After Action Report (AAR) from the 12 March 2018 Meeting of the International Civil Aviation Organization (ICAO) Instrument Flight Procedures Panel (IFPP)

The 14th plenary session of the Instrument Flight Procedures Panel was held 12-23 March 2018 in Interlaken, Switzerland. This AAR is provided to International Federation of Helicopter Associations (IFHA) affiliates for purposes of situational awareness relating to ICAO activities.

The Obstacle Clearance Panel was established in 1966 and renamed the Instrument Flight Procedures Panel (IFPP) in 2007, for addressing new capability such as performance-based navigation (PBN), emerging requirements for increased accuracy, the use of aircraft automation, the need for quality assurance and the consideration of environmental issues in instrument flight procedure designs. The IFPP undertakes specific studies and develops technical and operational ICAO provisions for instrument flight procedure design and associated domains.

The IFPP consists of approximately 30 members and advisors and supports the following working groups (WG):

- Quality Assurance WG
- Flight Operations WG
- Integration WG
- Performance-based Aerodrome Operating Minima (PBAOA)
- Helicopter WG
- Maintenance WG

After initial discussion it was determined the IFPP's Flight Operations WG requires an updated version of ICAO Doc 8168, Procedures for Air Navigation – Operations (PANSOPS) Vol 1. The most recent version went to the U.S. Federal Aviation Administration's (FAA) representative and Rapporteur to the IFPP Helicopter WG for use in referencing and researching information. According to the IFPP Secretariat, the State letter for this document had been issued and ICAO hopes for ANC approval soon.

The Integration WG addressed the concept of performance-based aerodrome operating minima (PBAOM). The concept of PBAOM has been assessed with the use of heads-up display (HUD) and enhanced flight vision systems (EFVS) to decrease runway visibility range (RVR) and lower minima. The Integration WG pointed out that this ties lower minima to more visual aids and increases facility expenses.

The IFPP enjoyed a lengthy discussion regarding implementation of new equipment on aircraft, and at various facilities. For example, the effectiveness of EFVS in the U.S. is sometimes degraded since airports began utilizing light-emitting diode (LED) lighting. Unfortunately, use of LEDs results in reduced heat emissions, which makes EFVS less effective. As a result, some airport operations have installed small heaters in the lights so pilots utilizing EFVS can see heat emanating from the lights when it is snowing. Operators report that they can now land at lower minimums because aircraft are equipped with EFVS. The IFPP members were divided on

whether to accept this as a concept of operation, as obstacle clearance height remains the primary factor in minimum determination.

The IFPP discussed ARINC 424 as a guide to coding. [1] Discussion involved basic criteria for PBN transitions using a radius to fix (RF) leg to a precision final approach, with possible introduction into Doc 8168 Vol. II. Justifications for this are provided and based on simulation results, publications and analytical work.

The HWG discussed charting requirements regarding point-in-space (PinS) approaches, and entry into instrument meteorological conditions (IMC) prior to reaching the initial departure fix (IDF). It was pointed out that PinS approaches are a relatively new concept, internationally, and that procedures should continue to be stated to pilots on the approach chart. The IFPP also examined the length of an approach visual segment (VS) to harmonize requirements between approach and departure.

Note: *Per ICAO policy, working group papers of any type (e.g., decision papers, working papers, flimsies, drafts, etc.) cannot be disseminated outside of their ICAO Panels and Working Groups. Working group papers often contain sensitive materials that reflect initial thoughts and/or immature proposals that may not evolve into approved provisions.*

Many issues are discussed within ICAO Panels and Work/Study Groups where information is restricted for release. Providing a high-level overview of ICAO issues covered within a Panel is acceptable if there are no actual copies of job cards, working papers, issue papers, etc. distributed.

IFHA organizations and representatives should keep discussions limited to the topic and the areas that are being examined, rather than presenting work which may not be complete. For example, an IFHA organization or representative can describe an issue that the ICAO's Air Navigation Commission (ANC) has specified for review via a Job Card, and what an ICAO Panel or working group is attempting to do that might be backed up with a manual, guide or risk analysis. This would be acceptable, but showing the proposed text for an Annex which has yet to be vetted through the ICAO review process would not be.

[1] ARINC 424 Navigation System Data Base Standard is an international standard file format for aircraft navigation data maintained by Airlines Electronic Engineering Committee and published by Aeronautical Radio, Inc.. Per Wikipedia, the ARINC 424 specifications are not a database, but a "standard for the preparation and transmission of data for assembly of airborne navigation system data bases"