



Agenda Item 2: Report of activities of GESEA and Subgroups

b) ATM implementation. Progress of the Subgroups

**REPORT ON THE ACTIVITIES OF THE INSTRUMENT FLIGHT
PROCEDURES PANEL (IFPP)**

(Presented by Brazil)

SUMMARY

The purpose of this paper is to present information on the activities of the ICAO Instrument Flight Procedures Panel (IFPP).

REFERENCES

- IFPP Meetings
- PANS-OPS Workshops
- Doc 9613 – Performance-Based Navigation (PBN) Manual
- Doc 8168 – PANS-OPS/611, ICAO Volume I and II

1. Background

1.1 The Instrument Flight Procedures Panel (IFPP), formerly known as the Obstacle Separation Panel (OCP), was created on 7 June 1966 by the ICAO Air Navigation Commission (ANC) to develop and improve criteria related to the design and publication of air navigation procedures and, in this way, respond to the continuous increase in air traffic and the evolution of equipment on board aircraft.

1.2 The IFPP is made up of a group of specialists from different States and international organizations, who work through electronic correspondence, videoconferences and face-to-face meetings. These meetings discuss and decide the criteria that will be proposed to the ANC for updating Doc. 8168, Doc 9905, Doc 8697, Doc 9906 and other associated publications.

1.3 This is one of ICAO's most dynamic and active panels and the number of topics covered by the IFPP increases every year, either due to the need to increase demand for transit and modernization of systems, or due to integration/coordination activities with other ICAO panels.

1.4 Its importance can also be seen by the high level of the institutions participating in the meetings: ICCAIA (International Coordinating Council of Aerospace Industries Associations), ICASC (International Committee for Airspace Standards and Calibration), BOEING, JEPESSEN, ANI (Air Navigation Institute), IFALPA (International Federation of Air Line Pilots' Associations), FAA (Federal Aviation Administration), CANSO (Civil Air Navigation Services Organization), EUROCONTROL (European Organization for the Safety of Air Navigation), among others.

1.5 Considering the volume of work and the diversity of topics, the IFPP is subdivided into 8 (eight) Working Groups (WG) and a "Task Force", together with the Aerodrome Panel (ADOP), which deals with the topic of Obstacle Limiting Surfaces (OLS). Each WG has a coordinator and a specific group of specialists, in order to allow a more adequate performance of the panel, according to the topic addressed:

- ✓ WG 1a: PBN and New Criteria (PBN-WG);
- ✓ WG 1b: Maintenance and Implementation of Criteria (MWG);
- ✓ WG 1c: Helicopters (HWG);
- ✓ WG 2: Integration (IWG);
- ✓ WG 3: ATM Procedures (ATMWG);
- ✓ WG 4: Quality Assurance (QAWG);
- ✓ WG 5: CRM (CRMWG);
- ✓ WG 6: Flight Operations (OPSWG); and
- ✓ Task Force OLS (OLSTF).

1.6 The development of the IFPP proposals is carried out in work cycles, which last two years and consist of four face-to-face meetings: three preparatory meetings and a general closing meeting. Each meeting lasts two weeks.

Note: Internal WG meetings are also held between IFPP meetings.

1.7 In the meetings of the IFPP there are meetings of working groups (first week) and plenary (second week) totaling two weeks of activities. The first week of the meeting allows a greater understanding of the criteria that have been produced by the different groups and a more active participation of specialists in the development of the material.

1.8 The second week is equally important, but the context changes a lot. At this point the results of what was produced / discussed in the WG are presented and it is possible to have an overview of what the IFPP has been developing. It is also possible to know the opinion and position of the other groups and the IFPP Secretariat regarding the progress of the work and what will be presented for consideration by the ANC. That is, it is possible to understand the trend of what will or will not be inserted in the documents that are being updated.

1.9 At the last meeting of the cycle, only plenary sessions are held (during the two weeks of the meeting), to evaluate in greater detail the proposals that are considered ready to be sent to the NCA for consideration. The volume of material presented is the result of two years of work and therefore only plenary sessions are held, with the participation of all specialists.

2. **Activities developed by the IFPP**

2.1 The activities of the current work programme of the WGs are listed below. The Working Papers (WP) referring to each of the activities developed are available, only in English, at the following link:

<https://oaci.sharepoint.com/:f:/r/sites/SAMIG-Grupodeimplementacin/Shared%20Documents/General/SAMIG29%20mayo%202023/NE%20IFPP%2016-2%20-%20MAR%202023?csf=1&web=1&e=wLwvdW>

2.2 MAINTENANCE OF CRITERIA (MWG)

- ✓ *Job Card IFPP018 – SBAS Criteria Modernization, WP1b-002*
- ✓ *Flyby Turn Protection Criteria, WP1b-018*
- ✓ *Use of stepdown fixes and their obstacle assessment, WP1b-004*
- ✓ *Revision of the TAA Chapter, WP 1b-003*
- ✓ *Publication of Hot Temperature “Limit” for BARO-VNAV procedures, WP1b-005*
- ✓ *RNP APCH to LPV Minima – Use of APV I OR CAT I Criteria, WP1b-006*
- ✓ *SBAS Criteria – Sensors in Intermediate Approach, WP1b-007*
- ✓ *Use of CRM for SBAS CAT I Procedures, WP1b-008*
- ✓ *Missed Approach Climb Gradients, WP1b-009*
- ✓ *Publication of OCA/OCH, WP1b-010*
- ✓ *Future Visions of PANS-OPS, WP1b-011*
- ✓ *Baro-VNAV Twisting Surfaces, WP1b-012*
- ✓ *RF Maximum Turn, WP1b-013*
- ✓ *Cold Temperature Correction for RNP APCH Procedures, WP1b-015*
- ✓ *Editorial Review of PANS-OPS, WP1b-016*
- ✓ *Future maintenance of criteria items*

2.3 INTEGRATION (IWG)

- ✓ *Job Card IFPP021 – Path Terminators for PBN Procedures*
- ✓ *Real PBN, WP1a-004 (ver PBNWG)*
- ✓ *SID and STAR Transitions, WP2-001*
- ✓ *IP Risks Associated with Baro-VNAV*
- ✓ *True North Survey Report, WP2-003*

2.4 PBN AND NEW CRITERIA (PBN WG)

- ✓ *Job Card IFPP025 – Merging the ILS, MLS and GLS Criteria Chapters, WP1a-006*
- ✓ *RNP AR Departures, WP1a-001*

- ✓ *Real PBN, WP1a-005*

- ✓ *PBAOM Coordination*

2.5 **HELICOPTER (HWG)**

- ✓ *Job Card IFPP004 – Helicopter RNP 0.3 Buffer Values*

- ✓ *Helicopter Maintenance Items*

- ✓ *Future Helicopter Work*

2.6 **QUALITY ASSURANCE (QAWG)**

- ✓ *Annex 11, WP4-003*

- ✓ *Doc 9906 Vol 2: Flight Procedure Designer Training (Development of a Flight Procedure Designer Training Programme)*

- ✓ *Doc 9906 Vol 3: Flight Procedure Design Software Validation*

- ✓ *Doc 9906 Vol 4: Flight Procedure Design Construction*

- ✓ *Alignment Between Doc 9906 Vol 5 and Doc 8071 Vol 2, WP4-005*

2.7 **CRM (CRM WG)**

2.7.1 The CRMWG continues its work to develop CRM software that enables risk assessment for ILS procedures. The work is advanced in a sense, but tests conducted on the current platform (under development) showed some discrepancies with the expected results and the working group could not determine exactly why. However, it was also noted that the discrepancies are minor, and that the application will be left as it is. An updated CRM manual will be published with the app, outlining the correct procedures for using the app.

2.7.2 States will be responsible for validating the results of the new CRM platform, which is different from the previous procedure, in which States sent their information to ICAO and then simply waited for the results already validated. However, it was not clarified how this validation by the States should be, which will be discussed at the next meetings of the group.

2.7.3 The IFPP Secretariat will verify the most appropriate date to make the new CRM platform available. There is no prognosis for this.

3. **Other Business**

3.1 During the meeting, the possibility of holding an IFPP meeting in South America (ICAO Office in Lima) was discussed, which could take place in MAR 2025. The needs to conduct the meeting are simple: room for WG meetings (20 participants on average), internet and platform for videoconferences, if possible.

3.2 Several benefits and advantages could be achieved with the holding of an IFPP meeting in South America, especially if PANS-OPS specialists from the SAM Region could participate:

- ✓ Know the dynamics of work and internal functioning of the ICAO panels;
- ✓ Know the main issues under development by the IFPP and its prioritization of work, which would allow anticipating actions and lines of work in the SAM Region;
- ✓ Exchange of knowledge and clarification of doubts and various queries;
- ✓ Provide technical-professional improvement to PANS-OPS SAM specialists;
- ✓ Interact with the panelists, strengthening professional ties that can be very useful in future consultations on PANS-OPS technical aspects;
- ✓ Greater alignment with ICAO standards, principles and recommendations, as well as international best practices;
- ✓ Compliance with ICAO's requirement regarding the diversification of venues for panel meetings, in order to disseminate global knowledge about its activities;
- ✓ Projection of the SAM Region in the "PANS-OPS universe" and of ICAO itself.

4. **Suggested actions**

4.1 The meeting is invited to:

- a) Analyse the information provided and comment on the activities of the IFPP; and
- b) verify how this information can contribute to GESEA activities for the development of PANS-OPS technical criteria and design of procedures in the SAM Region.