



ICAO

SAFETY

Developing guidance for RNP (VPT)

FLTOPSP/8





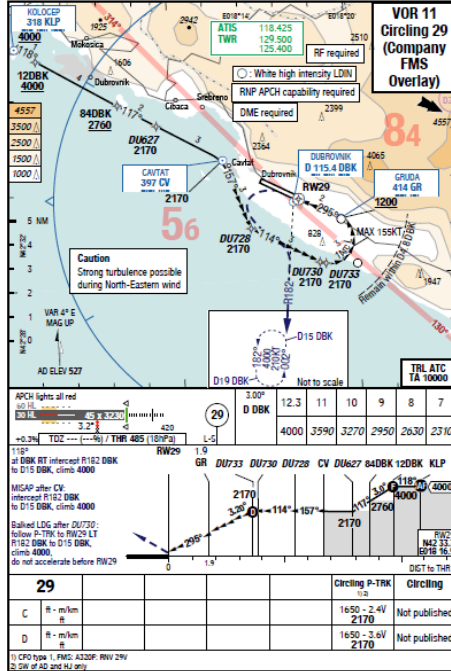
FLTOPSP.023.05 Introduce a concept of operations for using VPT based on RNAV, VPT (RNAV)							
Source		FLTOPSP/1					
Problem Statement		Visual RNAV or RNAV Visual procedures are already implemented in many countries in a variety of ways, however a global concept of operation has not been established and there is no standardisation in implementation, charting, operational criteria or phraseology. Increasing numbers of comments from both States and industry suggest this is a growing issue, and a number of incidents have already occurred on these procedures.					
Specific Details		<p>A clear concept of operations and guidance for standardized implementation of a new kind of VPT using RNAV waypoints and path terminators could offer many benefits including increased runway utilisation, reduced fuel consumption and safer approaches to airports where no other types of approach can be implemented.</p> <p>The lack of a Concept of Operations has resulted in many such procedures being developed for a variety of other reasons, and as a result it is not clear exactly how some of these procedures have been designed and what, if any, separation and obstacle clearance exists when using them.</p> <p>As part of the Concept of Operations, a standardized name for these approaches needs to be agreed on. VPT (RNAV) is suggested</p>					
Expected Benefits		Guidance and best practice for the design and use of visually guided approaches, ensuring correct implementation and safe use.					
Reference Documents		IFPP proposed Initial ConOps for RNAV Visual approach					
Deliverable Expert Group		Flight Operations Panel (FLTOPSP)					
ID	Document Affected	Description of Amendment proposal or Action	Supporting Expert Group	Status	Expected Dates		
					Delivery Date	Effective	Applicability
1618	Actions	Develop a concept of operations that clearly describes the operational criteria for VPT (RNAV)	-	Delivered	Q4 2016	Nov 2016	Nov 2016
1620	Aeronautical Chart Manual (Doc 8697)	Develop depiction standards for VPT (RNAV)	IFPP	Re-scheduled	Q2 2021	Jun 2022	Jun 2022
10104	New ICAO Circular (CIR ###)	Guidance for the development of VPT (RNAV) procedures	ATMOPSP IFPP PBNSG	Re-scheduled	Q2 2021		Jun 2022
1622	PANS-OPS Vol I (Doc 8168)	Requirements for the pilots to fly VPT (RNAV)	IFPP	Re-scheduled	Q2 2021	Jun 2024	Nov 2024
1619	PANS-ATM (Doc 4444)	Inclusion of ATM procedures for VPT (RNAV)	ATMOPSP	Re-scheduled	Q2 2021	Jun 2024	Nov 2024
Status: Approved		Priority:	Initial Issue Date: 12 Mar 2015	Date Approved by ANC: 08 Jun 2021	Session / Meeting: 217-6		

- Job Card
FLTOPSP.023
- FLTOPSP/1
- Many changes to concept



- **What's included:**
- Best practice
- Examples
- 'Special' procedures

- **What's not:**
- Navigation specifications
- Design Criteria
- PANS-OPS requirements



Operator proprietary procedure

- Developed internally
- Used for circling approaches
- Typically based on standard pattern from PANS OPS



FLTOSP.023.05 Introduce a concept of operations for using VPT based on RNAV, VPT (RNAV)							
Source		FLTOSP/1					
Problem Statement		Visual RNAV or RNAV Visual procedures are already implemented in many countries in a variety of ways, however a global concept of operation has not been established and there is no standardisation in implementation, charting, operational criteria or phraseology. Increasing numbers of comments from both States and industry suggest this is a growing issue, and a number of incidents have already occurred on these procedures.					
Specific Details		<p>A clear concept of operations and guidance for standardized implementation of a new kind of VPT using RNAV waypoints and path terminators could offer many benefits including increased runway utilisation, reduced fuel consumption and safer approaches to airports where no other types of approach can be implemented.</p> <p>The lack of a Concept of Operations has resulted in many such procedures being developed for a variety of other reasons, and as a result it is not clear exactly how some of these procedures have been designed and what, if any, separation and obstacle clearance exists when using them.</p> <p>As part of the Concept of Operations, a standardized name for these approaches needs to be agreed on. VPT (RNAV) is suggested</p>					
Expected Benefits		Guidance and best practice for the design and use of visually guided approaches, ensuring correct implementation and safe use.					
Reference Documents		IFPP proposed Initial ConOps for RNAV Visual approach					
Deliverable Expert Group		Flight Operations Panel (FLTOSP)					
ID	Document Affected	Description of Amendment proposal or Action	Supporting Expert Group	Status	Expected Dates		
					Delivery Date	Effective	Applicability
1618	Actions	Develop a concept of operations that clearly describes the operational criteria for VPT (RNAV)	-	Delivered	Q4 2016	Nov 2016	Nov 2016
1620	Aeronautical Chart Manual (Doc 8697)	Develop depiction standards for VPT (RNAV)	IFPP	Re-scheduled	Q2 2021	Jun 2022	Jun 2022
10104	New ICAO Circular (CIR ###)	Guidance for the development of VPT (RNAV) procedures	ATMOPSP IFPP PBNSG	Re-scheduled	Q2 2021		Jun 2022
1622	PANS-OPS Vol I (Doc 8168)	Requirements for the pilots to fly VPT (RNAV)	IFPP	Re-scheduled	Q2 2021	Jun 2024	Nov 2024
1619	PANS-ATM (Doc 4444)	Inclusion of ATM Procedures for VPT (RNAV)	ATMOPSP	Re-scheduled	Q2 2021	Jun 2024	Nov 2024
Status: Approved		Priority:	Initial Issue Date: 12 Mar 2015	Date Approved by ANC: 08 Jun 2021	Session / Meeting: 217-6		

- Job Card
FLTOSP.023
- Circular
intended to
complete Job
Card



ICAO

SAFETY



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU

Miguel Marin A/C/OPS
mmarin@icao.int