



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Fifteen Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)

Rio de Janeiro, Brazil, 13 – 17 October 2008

Agenda Item 2: Global and inter-regional activities

2.1 Inter-regional and intra-regional CNS/ATM activities and coordination

IMPLEMENTATION OF PERFORMANCE-BASED NAVIGATION (PBN) IN THE CAR/SAM REGIONS - PROCEDURE DESIGN TRAINING FOR RNP AUTHORIZATION REQUIRED (AR) APPROACH

(Presented by United States)

SUMMARY

There has been widespread interest in RNP AR procedure design training, using PANS OPS criteria. The U.S. Department of Transportation's Transportation Safety Institute offers this training for experienced PANS OPS designers. The course has received required validation by the U.S. Federal Aviation Administration's Flight Standards Service.

1. Background

1.1 Recognizing widespread interest in implementation of RNP Authorization Required (AR) approach procedures, where benefits warrant, the Federal Aviation Administration (FAA)'s RNAV/RNP Group arranged with the United States Department of Transportation's (DOT) Transportation Safety Institute (TSI) to develop a course on RNP AR procedure design.

Note: The FAA and TSI are both elements of the U.S Department of Transportation.

2. Discussion

2.1 The prototype presentation of the class was given in August 2008 at the FAA's Mike Monroney Aeronautical Center in Oklahoma City. Course participants were from Australia, Brazil, Chile, Mexico and EUROCONTROL.

2.2 In accordance with FAA Order 8260.19D *Flight Procedures and Airspace*, and FAA Order FAA Order 1100.161, *Air Traffic Safety Oversight*, all procedure design training in the U.S., regardless of the source, must be validated and approved by the FAA Flight Standards Service Flight Technologies and Procedures Division (AFS-400). The prototype course was audited by subject matter experts from the FAA Flight Standards Service Flight Procedure Implementation and Oversight Branch

(AFS-460). Flight Standards Service validation of the TSI course was issued on 16 September 2008 (attached).

2.3 The course is designed for trained, experienced PANS OPS procedure designers. Course duration is 13 class days. The language of instruction is English. TSI will levy tuition charges; in addition, participants will need to fund their travel and lodging expenses.

2.4 TSI has established the following list of course dates at Oklahoma City. A minimum enrollment of six students is necessary to confirm a scheduled class.

- 3 Nov - 20 Nov 2008
- 5 May - 21 May 2009
- 9 Sept - 25 Sept 2009

2.5 TSI is also able to present the course at locations outside the U.S by specific arrangement with requesting agencies.

2.6 To request a position in a scheduled class, or to arrange presentation of the course at a location outside the U.S., the point of contact is the TSI Course Manager, Mr. Joseph Florio. Contact information:

Email:	Joe.Florio@tsi.jccbi.gov
Telephone:	1.405.954.8533
Fax:	1.405.954.2649

3. Recommendation

Take note of the information of this document.

Attachment. - FAA Flight Standards Service Letter 16 Sep 08, Subj: *Authorization to Perform Instrument Flight Procedures Training in Required Navigation Performance (RNP) Authorization Required (AR)*



Federal Aviation Administration

Memorandum

Date: SEP 16 2008

To: Christine Lawrence, Director, Transportation Safety Institute, RTI-1

From: John W. McGraw, Manager, Flight Technologies and Procedures Division, AFS-400

Subject: Authorization to Perform Instrument Flight Procedures Training in Required
Navigation Performance (RNP) Authorization Required (AR)

PURPOSE: This memorandum authorizes the Transportation Safety Institute, Aviation Safety Division (RTI-20), to provide instrument flight procedure (IFP) training utilizing criteria contained in the International Civil Aviation Organization (ICAO), RNP AR, Procedure Design Manual, Document 9905-AN/471.

DISCUSSION: Federal Aviation Administration (FAA) Order 1100.161, Air Traffic Safety Oversight, Chapter 4, paragraph 4-5, states any person who designs or certifies instrument flight procedures must be properly trained, qualified, and certified in accordance with standards established or approved by the Director of Flight Standards Service. The Flight Standards Order 1100.1, Flight Standards Service Organizational Handbook, Chapter 5, paragraph 507, states the responsibility for FAA IFP and Flight Inspection policy and oversight rests with the Flight Procedures Implementation and Oversight Branch (AFS-460).

POLICY: A satisfactory audit of the Transportation Safety Institute, Aviation Safety Division (RTI-20) was conducted by AFS-460 from August 5 to August 25, 2008. After careful review of IFP RNP AR training curriculum and instructor qualifications, RTI-20 is authorized to conduct training per criteria contained in ICAO RNP AR procedure design manual. AFS-460 will provide periodic compliance oversight of the RTI-20 IFP RNP AR training program. This authorization is valid until revoked. A copy of this memorandum will be retained by the activity as a permanent record for verification purposes.

If you have any questions, please contact Mr. Gary L. Powell, Manager, Flight Procedures Implementation and Oversight Branch, AFS-460, at (405) 954-9359.