT APPROACH PROCEDURES

2.2.4.9.1 One or more instrument approach procedures designed to support instrument approach operations shall be approved and promulgated by the State in which the aerodrome is located to serve each instrument runway or aerodrome utilized for instrument flight operations.



State Obligations and responsibilities

- Guidance material for regulatory framework for the oversight of instrument flight procedure design service is contained in the Manual on the Development of a Regulatory Framework for Instrument Flight Procedure Design Service (Doc 10068).
- CAA can utilize this manual as a guideline in establishing a regulatory framework for the oversight of a service provider, including certification, approval and audit.
- FPDS provider can utilize this manual as a guideline in establishing its organization, procedures and operations manual.



ICAO

Doc 10068

Manual on the Development of a Regulatory Framework for Instrument Flight Procedure Design Service

First Edition, 2018



Approved by and published under the authority of the Secretary General

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Thank You!